

From: Kyle Bentley
Director, City Development & CBO

Subject: City Initiated: Official Plan Amendment
Kingston Mixed Corridor and Brock Mixed Node Intensification Areas
Recommended Amendment 38 to the Pickering Official Plan
Recommended Informational Revision 26 to the Pickering Official Plan
File: OPA 20-004/P

Recommendation:

1. a) That Official Plan Amendment Application OPA 20-004/P, initiated by the City of Pickering, to add new policies to the Pickering Official Plan with regard to the Kingston Mixed Corridor and Brock Mixed Node Intensification Areas, as set out in Appendix I to Report PLN 41-21, be approved;
- b) That the Draft By-law to adopt Official Plan Amendment 38 to the Pickering Official Plan, to add new policies to the Pickering Official Plan with regard to the Kingston Mixed Corridor and Brock Mixed Node Intensification Areas, as set out in Appendix I to Report PLN 41-21, be finalized and forwarded to Council for enactment;
2. That Council adopt Informational Revision 26 to the Pickering Official Plan of the Pickering Official Plan with regard to the Kingston Mixed Corridor and Brock Mixed Node Intensification Area, as set out in Appendix II to Report PLN 41-21;
3. That staff be directed to bring forward an implementing Zoning By-law for the Kingston Mixed Corridor and Brock Mixed Node Intensification areas addressing site specific matters including maximum building heights, maximum floor space indices, and other appropriate development standards;
4. That Council repeal the following redundant development guidelines: Kingston Road Corridor Development Guidelines, Northeast Quadrant Development Guidelines, Specialty Retailing Node Development Guidelines, Walnut Lane Area Development Guidelines and Town Centre West Development Guidelines;
5. That staff be directed to bring forward refined Urban Design Guidelines for the Kingston Mixed Corridor and Brock Mixed Node Intensification Areas for Council endorsement with the recommended implementing Zoning By-law; and
6. That a copy of Official Plan Amendment 38, Informational Revision 26, and all supporting documents be forwarded to the Region of Durham for review and approval.

Executive Summary: On December 19, 2020, Council endorsed, in principle, the Kingston Road Corridor and Specialty Retailing Node Intensification Plan and draft Urban Design Guidelines. The recommendations of the Intensification Plan provided direction for the preparation of appropriate planning implementation tools to facilitate the achievement of the vision for intensification along the corridor and within the node.

The purpose of recommended Amendment 38 is to add new policies to, and change existing policies and land use designations in the Pickering Official Plan to enable the redevelopment and intensification of the Kingston Mixed Corridor and Brock Mixed Node, and to identify required infrastructure improvements and transportation connections throughout the area in support of anticipated population and employment growth. The Amendment applies to lands reflected on the Location Map attached to this report and as described in the Recommended Official Plan Amendment.

Durham Region has indicated that Amendment 38 is non-exempt from Regional approval. Recommended Amendment 38 and Informational Revision 26 are contained in Appendices I and II respectively, to this report.

In response to comments received, staff are recommending certain changes to the proposed official plan amendment to address matters including: reducing maximum heights; introducing criteria for consideration of higher floor space indices; compatibility and transition between stable low rise residential and higher density residential uses; introducing greater flexibility around Major Office uses; including policies to enable limited expansion of existing uses, and the establishment of a monitoring program to track development within the Intensification Areas. Minor boundary adjustments and adjustments to land use designations are also proposed.

Financial Implications: No direct costs to the City are anticipated as a result of the recommendations of this report.

Discussion:

1. Background/Purpose

On December 16, 2019, Council endorsed in principle the Kingston Corridor and Specialty Retailing Node Intensification Plan and draft Urban Design Guidelines prepared by SvN Architects + Planners Inc. as per Resolution #192/19 (refer to Report PLN 26-19). Further, Council authorized staff to initiate an Official Plan Amendment to implement the vision and Intensification Plan for the Kingston Road Corridor and Specialty Retailing Node.

A robust engagement process was undertaken throughout the Study, as well as following completion of the Study, in the preparation of the City Initiated Official Plan Amendment. There has been active participation and feedback received from members of the public, the development community, agencies, and advisory committees of Council. Section 2 of this report provides details regarding the public engagement process related to Official Plan Amendment 38.

City staff are bringing forward Recommended Official Plan Amendment 38 and Informational Revision 26 to the Pickering Official Plan for adoption by City Council.

A number of privately-initiated development applications have been submitted for properties within the Intensification Areas. Until such time as the City Initiated Official Plan Amendment has received Regional approval and is in effect, all privately-initiated development applications are being assessed against the current policies of the Pickering Official Plan, the framework and policy recommendations of the Council-endorsed Intensification Plan, and the design priorities of the Draft Urban Design Guidelines.

2. Consultation/Comments Received

2.1 Comments from the October 22, 2020 Electronic Open House, and November 4, 2020, Statutory Public Meeting

On October 22, 2020, staff hosted an Electronic Open House prior to the Statutory Public Meeting to present the proposed city initiated official plan amendment and informational revision.

On November 4, 2020, the Statutory Public Meeting with regard to proposed Official Plan Amendment 38 and Informational Revision 26 was held.

Notice of the electronic open house and public meeting was posted on the City's website and sent out to landowners within the Corridor and Node and within 150 metres of the Corridor and Node, as well as Interested Parties from the Kingston Road Corridor and Specialty Retailing Node Intensification Study that concluded in December 2019.

An advertisement of the electronic open house and public meeting also appeared in the local newspaper for 2 consecutive weeks on October 8, 2020 and October 15, 2020.

Copies of the proposed city initiated official plan amendment and informational revision were also circulated to key public agencies, including the Region of Durham.

The key concerns and comments received relate to: maximum heights; transition between high density and stable low-rise residential neighbourhoods; traffic and parking impacts; loss of existing commercial businesses and jobs; ability for existing businesses to expand; need for flexibility around Major Office requirements; need for ongoing monitoring of development; lack of servicing capacity; capacity of schools to accommodate increased population; and climate change impacts.

A summary of the comments and concerns expressed and staff responses is included in Attachment #2 to this report. All submissions received from agencies and the public have been forwarded to the Mayor and Members of Council under separate cover.

2.2 Comments From Agency and City Departments

2.2.1 Durham Region

Key concerns raised by the Region of Durham related to: the time horizon for planning; ensuring development is in line with the population and jobs targets established through the Intensification Plan; servicing; and need for adjustments to the road network in the Brock Precinct, including restricting new street accesses onto Brock Road.

These comments have been addressed through discussions with Regional staff and are reflected through the recommended Official Plan Amendment (see Appendix I).

Durham Region has indicated that, in accordance with Regional By-law 11-2000, this Official Plan amendment application is non-exempt from Regional approval and, if adopted by Pickering Council, will need to be forwarded to the Region of Durham for review and approval.

2.2.2 Parks Canada

Parks Canada provided comments related to: environmental design and lighting; and reducing maximum building heights in proximity to the Rouge National Urban Park, particularly the visibility of tall buildings from the Glen Rouge Campground. This campground is host to many newcomers to Canada. These comments have been addressed through the recommended Official Plan Amendment (see Appendix I).

2.2.3 Toronto and Region Conservation Authority

Toronto and Region Conservation Authority provided minor technical comments regarding adjustment to the Natural Areas Designation adjacent to the Petticoat Creek, north of Highway 401 on City-owned parkland; as well as the need for a site specific policy for a property south of the intersection of Kingston Road and Fairport Road to require a study of the floodplain associated with a portion of the Amberlea Creek tributary. These comments have been addressed through the recommended Official Plan Amendment (see Appendix I).

2.2.4 Ontario Ministry of Transportation

The Ontario Ministry of Transportation (MTO) indicated that they had no objections in principle to the proposed land use designations and policies. MTO advised that they will review all development proposals and associated plans and reports to assess site massing, layout, density, and will assess the impacts that high density developments will have on Highway 401. However, they expressed concern with the proposed private streets identified east of Brock Road, south of Pickering Parkway, north of Highway 401, and requested that they be removed. These comments have been addressed through the recommended Official Plan Amendment Schedule XIV (see Schedule 'B' of Appendix I), as well as the introduction of a policy requiring review of the future road network in this area through detailed block planning.

2.2.5 Other Agencies and Departments

Other agencies and City departments have stated that they have no objection to the proposed amendments, and all other departmental and agency comments were of a minor technical nature and did not necessitate any major revisions to the draft official plan amendment.

3. Lands affected by the recommended Official Plan Amendment

The recommended Official Plan Amendment contains policies that will apply to areas within the City identified as Mixed Use Areas – Mixed Corridor, along the Kingston Road Corridor and the east side of Brock Road, south of Kingston Road, and north of Highway 401, identified as Mixed Use Areas – Specialty Retailing Node. They are shown on the Location Map in Attachment #1. The subject lands comprise approximately 144 hectares.

4. Recommended Amendments

4.1 Text Changes to Recommended Official Plan Amendment 38

Recommended Amendment 38 to the City of Pickering Official Plan is contained in Appendix I to this report. It introduces new policies in Chapter 3 – Land Use, a new Chapter 11A with policies specific to the Intensification Areas, and new definitions to Chapter 15 – Implementation, to implement the vision for the Intensification Areas that was established through the Council-endorsed Intensification Plan.

In response to comments received from agencies, City departments, and the public, staff have made changes to Proposed Amendment 38, where appropriate. The changes are considered to be minor in nature, in response to public and agency input, and do not detract from the original intent or purpose of Amendment 38. Key changes include the following:

- added the following criteria to Policy 3.6 (f) to guide consideration of zoning by-law amendment requests for proposals exceeding the currently permitted maximum Floor Space Index (FSI) of 2.5 up to 5.0: that the site is generally located within an appropriate gateway location and/or adjacent to Highway 401; that the proposal is compatible with adjacent land uses, particularly stable residential neighbourhoods; that the proposed development would not preclude other properties within the precinct from developing or redeveloping to their planned potential; and that the proposal meets the general intent of the Intensification Area policies in Chapter 11A of the Pickering Official Plan;
- revised Table 5, Mixed Use Areas: Permissible Uses By Subcategory, to permit stand-alone medium density development, in addition to being part of a mixed use development;
- added policy provisions to Policy 11A.3, subsections (a), (d) and (f) to limit heights and mitigate other adverse impacts of proposed redevelopment in proximity to the Rouge National Urban Park;

- added policy to the Rougemount, Dunbarton-Liverpool, and Brock Precinct policies, further directing where heights should be limited within the Precincts;
- added Policy 11A.6 (j) to require proposals on the east side of Brock Road, south of Pickering Parkway and north of Highway 401 to give consideration through detailed block planning and a transportation study to appropriate locations for street linkages to Brock Road, in response to comments from the Region of Durham and the Ministry of Transportation;
- added Policy 11A.9 (c) with regard to support for existing business retention;
- added Policy 11A.9 (f)(i) to establish and secure locations for community facilities through detailed block planning;
- revised Policy 11A.9.2 to provide greater flexibility for the location of Major Office uses;
- revised Policy 11A.10 (d) to clarify that new development shall be designed and located to limit any shadowing on adjacent residential land uses in addition to the public realm;
- revised Policy 11A.10.1 (a) and 11A.10.1 (d) to reduce maximum heights:
 - from 45 storeys to 35 storeys for high rise buildings, and to direct tall buildings to generally be located within appropriate major gateway locations, along Highway 401 and proximate to highway interchanges;
 - from 25 storeys to 20 storeys within the Rougemount Precinct; and
 - to low and mid-rise built form, up to a maximum of 12 storeys, for development immediately adjacent to low-rise stable residential neighbourhoods;
- added Policy 11A.11 (e) encouraging the provision of green roofs as a component of private outdoor amenity space for all high density residential development;
- added policy language to Policy 11A.12 (d) to prioritize measures which reduce traffic-related impacts to adjacent neighbourhoods;
- added new Policy 11A.14.1 (d) to allow for consideration of minor expansions to existing retail and commercial uses, based on specified criteria;
- added new Policy 11A.14.2 (c) encouraging land owners to engage in ongoing communication with impacted business owners, where applicable;
- added new Policy 11A.14.3 to indicate that the policies of new Chapter 11A of the Pickering Official Plan will be implemented through prescribing, in an implementing zoning by-law, matters at a property specific level, including maximum building heights, maximum floor space indices, and other appropriate development standards;
- added new Policy 11A.14.5 that the City will establish a monitoring program to track development and implementation;
- added new Policy 11A.14.6 acknowledging privately-initiated applications submitted prior to the adoption of Official Plan Amendment 38 are subject to the outcome of their privately-initiated official plan amendment;
- added new definitions to Policy 15.5, Glossary, for “Community Hubs”, “Complete Streets”, “Major Office”, and “Transit Supportive”; and
- added new Policy 16.5A, subsection (xxxix) to add “affordable housing brief” to the list of studies that may be required for a planning application.

4.2 Mapping Changes to Recommended Official Plan Amendment 38

Key recommended changes to the Intensification Area mapping, Schedule XIV (Schedule 'B' to Appendix I – Recommended Official Plan Amendment 38), and associated rationale, are discussed below:

4.2.1 General

- added a symbol to identify Heritage Properties of Interest for greater clarity, based on Pickering Heritage Committee comments; and
- removed transit stops from the Land Use schedule as they are subject to change with the longer term plans for the corridor and based on feedback from the Region.

4.2.2 Rougemount Precinct

- removed properties on the south side of Old Forrest Road from the Intensification Area Boundary given the limited opportunity for consolidation and redevelopment with the properties fronting Kingston Road, and to provide better transition to the stable residential areas immediately to the north.

4.2.3 Whites Precinct

- added 1409 Rosebank Drive to the Intensification Area boundary as the property has existing zoning for commercial uses, potential for consolidation with adjacent lands to the south, and is located outside of the Woodlands Established Neighbourhood Precinct boundary;
- removed Dunbarton High School site from the Intensification Area, given limited opportunity for redevelopment and intensification, and to provide better transition to the stable residential areas immediately to the north;
- adjusted the Natural Areas designation to reflect Petticoat Creek tributary in the City's park north of Kingston Road, based on Toronto and Region Conservation Authority comments;
- removed properties on the south side of Sheppard Avenue from the Intensification Area Boundary given the limited opportunity for consolidation and redevelopment, and to provide better transition to the stable residential areas immediately to the north;
- removed the easterly segment of the proposed private street immediately south of Sheppard Avenue, east of Delta Drive and Omega Drive, and immediately north of the 401 access ramps. Through detailed site planning as part of a future development application, staff will investigate opportunities for on-site traffic circulation, connectivity, and consolidated accesses to Kingston Road for the properties in this area.

4.2.4 Brock Precinct

- added the proposed new signalized intersection on Kingston Road at Guild Road/Denmar Road, based on Region of Durham's comments;

- re-designated the east-west proposed private street immediately north of Pickering Parkway, to a proposed public street, based on comments from the Region of Durham;
- removed the proposed private streets south of Kingston Road on the east side of Brock Road which were not supported by the Region of Durham or the Ministry of Transportation; and
- adjusted land use designations on properties on the north side of Kingston Road, in between 1970 Brock Road and Guild Road, from Mixed Use Type A and Residential, to Mixed Use Type B and Mixed Use Type C, to provide adequate transition with respect to the stable residential neighbourhood to the north based on public feedback.

These changes are considered to be consistent with comments received through public input. A detailed summary of public comments and staff responses is provided in Attachment #2.

4.3 Recommended Informational Revision 26

Recommended Informational Revision 26 to the City of Pickering Official Plan is contained in Appendix II to this report. The purpose of Informational Revision 26 is to change the informational text contained within the Pickering Official Plan to provide context to the policies introduced as part of the recommended Official Plan Amendment.

Revisions to Proposed Informational Revision 26 relate to:

- reflecting the boundary changes associated with the Intensification Areas on the respective Neighbourhood Maps, as discussed in Section 4.1 above;
- providing context in relation to Policy 3.6 (f), that the actual achievable FSI for a development will be dependent on many factors including property size, compatibility with adjacent development, meeting building separation requirements, having regard for shadowing, and other compatibility constraints;
- providing context around the character of the Rougemount Precinct referenced in Policy 11A.3 which is envisioned to predominantly comprise buildings with low and moderate heights to help reinforce the 'main street' character of this stretch of Kingston Road; and
- removing definitions derived from A Place to Grow from the Informational Revision and adding them to the Glossary in Section 15.5 of the Pickering Official Plan, through Official Plan Amendment 38, consistent with other policy-based definitions in the Official Plan.

5. Planning Analysis

Section 7 of Information Report 13-20 dated November 4, 2020, read together with Sections 1 to 4 of this report, provides the details regarding the planning rationale in support of recommended Official Plan Amendment 38 and Informational Revision 26.

The recommended amendments seek to introduce new policies in Chapter 3 – Land Use, a new Chapter 11A with policies specific to the Intensification Areas, and new definitions to Chapter 15 – Implementation, to implement the vision for the Intensification Areas that was established through the Council-endorsed Intensification Plan.

As such, the recommended Official Plan Amendment is consistent with the Provincial Policy Statement, 2020 and A Place to Grow, Growth Plan for the Greater Golden Horseshoe, 2020. In addition, the recommended Official Plan Amendment conforms to the policies of the Durham Regional Official Plan.

As noted in Subsection 2.2.1 above, Durham Region has indicated that, in accordance with Regional By-law 11-2000, this Official Plan Amendment application is non-exempt from Regional approval. Accordingly, if adopted by Council, staff are requesting authorization to forward the amendment and all necessary prescribed documentation to the Region of Durham for their review and decision.

6. Additional Matters

6.1 Implementing Zoning By-law Amendment

Staff have been drafting an implementing zoning by-law amendment for the lands within the intensification areas, working in alignment with the City's Comprehensive Zoning By-law Update currently underway.

The implementing zoning by-law will address at the site level, matters including building heights, floor space indices, permitted uses, interim use provisions, and parking provisions. The by-law will also address performance standards including angular plane requirements and setbacks. Public consultation will be conducted in accordance with the *Planning Act* and the comments received through City Initiated Official Plan Amendment 38 (File: OPA 20-004/P) will be further addressed, as appropriate.

Following the adoption of City Initiated Official Plan Amendment 38, staff are requesting Council's authorization to bring forward the implementing zoning by-law for public consultation in early 2022.

6.2 Urban Design Guidelines

On December 19, 2020, Council endorsed in principle, the draft Urban Design Guidelines dated November 2020, (Urban Design Guidelines). The Council-adopted Urban Design Guidelines are based on the recommendations contained in the Kingston Road Corridor and Specialty Retailing Node Intensification Plan prepared by SvN Architects + Planners. Since endorsement of the draft guidelines, staff have been evaluating privately-initiated applications and proposals within the Intensification Areas against the draft urban design guidelines and design-related policy recommendations in the Council-endorsed Intensification Plan, in order to assess their applicability, appropriateness, and to inform possible need for revisions.

Staff had originally intended to bring forward revised urban design guidelines for endorsement at the same time as the Official Plan Amendment. However, in response to comments received from agencies, City departments, and the public, staff expect further refinements to the draft Urban Design Guidelines based on the forthcoming implementing Zoning By-law Amendment. It is recommended that staff be authorized to bring back the finalized urban design guidelines for endorsement at the same time as the recommended Zoning By-law Amendment. Until that time, applications within the Intensification Areas will continue to be reviewed against the Council-endorsed draft urban design guidelines.

6.2.1 Development Guidelines

The following development guidelines within the Intensification Areas, contained in the Compendium document to the Pickering Official Plan, are being replaced by new design-related policies in the proposed new Chapter 11A and the Draft Urban Design Guidelines:

- Kingston Road Corridor Development Guidelines;
- Northeast Quadrant Development Guidelines;
- Specialty Retailing Node Development Guidelines;
- Walnut Lane Area Development Guidelines; and
- Town Centre West Development Guidelines.

Accordingly, staff are recommending repeal of the above redundant Development Guidelines.

7. Conclusion

Council authorized staff to initiate an Official Plan Amendment in accordance with Report PLN 26-19, to enable the redevelopment and intensification of the Kingston Road Corridor and Specialty Retailing Node, in accordance with the vision established in the Council-endorsed Intensification Plan, and to identify required infrastructure improvements and transportation connections throughout the area in support of anticipated population and employment growth.

Recommended Amendment 38 and Recommended Informational Revision 26, incorporate appropriate modifications to the Draft Amendment proposed in Information Report 13-20 and address comments received through the consultation process.

Staff recommends:

- (a) That Council approve Recommended Amendment 38 to the Pickering Official Plan by passing the by-law to adopt Amendment 38, as set out in Appendix I to Report PLN 41-21;
- (b) That Council adopt Recommended Informational Revision 26 to the Pickering Official Plan as set out in Appendix II to Report PLN 41-21;
- (c) That staff be directed to bring forward an implementing Zoning By-law for the Kingston Mixed Corridor and Brock Mixed Node Intensification areas addressing site specific matters including maximum building heights, maximum floor space indices, and other appropriate development standards;
- (d) That Council repeal the following redundant development guidelines: Kingston Road Corridor Development Guidelines, Northeast Quadrant Development Guidelines, Specialty Retailing Node Development Guidelines, Walnut Lane Area Development Guidelines and Town Centre West Development Guidelines;
- (e) That staff be directed to bring forward refined Urban Design Guidelines for the Kingston Mixed Corridor and Brock Mixed Node Intensification Areas for Council endorsement with the recommended implementing Zoning By-law; and

- (f) That a copy of Official Plan Amendment 38, Informational Revision 26, and all supporting documents be forwarded to the Region of Durham for review and approval.
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Attachments

- 1. Location Map
 - 2. Summary of Public Comments and Staff Responses
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Appendices

- Appendix I Draft By-law to Adopt Amendment 38 to the Pickering Official Plan
 - Appendix II Recommended Informational Revision 26 to the City of Pickering Official Plan
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Prepared By:

Approved/Endorsed By:

Original Signed By

Original Signed By

Kristy Kilbourne, MCIP, RPP
Principal Planner, Policy

Catherine Rose, MCIP, RPP
Chief Planner

Original Signed By

Original Signed By

Déan Jacobs, MCIP, RPP
Manager, Policy & Geomatics

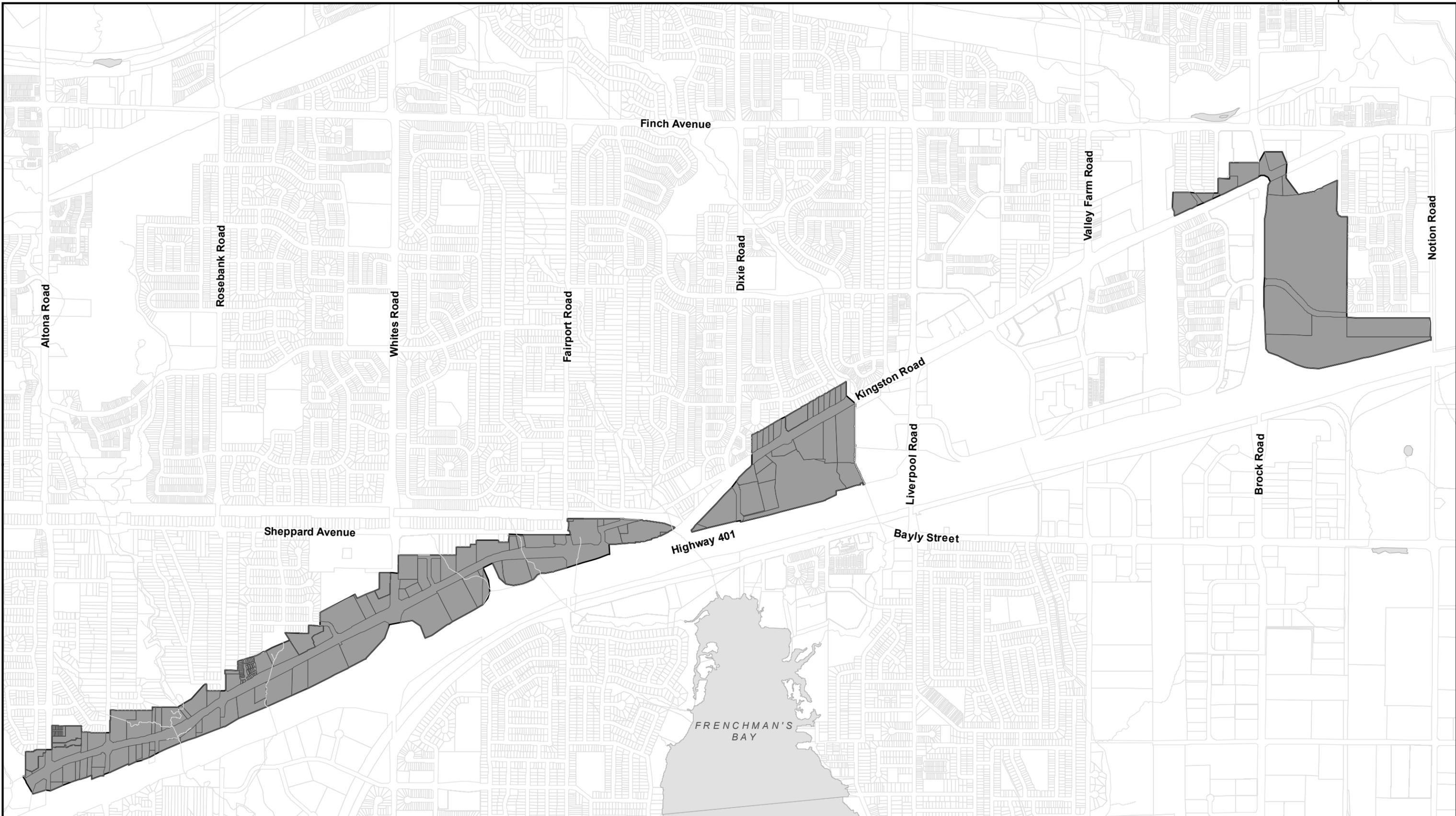
Kyle Bentley, P. Eng.
Director, City Development & CBO

KK:ld

Recommended for the consideration
of Pickering City Council

Original Signed By

Marisa Carpino, M.A.
Chief Administrative Officer



Location Map
File: OPA 20-004/P - Kingston Mixed Corridor and Brock Mixed Node Intensification Areas

City of
PICKERING
 City Development
 Department

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Summary of Key Comments on Official Plan Amendment 38 and City Staff Response

Comment/Concern	City Staff Response
Support that these areas are the right locations for intensification in the City.	A Place to Grow directs intensification to Urban Growth Centres, Major Transit Station Areas, and Strategic Growth Areas. The Kingston Mixed Corridor and Brock Mixed Node were identified as Strategic Growth Areas.
Need to ensure appropriate transitions and heights next to existing established residential neighbourhoods.	<p>To address resident concerns, staff are recommending:</p> <ul style="list-style-type: none"> • Further limiting heights for development which is immediately adjacent to stable low-rise residential neighbourhoods to low and mid-rise building forms, up to a maximum of 12 storeys. • Removal of a number of properties with existing single-detached houses from the boundary of the Intensification Area, along the south side of Old Forrest Road, as well as Sheppard Avenue, to provide better transition to the stable residential areas immediately to the north of the corridor. • Adjustments to land use designations for properties along the north side of Kingston Road in the Brock Precinct.
Maximum heights are too tall.	<p>In addition to concerns about the maximum heights set out in the proposed OPA 38, concerns around heights have also been expressed by the public through privately-initiated applications throughout the intensification areas.</p> <p>Accordingly, staff are recommending maximum heights be reduced, and have revised Policy 11A.10.1 (a) and 11A.10.1(d) to reduce maximum heights:</p> <ul style="list-style-type: none"> • from 45 storeys to 35 storeys; • from 25 storeys to 20 storeys within the Rougemount Precinct; and, • to low and mid-rise buildings, up to a maximum of 12 storeys, for development immediately adjacent to low-rise stable residential neighbourhoods. <p>These recommended reductions are based on public feedback, input from Parks Canada, an analysis of privately-initiated development applications and proposals within the intensification areas and public input on applications, the notional heights presented in the preferred intensification scenario (refer to Report PLN 08-19), and to maintain the hierarchy of the greatest heights and densities within the City being directed to the City Centre, which the Province has identified as both an Urban Growth Centre and a Major Transit Station Area.</p> <p>Staff have also added Policy 11A.14.3 specifying that the implementing zoning by-law will establish maximum heights on a site by site basis, and provide greater direction around where</p>

Comment/Concern	City Staff Response
	<p>taller buildings could be appropriately located. This implementing zoning by-law will be subject to public consultation.</p> <p>Further, the revised Policy 3.6 (f) also requires a zoning by-law amendment for proposals with Floor Space Indices over 2.5 up to and including 5.0. Higher FSIs are generally associated with taller buildings. This policy serves as another mechanism to ensure adequate public consultation around matters associated with high density development including height.</p>
<p>Loss of existing commercial/retail and jobs through redevelopment.</p>	<p>In response to comments received regarding concern over the loss of existing commercial and retail stores and jobs, staff are recommending the following changes:</p> <ul style="list-style-type: none"> • Expansion of recommended Policy 11A.14.2, which directs the City to undertake measures to stimulate economic growth and vitality within the intensification areas, including: the ability for the City to undertake an office demand study to support intensification including redevelopment of the area, evaluation of applications, and relocation of incompatible businesses to other appropriate locations within the City; and initiation of a program to engage developers and local businesses in the area to consider matters such as business retention and expansion needs in a changing retail environment. Newly added Policy 11A.14.2 (c), encourages land owners to engage in ongoing communication with impacted business owners. • Introduction of a new policy, 11A.9 (c), which applies to redevelopment of properties with existing businesses, and encourages early and on-going communication between the proponent and existing tenants; seeks on-site retention of existing businesses, wherever possible, as part of the redevelopment through measures including provision of similar unit sizes and phasing, where feasible and appropriate, to allow the opportunity for businesses to relocate on-site; and, seeks to assist affected business owners in finding opportunities for relocation within the community where retention on-site is not possible or desired. <p>Additionally, through the monitoring program referred to in Policy 11A.14.4, and other means such as the Durham Business Count, staff have started and will be continuing to track, among other metrics, changes in commercial, retail, and office floorspace and jobs as a result of development proposals.</p> <p>Staff from the City's Economic Development & Strategic Projects Department will be included in all pre-consultation meetings with development proponents where redevelopment</p>

Comment/Concern	City Staff Response
	<p>of sites containing existing commercial, retail, and office spaces is being proposed within the intensification areas.</p> <p>Preservation of existing jobs and creation of new jobs in Pickering is a priority for the City and will be something the City is monitoring closely. Further policies may be added to the Pickering Official Plan, pending the outcome of the Region's current review of its Official Plan.</p>
<p>Potential impacts such as traffic, traffic congestion, and parking on adjacent stable neighbourhoods.</p>	<p>Traffic studies are generally required as part of site-specific development applications in accordance with the policies of the Pickering Official Plan.</p> <p>Based on consultation with the City's Public Works staff, the Region of Durham Works Department, and the Ministry of Transportation, a few changes have been made to the final proposed road network, as outlined in Section 4 of the report, to improve traffic conditions.</p> <p>In addition to recommendations contained in required transportation studies for development proposals to mitigate traffic impacts, staff have added additional policy language to Policy 11A.12.D, based on public input, to prioritize measures that reduce traffic-related impacts to adjacent neighbourhoods.</p> <p>The Pickering Official Plan enables the City to have studies peer reviewed, at the expense of the developer. The City will utilize peer reviews of transportation and parking studies, where warranted, to ensure any transportation-related concerns are addressed, including that traffic impacts are mitigated and parking ratios are appropriate.</p> <p>It is expected with the introduction of complete streets (with dedicated pedestrian and cycling facilities), and the introduction of Bus Rapid Transit in the near term, and the transition to Light Rail Transit over the longer term along Kingston Road, that these infrastructure investments will also help to alleviate traffic concerns and shift the modal split.</p> <p>Further, the City's Engineering Services staff have reviewed OPA 38, and have indicated that it is aligned with the Integrated Transportation Master Plan.</p> <p>Detailed parking provisions will be established through the implementing zoning by-law for the area, taking into consideration comments and concerns related to parking that have arisen as part of privately-initiated applications within the area. There will be further public consultation on the implementing zoning by-law.</p>

Comment/Concern	City Staff Response
<p>Lack of maximum densities in the proposed Official Plan Amendment.</p>	<p>City staff intend to maintain the same approach as the City Centre with regard to not establishing a maximum density for the intensification area in the Pickering Official Plan. Density will be regulated through other means, including the use of a Floor Space Index (FSI) and maximum heights in the implementing zoning by-law, which is consistent with the approach in other Intensification Areas in the GTA. Additionally, other ways in which densities are proposed to be regulated within the Intensification Areas, include:</p> <ul style="list-style-type: none"> • Policy 3.6 (f) requires a site specific zoning by-law for proposals beyond 2.5 FSI up to a maximum of 5.0 FSI. The required site specific zoning by-law amendment would be a mechanism to ensure public input, and that the proposed density is appropriate. Staff have recommended criteria in Policy 3.6 (f) to indicate more specifically which locations in the Intensification Area could be appropriate for higher densities. • Policies 2.10 (d) and 2.11 (c) establishes long term population and jobs targets for the Intensification Areas in the Pickering Official Plan. • Through the recommended monitoring program referenced in Policy 11A.14.4 of OPA 38, whereby staff will track on an on-going basis, developments in the area against the targets that were established. • The use of Holding Symbols in accordance with Policy 11A.14 (d) to ensure, among other matters, that adequate servicing is available to accommodate the proposed development.
<p>Need for on-going monitoring to ensure there is adequate servicing and to assess growth against targeted population and jobs.</p>	<p>Policies related to servicing have been included in proposed OPA 38, in particular proposed policy 11A.13, 11A.14. In accordance with proposed policy 11A.13 (e), City Staff are proposing to work with the Region and landowners to develop a plan for the phasing of extensions to existing services.</p> <p>In any case, servicing must be addressed as a condition of approval for all development proposals and holding symbols will be put in place accordingly in the implementing Zoning By-law.</p> <p>City Staff added new Policy 11A.14.5 that the City will establish a monitoring program to track development and implementation.</p>
<p>Need for flexibility around requirements for Major Office uses in certain locations.</p>	<p>In response to comments from a number of property owners on the need for flexibility as it pertains to implementing Major Office uses, staff have recommended minor revisions to Policy 11A.9.2 pertaining to Major Office uses within Mixed Use A Areas to provide greater flexibility.</p>

Comment/Concern	City Staff Response
<p>Need to maintain flexibility for existing businesses to continue to operate and expand to meet demand needs, particularly with an increase in population in the Intensification Areas.</p>	<p>In response to comments received, staff added a new Policy 11A.14.1 (d) to allow for consideration of minor expansions to existing retail and commercial uses, based on specified criteria. This criteria is based on best practices from other jurisdictions.</p> <p>Further, provisions for interim uses are expected to be included in the implementing zoning by-law.</p>
<p>Need for affordable housing and more housing options for seniors.</p>	<p>Policies in Chapter 6 of the Pickering Official Plan regarding affordable housing would apply to any development within the Intensification Areas.</p> <p>Through the Recommended OPA, staff are recommending adding an affordable housing brief to the list of required studies for development applications.</p> <p>Further, affordable and seniors housing is being considered through the development of the City's Housing Strategy and the Region of Durham's comprehensive review of its Official Plan. As part of the implementation of the City's Housing Strategy and the requirement for the City to bring its Official Plan into conformity with the Region's new Official Plan, it is anticipated that there will be further amendments to the Pickering Official Plan to support and enable affordable and seniors housing.</p> <p>Finally, by introducing higher density housing options in the Intensification Areas, more options will be provided for seniors.</p>
<p>Concern over the applicability of Official Plan Amendment 38 to privately-initiated Official Plan Amendments within the Intensification Areas.</p>	<p>To provide greater clarity, staff added new Policy 11A.14.6, acknowledging that privately-initiated applications submitted prior to Official Plan Amendment 38 coming into full force and effect are subject to the outcome of their own privately-initiated official plan amendment. Further, in the event of a conflict with the policies of OPA 38, the policies adopted by Council through a privately-initiated application will prevail. This is based on the "Clergy" principle in law which states that applications are to be reviewed based on the policies which were in effect at the time their application was received. These privately-initiated applications are also going through separate public consultation processes.</p> <p>Staff acknowledge that there may be further privately-initiated applications submitted prior to the Region's approval of OPA 38. In that case, staff will work with the Region on modifications, if required, to reflect and recognize any additional applications that are deemed complete prior to the date that OPA 38 comes into full force and effect.</p>

Comment/Concern	City Staff Response
<p>That the existing development guidelines were put in place a long time ago and the area still looks “tired” with car dealerships, commercial businesses, motels, and townhouses.</p>	<p>The City does not have control over whether, or when, property owners in the area might choose to redevelop their properties. The policies of OPA 38 and the future implementing zoning by-law will provide the framework for these properties to redevelop over time.</p> <p>Through Policy 11A.14.4, staff are recommending the City investigate developing a Community Improvement Plan for the area to incentivize redevelopment within the Intensification Areas in keeping with the policies in recommended OPA 38 and the Draft Urban Design Guidelines.</p>
<p>Capacity of area schools to accommodate the additional population growth.</p>	<p>The school boards have been consulted on OPA 38 and have indicated they have no concerns with the proposed policies. School boards are routinely circulated on planning applications that would generate new students and factor growth into their school planning.</p>
<p>Implications of development as it relates to climate change.</p>	<p>The proposed policies are consistent with the policies of A Place to Grow as it relates to climate change. The City is undertaking various programs and initiatives to address climate change.</p> <p>The Region of Durham is expected to be bringing forward enhanced climate change and sustainability policies through the on-going review of their Official Plan. Following the adoption of new Regional Official Plan policies, the City will undertake a review of the Pickering Official Plan to consider any further amendments to the City’s Official Plan to address climate change.</p>
<p>Bird mortality from strikes with tall buildings.</p>	<p>Policy 14.10 (o)(iii) of the Pickering Official Plan encourages green development measures, including installing bird-friendly glazing, particularly on new tall buildings proposed within established migratory flights paths, to prevent potentially fatal collisions with windows.</p> <p>Based on feedback from Parks Canada, an additional policy has been added to direct tall buildings away from the Rouge National Urban Park, an important bird migration corridor.</p> <p>Staff will be further considering guidance around bird friendly design through the finalization of the urban design guidelines and through future work on sustainability guidelines for development.</p>

Comment/Concern	City Staff Response
Need for plain language and information that is more easily understood by the public to help them participate in the process and understand how the proposed changes will affect them personally.	Given the technical nature and scale of the proposed Official Plan Amendment, staff are available to speak with individual property owners about concerns or questions they may have regarding proposed policies and its impacts on their lands or developments.

**Draft By-law to Adopt Amendment 38
to the City of Pickering Official Plan**

The Corporation of the City of Pickering

Draft

By-law No. XXXX/21

Being a by-law to adopt Amendment 38 to the Official Plan for the City of Pickering (OPA 20-004/P)

Whereas pursuant to the *Planning Act*, R.S.O. 1990, c.p. 13, subsections 17(22) and 21(1), the Council of the Corporation of the City of Pickering may by by-law adopt amendments to the Official Plan for the City of Pickering;

Whereas pursuant to Section 17(10) of *the Planning Act*, the Minister of Municipal Affairs and Housing has by order authorized Regional Council to pass a by-law to exempt proposed area municipal official plan amendments from its approval;

And whereas the *Places to Grow Act, 2005*, directs the Corporation of the City of Pickering to prepare and adopt an amendment to its Official Plan to bring the City of Pickering Official Plan into conformity with the Growth Plan;

Whereas on February 23, 2000, Regional Council passed By-law 11/2000 which allows the Region to exempt proposed area municipal official plan amendments from its approval;

Whereas the Region has advised that Amendment 38 to the City of Pickering Official Plan is not exempt from Regional approval;

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

1. That Amendment 38 to the Official Plan for the City of Pickering, attached hereto as Exhibit "A", is hereby adopted;
2. That the City Clerk is hereby authorized and directed to forward to the Regional Municipality of Durham the documentation required by Procedure: Area Municipal Official Plans and Amendments;
3. This By-law shall come into force and take effect on the day of the final passing hereof.

By-law passed this XXXX day of XXXX, 20XX.

Draft

David Ryan, Mayor

Draft

Susan Cassel, City Clerk

Exhibit “A” to By-law XXXX/XX

**Amendment 38
to the City of Pickering Official Plan**

Recommended Amendment 38 to the Pickering Official Plan

Purpose: The purpose of this Amendment is to add new policies and change existing policies and land use designations to the Pickering Official Plan to enable the redevelopment and intensification of the Kingston Road Corridor and Specialty Retailing Node, and to identify required infrastructure improvements and transportation connections throughout the area in support of anticipated population and employment growth.

These new policies will also complement and augment the corporate vision of “Sustainable Placemaking” by promoting land uses and built form that are transit oriented, environmentally friendly and supportive of mixed use development and walkability.

Location: This amendment applies to lands generally fronting along the north and south sides of Kingston Road between the Rouge National Urban Park in the west, the Pine Creek to the east (inclusive of 1340 Rougemount Drive; 1409 Rosebank Road; 1460, 1467, 1475 Whites Road; 944, 950, 975 Merritton Road; 4 Evelyn Avenue; 1101A Kingston Road; 1099 and 1101 Dixie Road); lands fronting on to the north side of Kingston Road, east of Diana Princess of Wales Park extending easterly, up to and including the Durham Regional Police Service property at 1710 Kingston Road; and all lands along the east side of Brock Road, north of Highway 401 and south of Kingston Road which comprise the “Specialty Retailing Node” in the Pickering Official Plan and 1709 Kingston Road. The subject lands have an area of approximately 144 hectares within the City of Pickering.

Basis: The Provincial Policy Statement and A Place to Grow, provide strong direction for increased intensification and planning for complete communities across the Greater Golden Horseshoe Region. These policies support planning for intensification within the existing built-up area and transit-supportive development in proximity to frequent public transit. The Kingston Road Corridor and the Specialty Retailing Node have been identified as Strategic Growth Areas within the City of Pickering.

The approval of Regional Official Plan Amendment No.128, the Region of Durham’s Growth Plan (2006) conformity exercise, provided the policy foundation for the City to retain consultants to prepare its planning and urban design study for the redevelopment and intensification of the Kingston Road Corridor and Specialty Retailing Node. Following an extensive consultation program involving stakeholders and the public, a report entitled “Kingston Road Corridor and Specialty Retailing Node Intensification Plan” was endorsed in principle by City Council on December 16, 2019. Staff was authorized to implement the new vision and land use framework set out in the Intensification Plan, by initiating this Official Plan Amendment.

This amendment brings the Pickering Official Plan into further conformity with the Provincial Policy Statement, 2020, A Place to Grow, 2020, and the Durham Regional Official Plan.

Actual Amendment: The City of Pickering Official Plan is hereby amended by:

(New text is shown as underlined text, deleted text is shown as strikeout text, and retained text is shown as unchanged text.)

1. Amending Schedule I – Land Use Structure for the lands subject to the amendment by replacing the “Specialty Retailing Node” designation with a new “Brock Mixed Node” designation as illustrated on Schedule ‘A’ attached to this Amendment.
2. Adding a new Schedule XIV – Kingston Mixed Corridor and Brock Mixed Node Intensification Areas as illustrated on Schedule ‘B’ attached to this Amendment.
3. Renumbering all of the policies contained in Chapter 11 from “11” to “11B”.
4. Deleting all references to “Chapter 11” and replacing them with “Chapter 11B”.
5. Revising City Policy 2.10, South Pickering Urban Area Population Target, in Chapter 2 – The Planning Framework, by adding a new sub-section (d) as follows:

“(d) despite Sections 2.10(a) and (b), adopts a long term population target for the Kingston Mixed Corridor and Brock Mixed Node Intensification Areas of 22,000 people.”

6. Revising City Policy 2.11, South Pickering Urban Area Employment Target, in Chapter 2 – The Planning Framework, by adding a new sub-section (c) identifying an employment target for the Kingston Mixed Corridor and Brock Mixed Node Intensification Area City Centre and renumbering the following sub-sections so that it reads as follows:

“(b) ...; and

(c) despite Section 2.11(a) adopts a long term employment target for the Kingston Mixed Corridor and Brock Mixed Node Intensification Areas of 8,100 jobs; and

(ed) ...”

7. Revising City Policy 3.2, Land Use Objectives, in Chapter 3 – Land Use, by adding a new sub-section (d) and renumbering the sub-sections that follow so that it reads as follows:

“(d) promote the Kingston Mixed Corridor and Brock Mixed Node Intensification Areas as Strategic Growth Areas in the City, secondary to the City Centre, for accommodating intensification and higher-density mixed uses in a more compact built form;

(de) ...;

(ef) ...;

(fg) ...;

(gh) ...; and

(hi) ...”

8. Revising Table 2, Land Use Categories and Subcategories, in Chapter 3 – Land Use, to read as follows: (Excerpt from Table 2)

Land Use Category	Criteria for Determining Subcategories	Land Use Subcategories
Mixed Use Areas	The location, scale and relative number of people served by the Mixed Use Area	Local Nodes Community Nodes Mixed Corridors <u>Kingston Mixed Corridor</u> Brock Mixed Node <u>Specialty Retailing Node</u> City Centre

9. Revising Table 4, Relationship Between Regional Official Plan and Pickering Official Plan – Mixed Use Areas, in Chapter 3 – Land Use under the sub-heading: “Mixed Use Areas” so that it reads as follows: (Excerpt from Table 4)

Regional Plan Categorization	Pickering Plan Designation
Corridors	Mixed Corridors
	<u>Specialty Retailing Nodes</u>
	<u>Kingston Mixed Corridor</u>
	<u>Brock Mixed Node</u>

10. Revising City Policy 3.6, Mixed Use Areas, in Chapter 3 – Land Use, by adding a new sub-section (f), deleting sub-sections (g) and (h), renumbering the sub-section that follows, and adding a new sub-section (g)(iii), so that it reads as follows:

“(f) despite Section 3.6(c)(ii) and Table 6, for the Kingston Mixed Corridor and Brock Mixed Node Intensification Areas, may permit, in certain circumstances, floor space indices (FSI) beyond 2.5, up to and including 5.0, where appropriate, through a site-specific zoning by-law amendment and subject to the following criteria:

- (i) **that the site is generally located in an appropriate gateway location and/or adjacent to Highway 401;**
- (ii) **that the proposal is compatible with adjacent land uses, particularly stable residential neighbourhoods, in terms of massing, height, scale and transition;**
- (iii) **that the applicant demonstrate the proposed development would not preclude other properties within the precinct from developing or redeveloping to their planned potential; and,**
- (iv) **that the proposal meets the general intent of the policies of Chapter 11A of this Plan.**

~~(g) — within the Specialty Retailing Node:~~

~~(i) — prior to zoning for significant retail floor space, shall require the submission of a retail impact study justifying, to the City's satisfaction in consultation with the Region of Durham, that the addition of such floor space will not adversely affect the planned function of the City Centre, the Community Nodes, and nearby Main Central Areas in other municipalities in the Region;~~

~~(ii) — for lands north of Pickering Parkway, shall establish a minimum gross leasable floor area of 500 square metres for any permitted individual retail unit, except that up to an aggregate of 1,400 square metres of gross leasable floor area may be devoted for any permitted individual retail unit of less than 500 square metres of gross leasable floor area, but not less than 300 square metres of gross leasable floor area;~~

~~(iii) — for lands north of Pickering Parkway, shall establish a maximum aggregate gross leasable floor area of 55,000 square metres for all special purpose commercial uses permitted by Table 5;~~

~~(iv) — shall not permit an enclosed shopping centre or pedestrian mall; and~~

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

~~(fg) shall ensure Mixed Use Areas are designed and developed consistent with:~~

~~(i) the community design provisions of this Plan (Chapters 9 and 14);and~~

~~(ii) any development guidelines that may be established in a Part 3 Neighbourhood Plan (Chapter 12);and~~

~~(iii) the policies of Chapter 11A, for lands within the Kingston Mixed Corridor and Brock Mixed Node Intensification Areas.~~

11. Revising Table 5, Mixed Use Areas: Permissible Uses By Subcategory, in Chapter 3 – Land Use, to add a new category for the “Kingston Mixed Corridor”, amend the name of the Mixed Corridors subcategory, and amend the “Specialty Retailing Node” subcategory and permissible uses so that it reads as follows: (Excerpt from Table 5)

Table 5	
Mixed Use Areas Subcategory	Permissible Uses (Restrictions and limitations on the uses permissible, arising from other policies of this Plan, will be detailed in zoning by-laws.)
<u>Kingston Mixed Corridor</u>	<p><u>Medium density residential;</u></p> <p><u>High density residential;</u></p> <p><u>Retailing of goods and services;</u></p> <p><u>Offices and restaurants;</u></p> <p><u>Hotels;</u></p> <p><u>Community, cultural and recreational uses;</u></p> <p><u>Community gardens;</u></p> <p><u>Farmers’ markets.</u></p>
<u>Other Mixed Corridors</u>	<p>Community gardens;</p> <p>Farmers’ markets;</p> <p>All uses permissible in Local Nodes and Community Nodes, at a scale and intensity equivalent to Community Nodes;</p> <p>Special purpose commercial uses.</p>
<u>Specialty Retailing Brock Mixed Node</u>	<p><u>Medium density residential;</u></p> <p><u>High density residential;</u></p> <p><u>Retailing of goods and services;</u></p> <p><u>Offices and restaurants;</u></p> <p>Hotels;</p> <p>Special Purpose Commercial uses such as: large format retailers (including large format food stores and large format discount stores); retail warehouses; membership clubs; theme and/or specialty retailers; automotive uses; and, ancillary retailing of other goods and services including restaurants;</p> <p>Limited offices;</p> <p>Community, cultural and recreational uses;</p> <p>Community gardens;</p> <p>Farmers’ markets;</p> <p>Limited residential development at higher densities as an integral part of an overall development scheme.</p>

12. Revising Table 6, Mixed Use Areas: Densities and Floor areas By Subcategories, in Chapter 3 – Land Use, so that it reads as follows: (Excerpt from Table 6)

Mixed Use Areas Subcategory	Maximum and Minimum Net Residential Density (in dwellings per hectare)	Maximum Gross Leasable Floorspace for the Retailing of Goods and Services (in square metres)	Maximum Floorspace Index (total building floorspace divided by total lot area)
<u>Kingston Mixed Corridor</u>	<u>over 60</u>	<u>determined by site-specific zoning</u>	<u>over 0.75 and up to and including 2.5 FSI</u>
<u>Other Mixed Corridors</u>	<u>over 30 and up to and including 140</u>	<u>determined by site-specific zoning</u>	<u>up to and including 2.5 FSI</u>
<u>Specialty Retailing Brock Mixed Node</u>	<u>over 80 and up to and including 180</u>	<u>determined by site-specific zoning</u>	<u>over 0.75 and up to and including 2.5 FSI</u>

13. Revising City Policy 4.9, Priority Pedestrian/Cyclist Connections, in Chapter 4 – Transportation, by adding a sub-section (c) that reads as follows:

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

- (a) **a continuous Pickering Waterfront Trail adjacent, wherever feasible, to Lake Ontario, as part of the Lake Ontario Waterfront Trail system;**
- (b) **a continuous bikeway across Pickering along the south side of the proposed Highway 407/Transitway; and**
- (c) **a raised cycle track on both sides of Kingston Road with an enhanced treed and landscaped planting area, wherever possible.”**

14. Revising City Policy 4.14, Provincial Assistance, in Chapter 4 – Transportation, by amending sub-section (a)(ii) so that it reads as follows:

“4.14 City Council shall request assistance from the Province of Ontario as follows,

- (a) **to assist financially and otherwise in constructing,**
 - (i) **a multi-modal bridge over Highway 401 within the Hydro Corridor between Bayly Street and Pickering Parkway;**
 - (ii) **an bridge overpass for pedestrians and cyclists near the foot of Dixie Road to link Frenchman’s Bay with the Dunbarton Neighbourhood; and”**

15. Revising City Policy 5.2, Economic Objectives, in Chapter 5 – Economic Development, by amending sub-section (e) so that it reads as follows:

“(e) create a major node of corporate offices in the City Centre and promote the establishment of Major Offices in key locations within other Strategic Growth Areas.”

16. Adding a new Chapter, “Chapter 11A: Kingston Mixed Corridor and Brock Mixed Node Intensification Areas” and new Sections 11A.1 to 11A.14.6, to read as follows:

“11A.1 The design of compatible and attractive built forms, streetscapes and sites will be promoted within the intensification areas. Accordingly, City Council shall require development to have regard to the following:

- (a) creation of a distinct character for the Corridor and Node while also providing for variation based on the unique conditions within each precinct in accordance with the specific precinct policies outlined in Sections 11A.3 – 11A.6, as well as, a strong sense of community, a context for healthy lifestyles, and a high quality of life;**
- (b) encourage the transformation of the areas into more liveable, walkable and human-scaled neighbourhoods with inviting public spaces such as parks, squares and streets;**
- (c) location and integration of commercial uses such as cafes and bistros into development adjacent to the public realm to create social gathering places and vibrant street life;**
- (d) development of streetscapes, public spaces and pedestrian routes that are inclusive, safe and comfortable for all, and accessible and easy to navigate regardless of physical ability;**
- (e) encourage the transformation of existing strip-commercial development and lots with single-detached dwellings into mixed use transit-supportive areas;**
- (f) prioritize placemaking opportunities on public lands including existing parks and community facilities within and adjacent to the intensification areas for capital funding, and seek opportunities to partner with the private sector to incorporate designs that advance the placemaking opportunities in development plans on private lands; and**
- (g) the Detailed Design Considerations of this Plan and the applicable urban design guidelines.**

11A.2 City Council recognizes key intersections throughout the areas as Gateways as shown on Schedule XIV. Accordingly, City Council:

- (a) requires building articulation, including vertical projections, recessions and other distinctive architectural details, at gateway locations to create an enhanced visual interest and a human-scaled environment;**
- (b) encourages the establishment of privately-owned publically accessible spaces (POPS) within Gateways including features such as urban squares, green spaces, transit stop waiting areas, and public art;**

- (c) recognizes the particular regional significance of Gateways at Altona Road, as the western gateway to Durham Region from the City of Toronto, and the Gateway at Brock Road as the eastern gateway into the City of Pickering from the Town of Ajax; and
- (d) promotes the development of Gateway locations in accordance with the applicable urban design guidelines.

11A.3 City Council shall require development within the Rougemount Precinct, as identified on Schedule XIV, Sheet 1 of 4, to be in accordance with the following:

- (a) the greatest densities and building heights shall be directed to the south of Kingston Road along Highway 401, and away from the stable residential neighbourhoods to the north and the Rouge National Urban Park;
- (b) development fronting on to the north side of Kingston Road shall generally be limited to low and mid-rise buildings to ensure compatibility and implement appropriate transition in relation to the stable residential neighbourhoods to the north;
- (c) urban design that contributes to the character of the precinct, particularly achieving a village-like main street character along Kingston Road, will be encouraged and supported;
- (d) development that reinforces the relationship and connections between the precinct and the Rouge National Urban Park abutting the precinct to the west is encouraged. Accordingly, development adjacent to the Park shall consider the Rouge National Urban Park Management Plan, in particular, connectivity to the Park, environmentally-friendly design, minimizing visibility of new development from the public use and campground areas of the park, and adverse lighting impacts;
- (e) the consolidation of driveways and access points to improve safety and traffic circulation is encouraged; and
- (f) in respect of the character of the area, existing established residential neighbourhoods, and the Rouge National Urban Park, maximum heights within this precinct shall be limited in accordance with Section 11A.10.1(d). Further, all development proposals west of Rougemount Drive shall demonstrate to the satisfaction of the City, in consultation with Parks Canada, that there will be no adverse shadow, visibility, or lighting effects on the Park's natural and public use areas.

11A.3.1 City Council,

- (a) shall collaborate with the Region of Durham and the City of Pickering's Heritage Committee to implement a Heritage Path as shown on Schedule XIV in the Rougemount Precinct, to commemorate the history of the area, facilitate active transportation, provide a pleasant pedestrian environment, and contribute to the achievement of a "Main Street" character;**
- (b) encourages the inclusion of heritage plaques, directional signage, enhanced landscaping and paving materials, and pedestrian amenities, along the Heritage Path; and**
- (c) supports connection of the Heritage Path to Rouge National Urban Park, in a manner coordinated with Parks Canada, to strengthen the connection between the entrance to the park, the Rougemount Precinct and the rest of the corridor.**

11A.4 City Council shall require development within the Whites Precinct, as identified on Schedule XIV, Sheet 2 of 4, to be in accordance with the following:

- (a) the highest densities and building heights shall be directed to the intersection of Kingston Road and Whites Road, with additional concentrations to the south of Kingston Road along Highway 401, extending east and west of the central cluster at Kingston Road and Whites Road;**
- (b) the Whites Precinct shall be promoted as a vibrant employment and retail hub; Accordingly, the development of Major Office uses is encouraged, particularly in proximity to the intersection of Kingston Road and Whites Road;**
- (c) a diverse mix of uses in the Whites Precinct is supported to promote the creation of a complete community and providing opportunities for residents to live-work-play in close proximity;**
- (d) prioritize the development of an attractive concentration of vibrant primary and secondary active frontages at grade along Kingston Road; and**
- (e) pedestrian-oriented public realm improvements, including opportunities to introduce boulevard enhancements and new or reconfigured pedestrian paths and sidewalks, to enhance the pedestrian experience in areas which are predominantly auto-oriented will be prioritized.**

11A.5 City Council shall require development within the Dunbarton-Liverpool Precinct, as identified on Schedule XIV, Sheet 3 of 4, to be in accordance with the following:

-
- (a) the greatest densities and building heights shall be directed to the south of the intersection of Kingston Road and Dixie Road and south of Kingston Road along Highway 401;**
 - (b) development fronting on to the north side of Kingston Road, east of the railway bridge, shall generally be limited to low and mid-rise built form to ensure compatibility and appropriate transition in relation to the stable residential neighbourhoods to the north;**
 - (c) development of the Precinct to be a local community and shopping destination with a series of connected and animated neighbourhood-oriented green spaces and squares will be encouraged;**
 - (d) the establishment of multi-modal connections to the City Centre will be encouraged;**
 - (e) encourage the design of new buildings to establish primary frontages at grade with enhanced boulevards onto the new proposed Public Street as shown on Schedule XIV;**
 - (f) development of a pedestrian and cycling connection utilizing the existing rail bridge, as shown on Schedule XIV, will be supported, in collaboration with Canadian National Railway, to provide a north-south connection, with an eventual connection to the Waterfront Trail;**
 - (g) in consultation with the Toronto and Region Conservation Authority, proponents of new development, where applicable, will be required to assess the regulatory flood plain risks associated with lands proposed for redevelopment within the Pine Creek flood plain and implement, where appropriate, a revised flood plain boundary for Pine Creek;**
 - (h) in consultation with the Toronto and Region Conservation Authority, proponents of new development adjacent to Pine Creek will be required to prepare a plan to rehabilitate Pine Creek, to enhance the natural heritage features and, where applicable, to design, align and construct a multi-modal bridge across Pine Creek; and**
 - (i) in consultation with the Toronto and Region Conservation Authority, proponents of new development on lands south of Kingston Road and the intersection of Fairport Road will be required to assess the regulatory flood plain risks associated with the Amberlea Creek tributary and implement, where appropriate, a revised flood plain boundary for the creek.**

- 11A.6 City Council shall require development within the Brock Precinct, as identified on Schedule XIV, Sheet 4 of 4, to be in accordance with the following:**
- (a) the greatest densities and building heights shall be directed to the intersection of Brock Road and Pickering Parkway, with additional concentrations south of Pickering Parkway, along Highway 401;**
 - (b) development on the north side of Kingston Road shall generally be limited to mid-rise buildings to ensure compatibility and implement appropriate transition in relation to the stable residential neighbourhoods to the north;**
 - (c) the greatest mix of uses within the precinct will be encouraged to be located along the east side of Brock Road,, and at the Brock Road and Pickering Parkway intersection, in particular, the development of office and Major Office uses is encouraged in these locations;**
 - (d) support the development of the Brock Precinct as a complete community with transit-supportive densities, and a distinct community character and significant public amenities and facilities;**
 - (e) transportation improvements will be prioritized to provide greater multi-modal connectivity, break up large parcels, create more routes of circulation off Brock Road and Pickering Parkway, and create more opportunities for the development of buildings with street frontages;**
 - (f) consideration shall be given to the interface of retail and office with residential uses and the provision of appropriate transitions between buildings and in height, mass and scale to ensure compatibility with established residential neighbourhoods;**
 - (g) the establishment of primary and secondary frontages oriented toward Brock Road, Kingston Road, and the new public street east of Brock Road will be encouraged;**
 - (h) where development or redevelopment of the lands on the northwest corner of Kingston Road and Brock Road, or adjacent lands, is proposed, seek the preservation of and incorporation of the Post Manor, a designated heritage building governed by the Ontario Heritage Act, to strengthen and complement the property's heritage attributes;**
 - (i) where development or redevelopment of the lands at the northeast corner of Pickering Parkway and Brock Road is proposed, secure the provision of a linear greenspace or**

enhanced green boulevard along the proposed east-west public street to provide a green connection from Brock Road to the public parkland to the east; and

- (j) where development or redevelopment is proposed on lands south of Pickering Parkway, north of Highway 401, consideration shall be given through block planning and a transportation study to the provision of an additional private street access to Brock Road.

11A.7 City Council recognizes the importance of cultural heritage, particularly in Strategic Growth Areas, and accordingly:

- (a) in partnership with development proponents and the municipal heritage committee, encourages promotion of cultural heritage through means such as placemaking, urban design, public art and the creation of the Heritage Path in the Rougemount Precinct;
- (b) will ensure the policies of Chapter 8 of this Plan are applied and conform to the *Ontario Heritage Act* with regard to cultural heritage and conservation of cultural heritage resources and properties of heritage interest within the intensification areas, as shown on Schedule XIV; and
- (c) shall encourage any redevelopment of cultural heritage resources or adjacent to cultural heritage resources to be in accordance with the applicable urban design guidelines.

11A.8 City Council shall,

- (a) encourage sustainable and Low Impact Development (LID) for all development within the intensification areas to minimize energy consumption, greenhouse gas emissions and water consumption in accordance with the relevant policies of this Plan;
- (b) require development or redevelopment of lands adjacent to or in close proximity to creeks to consider the impact more frequent and/or severe weather events may have on stormwater systems;
- (c) require development to consider energy conservation, peak demand reduction, resilience to power disruptions, small local integrated energy solutions that incorporate renewable, district energy, combined heat and power or energy storage, as appropriate, or protect for future systems;
- (d) encourage adaptive and resilient urban design in accordance with the applicable urban design guidelines; and

- (e) encourage development proposals to, at a minimum, meet the City's mandatory sustainable development standards, and also encourage developers to strive to implement additional optional sustainability measures.

11A.9 The following policies are intended to apply to all development within the intensification areas. Accordingly, City Council shall:

- (a) promote the integration of residential and office uses in conjunction with retail, commercial and institutional uses in support of developing complete communities;
- (b) ensure the function of the intensification areas as key retail shopping destinations within the City, supporting various sizes and types of retail uses, is maintained and that expansion and establishment of new office and commercial uses is encouraged;
- (c) further to 11A.9 (b), where redevelopment of properties with existing businesses is proposed:
 - (i) encourage early and on-going communication between the proponent and existing tenants;
 - (ii) seek on-site retention of existing businesses, wherever possible, as part of the redevelopment through measures including provision of similar unit sizes and phasing, where feasible and appropriate, to allow the opportunity for businesses to relocate on-site; and
 - (iii) seek to assist affected business owners in finding opportunities for relocation within the community where retention on-site is not possible or desired.
- (d) promote higher intensity employment and residential uses, within close proximity to higher order transit stops;
- (e) where multi-residential development is proposed, support the inclusion of on-site community gardens;
- (f) promote and encourage the establishment of community services and facilities including educational, cultural, recreational, health and emergency services, in preferred locations as identified conceptually on Schedule XIV, as well as other locations throughout the intensification areas to serve community needs. Accordingly:
 - (i) establish and secure locations for community facilities through detailed block planning in accordance with Policy 11A.14(a);

- (ii) where appropriate, encourage community facilities to be integrated into multi-storey, mixed use developments;
 - (iii) where a need has been determined, require new community facilities or enhancements to existing facilities, be delivered in a timely manner, concurrent with development, to support growth; and
 - (iv) encourage development to accommodate temporary community facilities until such time as permanent community facilities are constructed and/or outfitted.
- (g) in accordance with the policies of Sections 7.11 and 7.12 of this Plan, require all development to be designed to provide, where feasible, for the implementation of leading edge technologies and robust Information and Communication Technology infrastructure;
- (h) support the establishment of physical and visual connections with natural areas and greenspaces wherever appropriate;
- (i) encourage lot consolidation, particularly for smaller lots within the intensification areas; and
- (j) ensure through development and re-development that the overall arrangement of streets, blocks, open spaces and buildings is achieved and that sites are designed and developed in a manner that anticipates change over time.

11A.9.1 City Council, despite the permitted uses in Table 5 of this Plan, prohibits land extensive and other incompatible uses within the intensification areas, including:

- (a) new auto-oriented retail and commercial uses, including stand-alone large format retail stores;
- (b) outdoor storage with the exception of seasonal outdoor display of goods and merchandise;
- (c) waste processing, waste transfer and recycling facilities, including those related to automobiles;
- (d) new stand-alone vehicle sales and service uses including but not limited to motor vehicle service centres, motor vehicle gas bars and motor vehicle washing establishments; and
- (e) new stand-alone low density employment uses such as self storage and warehousing.

11A.9.2 The following policies apply to the Mixed Use Type A land use designation as shown on Schedule XIV. Within these areas, City Council:

- (a) shall require areas designated as Mixed Use Type A on Schedule XIV to have the greatest density and represent the highest-intensity uses within the intensification areas with a combination of higher density residential, commercial and retail uses including those which serve a broader area, and office uses in mixed use buildings, or in separate buildings on mixed use sites;**
- (b) encourages office uses, particularly Major Office uses and major community (institutional) uses, to be located in Mixed Use Type A Areas. Accordingly:**
 - (i) these uses should be predominantly directed to major intersections or gateways where access to existing and planned transportation infrastructure is greatest, including higher order transit facilities;**
 - (ii) Council will seek the accommodation of office space as part of developments within Mixed Use Type A Areas;**
 - (iii) protection for future office space may be met through demonstrating phasing and/or including building types that can be easily converted to office uses over time; and**
 - (iv) in addition to the complete application requirements in Section 16 of this Plan, Council may require the submission of an office demand study, where Major Office uses are not being proposed at major gateway locations.**

11A.9.3 The following policies apply to the Mixed Use Type B land use designation as shown on Schedule XIV. Within these areas, City Council:

- (a) shall require areas designated as Mixed Use Type B on Schedule XIV to be developed predominantly with mid- and high-rise buildings containing a mix of uses including residential, retail, and commercial uses at a lesser intensity than Mixed Use Type A Areas;**
- (b) shall require a significant proportion of retail and commercial uses in these areas, which predominantly consist of small- to medium-scale neighbourhood-oriented businesses to satisfy local needs. These uses are encouraged to be located on the first and second floors of mixed use buildings or in separate buildings on mixed use sites; and**

- (c) may permit office uses in these areas, in conjunction with residential, retail and commercial uses.**

11A.9.4 The following policies apply to the Mixed Use Type C land use designation as shown on Schedule XIV. Within these areas, City Council:

- (a) shall require areas designated as Mixed Use Type C on Schedule XIV to be developed predominantly as residential areas with limited retail uses;**
- (b) supports retail and commercial uses within these areas which are neighbourhood-oriented, smaller in scale, and complementary to residential uses. These uses shall be primarily located on the ground floor of buildings; and**
- (c) may permit limited office uses within these areas, in conjunction with residential, neighbourhood retail and commercial uses.**

11A.9.5 The following policies apply to the Residential land use designation as shown on Schedule XIV. Within these areas, City Council:

- (a) shall require Residential areas, as shown on Schedule XIV, to be developed with higher density residential housing types, consisting primarily of apartment dwellings; and**
- (b) may allow consideration of the location of compatible retail and offices within these areas, however, will require them to be limited to the ground-floor of residential buildings.**

11A.9.6 The following policies apply to the Community Use land use designation as shown on Schedule XIV. Within these areas, City Council:

- (a) recognizes identified areas as existing and proposed locations that contain important community facilities including emergency services and public uses which support the immediate and larger community;**
- (b) shall ensure Community Uses adhere to the relevant policies of Chapter 7 of this Plan;**
- (c) supports the co-location of community facilities and public service facilities within the Community Uses designation; and**
- (d) encourages, where appropriate, the maintenance and adaptation of existing community facilities and spaces as community hubs, particularly those which are easily accessible by active transportation and transit.**

11A.9.7 The following policies apply to the Natural Areas land use designation as shown on Schedule XIV. Within these areas, City Council:

- (a) shall ensure that the relevant policies of Chapter 10 and 16 of this Plan are applied; and**
- (b) encourages the restoration and rehabilitation of creeks that bisect the Kingston Corridor Intensification Area, and the implementation of erosion control and stormwater management best practices to improve existing flood conditions.**

11A.10 City Council shall require built form within the intensification areas to reflect the following principles:

- (a) promote higher-density residential and mixed use development which respects the character and scale of established neighbourhoods through proper transitioning, which may include, limiting building heights, implementing angular planes, applying appropriate building setbacks, landscaping, and other design elements, as appropriate, to ensure compatibility with adjacent development;**
- (b) through the design of buildings, enforce a coherent, harmonious and well-designed streetscape, enhancing the experience of users in terms of visibility, animation, comfort, safety, and accessibility.**
- (c) taller buildings should appropriately transition in height to minimize adverse impacts and create a more human-scaled pedestrian environment, particularly where mid-rise or high-rise development is directly adjacent or in close proximity to existing low-rise neighbourhoods;**
- (d) new development shall be designed, located and massed in such a way that it limits shadowing on adjacent residential land uses, the public realm, parks and public spaces, and protects and buffers the pedestrian realm from prevailing winds, in order to achieve adequate sunlight and comfort in the public realm through all four seasons; and**
- (e) all urban design matters regarding built form should have regard for the applicable policies of Chapters 9 and 14 of this Plan, the implementing zoning by-law, and the applicable urban design guidelines.**

11A.10.1 City Council shall,

- (a) direct high-rise buildings, consisting of buildings 13 storeys to a maximum of 35 storeys in height, to generally be located within appropriate major gateway locations at the intersection of transit**

- spines and major arterials, along Highway 401, and proximate to highway interchanges;**
- (b) encourage the development of mid-rise buildings, consisting of buildings 5 storeys to 12 storeys in height, where appropriate, throughout the intensification areas;**
- (c) consider in the review of development applications for mid-rise and high-rise development, the following performance criteria:**
- (i) that buildings be massed in response to the scale of surrounding buildings, nearby streets and public open spaces;**
- (ii) that upper levels of buildings be set back or a podium and point tower form be introduced to help create a human scale at street level;**
- (iii) that shadowing impacts on surrounding development, publicly accessible open spaces and sidewalks be mitigated/minimized;**
- (iv) that sufficient spacing be provided between the building face of building towers to provide views, privacy for residents and to minimize any shadowing and wind tunnel impacts on surrounding development, streets and public spaces;**
- (v) that buildings be oriented to optimize sunlight and amenity for dwellings, private open spaces, adjoining public open spaces and sidewalks;**
- (vi) that living areas, windows and private open spaces be located to minimize the potential for overlooking adjoining residential properties;**
- (vii) that informal or passive surveillance of streets and other public open spaces be maximized by providing windows to overlook street and public spaces and using level changes, floor and balcony spaces elevated above the street level to allow views from residential units into adjacent public spaces whilst controlling views into these units; and**
- (viii) that protection be provided for pedestrians in public and private spaces from wind down drafts;**
- (d) despite Section 11A.10.1(a), limit the maximum building heights to:**

- (i) a maximum of 20 storeys in the Rougemount Precinct on the south side of Kingston Road, along Highway 401 to reflect the precinct character; and
- (ii) low and mid-rise buildings, up to a maximum of 12 storeys, where appropriate, for sites located immediately adjacent to existing low-rise residential areas to ensure adequate transition;
- (e) despite Sections 3.6(d) and 3.6(e) and Table 6, require all new buildings in the Intensification Area to be at least 3 functional storeys except for community facilities and in the Open Space System – Natural Areas designation;
- (f) despite Section 11A.10.1(f), permit expansions or additions to existing buildings in the intensification areas to be less than 3 functional storeys, if it can be demonstrated to the City's satisfaction that the design, site layout, blocking, and/or phasing of the project can be intensified over time to achieve at least the minimum levels of intensity set out in Table 6 of this Plan; and
- (g) consider, where appropriate, flexibility in massing and height, if the general intent of the Plan is met.

11A.10.2 City Council shall,

- (a) encourage front yard setbacks to be kept a minimum, in accordance with the applicable urban design guidelines, so that an urban streetwall condition can be achieved along all streets; and
- (b) despite 10A.10.2(a), encourage the accommodation of patios, displays, waiting areas, public landscape elements or elements that provide screening and privacy for grade-related residential units, within setback areas as appropriate. On larger development or infill sites, phasing plans should indicate how infill development can be accommodated over time to achieve this condition.

11A.10.3 City Council shall,

- (a) encourage the development of buildings with active frontages at grade in appropriate locations to promote a vibrant and safe street life;
- (b) require development to have regard for the relevant guidelines pertaining to active frontages contained within the applicable urban design guidelines;

- (c) encourage primary frontages to be developed with the highest levels of active uses such as retail that generates pedestrian activity; and
- (d) encourage secondary frontages, to be developed to support high levels of public realm animation and pedestrian activity, but with less of a focus on retail activity.

11A.11 City Council shall,

- (a) recognize parks, green spaces, privately-owned publically accessible spaces (POPS), boulevards, and connections as interconnected components of the public realm in the intensification areas;
- (b) encourage all residences and places of employment to be within a 5 minute walk (400 metres) of existing and planned public parks and privately-owned publically accessible spaces such as an urban square, courtyard, parkette, green space, or community garden;
- (c) prioritize connectivity between public spaces within the intensification areas as well as improved access to and enhancement of existing public spaces, including Public Parks, within a 10 minute walk (800 metres);
- (d) require the provision of high quality indoor and outdoor amenity spaces as a component of all development within the intensification areas with a prioritization of spaces which are accessible to the public;
- (e) further to Policy 11A.11(d), encourage the provision of green roofs as a component of private outdoor amenity space for all high density residential development;
- (f) encourage the provision of public access points to the Internet and infrastructure that supports this access in public spaces throughout the intensification areas and at Transit Stop locations, where possible;
- (g) encourage the provision of amenities for pedestrians such as seating areas, digital kiosks, play structures, fountains or feature benches in the public realm, as appropriate;
- (h) in accordance with the public art policies of Section 14.13, encourage opportunities for public art contributions and/or the integration of public art with development and infrastructure;
- (i) prioritize municipal capital projects within the intensification areas that contribute to the public realm;

- (j) in consultation with the Toronto and Region Conservation Authority and/or Parks Canada, require the proponents of new development adjacent to creeks to enhance natural heritage features and incorporate passive recreational uses such as walking paths and seating areas, where appropriate;
- (k) in consultation with the Durham District School Board, investigate opportunities for community access and use of nearby school properties outside of school hours for active and passive community recreational needs; and
- (l) in addition to the complete application requirements in Section 16 of this Plan, may require the submission of a facility fit plan for proposals within the intensification areas to support the provision of suitable amenity spaces.

11A.11.1 City Council shall,

- (a) prioritize the enhancement of existing public parks within the intensification areas, and within a 10 minute walk (800 metres), to accommodate an increase service levels, as well as improve access and connectivity;
- (b) require the provision of Public Parks as shown on Schedule XIV. All new Public Parks are intended to be developed as Neighbourhood Parks, with the exception of the new park in Brock Precinct, adjacent to the existing Beechlawn Park, which together is intended to be redeveloped into a Community Park;
- (c) require all Public Parks to have at least one frontage on a Public Street;
- (d) consider minor modifications to Public Parks as shown on Schedule XIV through detailed block planning, as long as the general intent of these spaces meet the City's requirements; and
- (e) encourage the development of Public Parks in accordance with the City's Parks and Recreation Master Plan and the applicable urban design guidelines.

11A.11.2 City Council supports the development of Privately-Owned Publicly Accessible Spaces (POPS) throughout the intensification areas, including spaces such as urban squares, gateway plazas, parkettes, linear parks, and green spaces. These spaces are privately owned and maintained, however, are accessible to the general public. Accordingly,

- (a) the preferred location of POPS have been identified conceptually on Schedule XIV. However, POPS are encouraged as a component of all new development within the intensification areas, particularly in Gateways and near Transit Stops;

- (b) the exact size, location and design of POPS, including appropriate amenities, will be addressed through detailed block planning in accordance with Section 11A.14(a), the facility fit plan in accordance with Section 11A.11(k), and in accordance with the applicable urban design guidelines; and
- (c) POPS adjacent to the Heritage Path within the Rougemount Precinct shall be integrated with the Heritage Path in accordance with Section 11A.3.1.

11A.11.3 City Council shall,

- (a) support the development of Public Lookouts which highlight important views within the Kingston Mixed Corridor Intensification Area and are located at natural vantage points in close proximity to natural areas as shown on Schedule XIV; and
- (b) encourage Public Lookouts to be developed in accordance with the applicable urban design guidelines.

11A.11.4 City Council shall,

- (a) require the provision of Public Parks through measures including in-kind contributions through development, municipal partnership, community philanthropy, land acquisition and in accordance with Section 16.29 of this Plan; and
- (b) prioritize the acquisition of parkland through land dedication to provide active and passive recreation opportunities within the Intensification Area to serve the needs of the new community, as well as, the surrounding established neighbourhoods.

11A.12 City Council supports the following key mobility principles for the intensification areas:

- (a) higher density, transit-supportive development with a mix of uses and activities;
- (b) the design of all streets as complete streets;
- (c) improved access management and connectivity for all transportation modes;
- (d) prioritization of measures to improve pedestrian safety, reduce traffic collisions, and reduce traffic-related impacts to adjacent neighbourhoods;
- (e) promotion of transportation demand management measures in accordance with Policy 4.5(b) of this Plan, including mobility-as-a-service, where appropriate; and

- (f) prioritization of minimizing surface parking, and the development of active transportation networks.**

11A.12.1 City Council shall,

- (a) require the provision of pedestrian paths, cycling facilities, and multi-use paths in accordance with the City's Integrated Transportation Master Plan, and where appropriate, in consultation with the Region of Durham;**
- (b) encourage the provision of additional pedestrian and cycling infrastructure and connections, where opportunity arises, to support the City's active transportation network; and**
- (c) require pedestrian and cycling facilities to be developed in accordance with the applicable urban design guidelines, best practices, and the prioritization of the safety of pedestrians and cyclists.**

11A.12.2 City Council,

- (a) will cooperate with Durham Region Transit and Metrolinx in order that the alignment and location of future transit routes consider access to the greatest concentration of people and jobs, and minimizes the distance between transit connections within the intensification areas;**
- (b) shall seek to coordinate the location and design of proposed future public spaces fronting Kingston Road and the other streets with transit routes and transit stops;**
- (c) will ensure the provision of appropriate amenities, including street furniture, trees for shade, digital kiosks, and access to pedestrian and cycling networks are provided to support transit ridership and promote an integrated and connected active transportation network;**
- (d) recognizes two key transit junctions along Kingston Road, at Whites Road and Brock Road and Kingston Road. These intersections occupy prime locations and transit transfer points along a higher-order transit corridor which connect the intensification areas with adjacent areas including the Seaton community and other lands to the north. Accordingly:**
- (i) though transit-supportive development is expected to occur throughout the intensification areas, these locations warrant additional consideration as ideal sites for higher-intensity uses, in particular, employment uses;**

- (ii) these transit junctions and related pedestrian connections shall be priority areas for design excellence and capital improvements including landscaping, public seating, weather protection and public art; and
- (iii) new development adjacent to the transit junctions shall be designed to frame the junctions with active uses at grade and entrances oriented towards them.

11A.12.3 City Council shall,

- (a) in accordance with the policies of Section 4.11, require the design of new streets and the design and extension of streets identified on Schedule XIV to be connected to existing streets, and have block lengths generally no longer than 150 metres and block depths generally not less than 60 metres to provide to provide a finer grid of walkable and interconnected development blocks over time;
- (b) require all new or re-designed streets, as appropriate, to be complete streets with public amenities including sidewalks, enhanced paving in busy pedestrian areas, cycle paths or multi-use paths, and landscape and furniture zones;
- (c) through the redevelopment of larger blocks of land, require new public and private streets in locations generally as shown on Schedule XIV;
- (d) allow the exact alignment of new streets to be determined through block planning, provided the overall block pattern is achieved, the achievement of minimum and maximum block sizes on the development site and adjacent sites is not compromised, and appropriate intersection spacing is maintained;
- (e) require the provision of trees along streets to enhance the urban forest canopy and provide shade for pedestrians, particularly along Kingston Road, Whites Road, and Brock Road;
- (f) encourage all streets to be designed in accordance with the applicable urban design guidelines, with consideration given to integration and continuity of street design elements where streets intersect, and construction of public streets to public street design standards; and
- (g) collaborate with the Region of Durham to implement, where possible, new signalized intersections as shown on Schedule XIV, in order to provide opportunities for efficient transportation and safe pedestrian movement.

11A.12.4 City Council shall,

- (a) require development proponents to demonstrate the provision of an adequate supply of parking to meet site requirements while balancing broader mobility objectives to decrease reliance on private vehicle use;**
- (b) consider in the review of development applications, the following performance criteria with regard to on-site parking and access drives/aisles,**
 - (i) that the primary parking format be structured or below grade parking to facilitate connectivity and minimize the heat island effect created by large surface parking;**
 - (ii) in phased development, that surface parking may be permitted if the proponent has demonstrated how parking will be accommodated in structures at full build out; and**
 - (iii) that shared parking be encouraged in mixed use areas to minimize land devoted to parking;**
- (c) consider a reduction in the number of required car parking spaces and/or other means of providing for parking such as cash-in-lieu, where bicycle parking facilities or transportation demand management measures are provided to reflect the compact, high-density urban form of the intensification areas and shift toward an increase of active modes of transportation and transit; and**
- (d) consider shared on-site parking areas for two or more uses where the maximum demand of such parking areas by the individual uses occurs at different periods of the day.**

11A.12.5 City Council shall,

- (a) require all uses that facilitate goods movement within the intensification areas to have regard for any applicable Provincial freight supportive guidelines;**
- (b) ensure the design and location of buildings and loading areas, particularly those adjacent to goods movement routes, consider means to mitigate any adverse impacts that truck and commercial traffic will have on the surrounding areas; and**
- (c) require impacts on the pedestrian and cyclist environment from goods movement within the intensification areas to be considered and mitigated through measures such as wider sidewalks and landscaping schemes to reduce noise and visual**

impacts within pedestrian areas and to provide additional buffering.

11A.12.6 City Council shall,

- (a) encourage, where possible, shared driveways, parking ramps and servicing areas between two or more properties to maximize building frontages and minimize the number of required curb cuts;
- (b) where such shared facilities are provided, require each landowner to provide a reciprocal easement in favour of the other landowner(s);
- (c) seek establishment of service streets and laneways with access off streets with lower levels of traffic, and to avoid interrupting active street frontages;
- (d) require service laneways to be designed in accordance with the applicable urban design guidelines; and
- (e) recognize, in particular, two proposed private streets in the Rougemount Precinct south of Kingston Road as shown on Schedule XIV, as service streets and laneways. Since services are only provided to the north, only one sidewalk is required to be provided on the north side of the two service streets/laneways.

11A.13 City Council supports the optimization of infrastructure and a coordinated and integrated approach to the provision of infrastructure and services. Accordingly, the following principles shall apply, in addition to the provisions of Section 7.10 of this Plan, with regard to servicing the intensification areas:

- (a) development should be sequenced to ensure that appropriate transportation, municipal servicing and community infrastructure are available;
- (b) planned investment and expansion of infrastructure shall, wherever possible, be concurrent with and support growth;
- (c) strategies shall be implemented for energy and water conservation, including energy and water demand management;
- (d) the City will work with the Region of Durham, utility providers, and other appropriate stakeholders to prioritize infrastructure and servicing improvements, including burying of utilities, where feasible, and to ensure sufficient infrastructure capacity within the area to support growth;

- (e) the City will work with landowners and the Region of Durham to develop a plan for the phasing of extensions to existing services within the area to allow development to proceed as expeditiously as possible; and
- (f) consideration shall be given to the impacts associated with climate change, including an increase in the frequency and severity of extreme weather events, in the design and longevity of infrastructure services.

11A.13.1 City Council shall require proposals for large-scale development to be accompanied by a stormwater management plan or equivalent to the satisfaction of the City, in consultation with Toronto and Region Conservation Authority, that:

- (a) is informed by a subwatershed plan or equivalent for the area, where applicable;
- (b) aligns with the stormwater master plan or equivalent for the area, where applicable; and,
- (c) incorporates an integrated treatment approach to minimize stormwater flows including appropriate low impact development and green infrastructure.

11A.14 City Council shall,

- (a) require development applications on larger sites, identified through the implementing zoning by-law, to provide a block development plan to demonstrate the full build out of new streets and blocks within the site, potential connections to adjacent sites, redevelopment within all future blocks, and the provision of supporting open spaces and community infrastructure as required. The block development plans shall be accompanied by supporting technical studies that provide a level of information sufficient to assess the ultimate infrastructure and other requirements of full build out;
- (b) require the expansion of the street network into a finer grid of streets and connections to occur incrementally with development, with new public streets being secured through the development application process and/or through cost-sharing by benefitting landowners, to the satisfaction of the City;
- (c) where appropriate and necessitated by timing considerations, require financial front-ending agreements to expedite infrastructure delivery. Agreements for cost-sharing will be implemented where appropriate to facilitate the provision of infrastructure and allocate the related costs of development amongst local landowners; and

- (d) support the use of the Holding provisions in the *Planning Act* and require where necessary, proponents to enter into agreements with the City, Region, other agencies, and adjacent landowners as appropriate, respecting various development related matters including but not limited to:**

 - (i) servicing or relocation of infrastructure including any required studies;**
 - (ii) requiring a multi-modal transportation study for proposed developments that are anticipated to generate 75 or more vehicle peak hour trips (two-way), or where site and design characteristics may result in traffic or transportation concerns, to assess the impact on the transportation system and the timing and need for future improvements;**
 - (iii) entering into cost-sharing and front ending agreements;**
 - (iv) ensuring that development shall not take place on lands within the defined Creek corridors;**
 - (v) providing or exchanging easements over lands where necessary;**
 - (vi) providing contributions to the cost of rehabilitating the Creek corridors, if necessary;**
 - (vii) requiring a comprehensive functional servicing and stormwater management plan that addresses stormwater management on a site-by-site basis; and**
 - (viii) requiring a block development plan.**

11A.14.1 City Council shall,

- (a) encourage and support the relocation of uses that are incompatible with the vision for the Kingston Mixed Corridor and Brock Mixed Node Intensification Areas. These include new auto-oriented development, industrial uses, or uses requiring extensive outdoor storage or surface parking;**
- (b) discourage the expansion of existing uses that require outdoor storage;**
- (c) seek to ensure redevelopment adjacent to existing incompatible uses balances the mitigation of impacts with the integration and future redevelopment of such sites through building, site and streetscape design strategies; and**

- (d) despite sections 11A.14.1 (a) and (b), consider permitting minor expansions to legally existing retail and commercial uses, provided:**
- (i) the maximum floor area is no greater than 10% of the existing building;**
 - (ii) where possible, the building expansion is located away from the Kingston or Brock Road frontages, in order to maximize opportunities for future infill of mixed use, higher density development along transit corridors; and**
 - (iii) consideration should be made to locating the building in a manner that facilitates the long term road network and to consider opportunities for consolidated or shared accesses between sites and does not preclude the ability of the lands to develop in accordance with the policies of Chapter 11A.**

11A.14.2 City Council, shall undertake measures to stimulate economic growth and vitality within the intensification areas. Accordingly, the City:

- (a) may undertake an office demand study to support transition and intensification efforts including redevelopment of the area, evaluation of applications, and relocation of incompatible businesses to other appropriate locations within the City;**
- (b) will initiate a program to engage land owners and local businesses in the area to consider matters such as business retention and expansion needs in a changing retail environment; and**
- (c) will encourage land owners to engage in ongoing communication with impacted business owners.**

11A.14.3 City Council shall implement the policies of Chapter 11A through prescribing, in an implementing zoning by-law, matters including maximum building heights, maximum floor space indices, and other appropriate development standards.

11A.14.4 City Council may, in order to support the achievement of the City Council's vision for the intensification areas, develop and implement a Community Improvement Plan for a portion or the entirety of the intensification areas in accordance with the policies of Section 16.33 of this Plan.

11A.14.5 City Council will establish a monitoring program to track development and implementation in accordance with the policies of this Plan.

11A.14.6 City Council recognizes the following properties as having applications submitted prior to Official Plan Amendment 38 coming into full force and effect:

- **1865 Pickering Parkway, Assessment Roll 18-010-200-161-46000 (OPA 18-002/P)**
- **1640 Kingston Road, Assessment Roll 18-01-020-016-24500 (OPA 18-005/P)**
- **603-643, 645 and 699 Kingston Road, Assessment Roll 18-010-100-300-50000 and 18-01-010-030-05100 (OPA 20-002/P)**
- **Block 1 of property municipally known as 1899 Brock Road, Assessment Roll 18-01-020-016-17700 (OPA 20-003/P)**
- **1670, 1680, 1970 Brock Road, Assessment Roll 18-010-200-161-79000 (OPA 20-008/P)**

Accordingly, where there are conflicts between the policies of Chapter 3 and Chapter 11A of this Plan and those policies approved through a site-specific official plan amendment, the policies of the approved site-specific official plan amendment shall prevail.

17. Revising City Policy 12.7, Rougemount Neighbourhood Policies, in Part 3, Chapter 12 – Urban Neighbourhoods, to delete 12.7(c) and 12.7(e), add a new sub-section 12.7(d), and re-number other sub-sections as follows:

~~“(c) despite Table 6 of Chapter 3, establish a maximum residential density of 55 units per net hectare for lands located on the north side of Kingston Road that are designated Mixed Use Areas and abut lands developed as low density development;~~

(dc) require new development to have regard for the Rouge National Urban Park Management Plan;

(d) require new development within the Detailed Review Area boundary to be in accordance with Chapter 11A of this Plan; and

~~(e) ensure that the proposed new road intersection at Altona Road and Rougemount Drive is provided to the satisfaction of the Region; and~~

(f-e) despite Table 6 of Chapter 3 – Land Use, permit a maximum of 22 residential units on the lands located at the southwest corner of Altona Road and Twyn Rivers Drive that are designated Urban Residential Areas - Medium Density Areas.”

18. Revising City Policy 12.8, Woodlands Neighbourhood Policies, in Part 3, Chapter 12 – Urban Neighbourhoods, to delete sub-sections 12.8(c); 12.8(e)(i), 12.8(e)(ii), 12.8(e)(iv), 12.8(e)(ix), 12.8(e)(x), 12.8(f)(i), and 12.8(h)(i), re-number and revise other sub-sections, and add a new sub-section 12.8(m) as follows:

~~“(c) despite Table 6 of Chapter 3, establish a maximum residential density of 55 units per net hectare for lands located on the north side of Kingston~~

~~Road that are designated Mixed Use Areas and abut lands developed as low density development;~~

- ~~(dc) ...;~~
- ~~(e) to provide direction for land use within the lands covered by the Northeast Quadrant Development Guidelines:~~
- ~~(i) further its objective of transforming Kingston Road into a “mainstreet” for Pickering by requiring the placement of buildings to provide a strong and identifiable urban edge, the construction of some multi-storey buildings, and the provision of safe and convenient pedestrian access; accordingly, for the lands designated Mixed Use Areas – Mixed Corridor, City Council shall require:~~
- ~~(A) buildings to be located close to the street edge, with the minimum specified percentage of their front walls required to be located within build-to-zones to be established in the implementing zoning by-laws for each site;~~
- ~~(B) all buildings to be a minimum of two storeys in height, and require maximum building heights to be established in the implementing zoning by-law considering compatibility matters such as yard setbacks, building orientation and massing, adequate access to sunlight and privacy for existing residential development;~~
- ~~(C) commercial development to provide second storey functional floor space, with the minimum percentage of their gross floor area to be provided in second (or higher) storeys to be established in the implementing zoning by-laws for each project;~~
- ~~(ii) require new development to establish buildings on Whites Road and Sheppard Avenue close to the street edge, with the front doors facing the street, with a specified percentage of their front walls required to be located within build-to-zones to be established in the implementing zoning by-law for this site;~~
- ~~(iii) restrict the height of the Sheppard Avenue elevation of new dwellings buildings fronting Sheppard Avenue to a maximum of two storeys;~~
- ~~(iv) require a minimum of four functional storeys for the Whites Road elevations of new dwellings fronting Whites Road;~~
- ~~(ve) recognize the existing low density development on Sheppard Avenue, and to this end, require the design of new residential or commercial development to be compatible with existing development with respect to such matters as building heights, yard setbacks, building orientation and massing, access to sunlight, and privacy;~~

- (vif) despite Table 9 of Chapter 3, establish a maximum residential density of 55 units per net hectare for lands located on the south side of Sheppard Avenue within the area governed by the Northeast Quadrant Development Guidelines that are designated Urban Residential – Medium Density, in light of their location abutting lands developed as low density development;
- (vii~~g~~) ...;
- (viii~~h~~) ...;
- ~~(ix) despite Sections 3.6(b), 3.9(b) and 16.39, and Tables 5 and 8 of Chapter 3, prohibit the development of any new gas bars, automobile service stations, or car washes for lands designated Mixed Used Area – Mixed Corridors or Urban Residential – Medium Density; and~~
- ~~(x) despite Section 12.8(e)(i)(C), the requirement for second storey functional floor space is not mandatory for existing or future vehicle dealerships and on the Hayes Line Properties Inc. lands, being Part of Lot 28, Range 3, Broken Front Concession, City of Pickering;~~
- ~~(f) to provide direction for transportation matters within and around the lands covered by the Northeast Quadrant Development Guidelines:~~
- ~~(i) support shared access points between properties along Kingston Road, in consultation with the Region of Durham;~~
- ~~(iii) ...;~~
- ~~(iii~~j~~) ...;~~
- ~~(iv~~k~~) ...;~~
- (g~~l~~) to provide direction for environmental and stormwater management matters respecting the Amberlea Creek tributary that flows through lands covered by the Northeast Quadrant Development Guidelines:
- (i) support the principle of piping the Amberlea Creek tributary east of Delta Boulevard, that flows through the Northeast Quadrant Lands, and recognizing the interests of landowners within the Northeast Quadrant on whose lands Amberlea Creek tributary flows to pipe that tributary, and the position of the Toronto and Region Conservation Authority to work with the City and landowners to implement a stormwater management strategy, which will ultimately result in the piping of the Amberlea Creek tributary through the Northeast Quadrant lands;
- (ii) require any developer of lands within the Northeast Quadrant proposing to pipe or relocate the Amberlea Creek tributary to:

(A) ...;

(B) ...;

(C) ...;

(iii) ...; and

~~(h) to provide additional direction on implementation matters for lands covered by the Northeast Quadrant Development Guidelines:~~

~~(i) through the use of the holding provisions of the *Planning Act*, require where necessary, proponents to enter into agreements with the City, Region and other agencies as appropriate, respecting various development related matters including but not limited to: entering into cost sharing agreements between each other where mutual shared access is necessary; providing or exchanging easements over lands where necessary; payment of study costs; and providing contributions to the cost of a downstream stormwater management facility, if necessary.~~

(m) require new development within the Detailed Review Area boundary to be in accordance with Chapter 11A of this Plan.

19. Revising City Policy 12.9, Dunbarton Neighbourhood Policies, in Part 3, Chapter 12 – Urban Neighbourhoods, to delete sub-section 12.9(c) and add a new sub-section 12.9(c) as follows:

~~“(c) despite Table 6 of Chapter 3, establish a minimum density range of over 80 units per net hectare up to and including 260 units per net hectare for lands located on the south side of Kingston Road being Parts 1, 2 & Part of 3, 40R8710 and West Shore Boulevard (aka Fairport Road) being Kings Highway 2 and Kings Highway 401 being road allowance between Lots 26 and 27, Concession Broken Front.~~

(c) require new development within the Detailed Review Area boundary that encompasses Kingston Mixed Corridor to be in accordance with Chapter 11A of this Plan.

20. Revising City Policy 12.11, Village East Neighbourhood Policies, in Part 3, Chapter 12 – Urban Neighbourhoods, to delete sub-section 12.11(d) and the second bullet under Section 12.11(e)(iii), and to add a new sub-section 12.11(d) as follows:

“(d) despite Section 12.2(a) of this Plan, shall require the completion of development guidelines for the Detailed Review Area east of Brock Road at Pickering Parkway prior to permitting residential development within these lands;

- (d) require new development within the Detailed Review Area boundary that encompasses Kingston Mixed Corridor and Brock Mixed Node Intensification Areas to be in accordance with Chapter 11A of this Plan.**
- (e) ...;
- (i) ...;
- (ii) ...;
- (iii) ...
- ~~...and~~
 - **supporting an improved stormwater treatment pond in Ajax;**
21. Revising City Policy 12.14, Liverpool Neighbourhood Policies, in Part 3, Chapter 12 – Urban Neighbourhoods, to delete sub-section 12.14(a), renumber the sub-sections following, and add a new sub-section 12.14(f) as follows:
- ~~“(a) recognize the proximity of low intensity development in the Liverpool Neighbourhood to the high intensity development in the Town Centre Neighbourhood and accordingly, shall consider the concerns of the nearby residents in Liverpool when preparing plans or development guidelines, and when considering development proposals, for lands in the Town Centre;~~
- (ba) ...;**
- (cb) ...;**
- (dc) ...;**
- (ed) ...; and**
- (fe) ...; and**
- (f) require new development within the Detailed Review Area boundary that encompasses Kingston Mixed Corridor to be in accordance with Chapter 11A of this Plan.”**
22. Revising City Policy 14.8, Streetscapes, in Chapter 14 – Detailed Design Considerations, by amending sub-section (d) so that it read as follows:
- “(d) promote a unified design of decorative treatment for sidewalks within strategic areas, such as the City Centre, Kingston Mixed Corridor, the Brock Mixed Node, community nodes and other important shopping areas;”**

23. Revise City Policy 15.5, Glossary, in Chapter 15 – Implementation, by adding the following new definitions:

“Community Hubs are intended to centralize community services and make it easier for local residents to access the health, social, cultural, recreational and other resources they need together in one spot.

Complete Streets refers to streets planned to balance the needs of all road users, including pedestrians, cyclists, transit-users, and motorists.

Major Office means freestanding office buildings of approximately 4,000 square metres of floor space or greater, or with approximately 200 jobs or more.

Transit-supportive relates to development that makes transit viable and improves the quality of the experience of using transit. It often refers to compact, mixed-use development that has a high level of employment and residential densities.”

24. Revising City Policy 16.5A, Required Studies for an Official Plan Amendment, Zoning By-law Amendment, Draft Plan of Subdivision, and Draft Plan of Condominium Approval, in Chapter 16 – Development Review, by adding new sub-sections (xxxvii) (xxxviii), and (xxxix) to read as follows:

“(xxxv) ...; and

(xxxvi) ...;

(xxxvii) facility fit plan;

(xxxviii) office demand study; and

(xxxix) affordable housing brief.”

25. Revising City Policy 16.5B, Required Studies for Site Plan Approval, in Chapter 16 – Development Review, by adding a new sub-section (xxvii) to read as follows:

“(xxv) ...; and

(xxvi) ...; and

(xxvii) facility fit plan.”

26. Revising City Policy 16.30, Road Widening, in Chapter 16 – Development Review, by amending the first paragraph of the policy to read as follows:

“City Council shall secure, at no charge to the municipality, the right-of-way widths in accordance with Section 4.10 for roads shown on Schedule II and Schedule XIV, through the subdivision, land severance and/or site plan control process, and/or through development agreements, and/or by dedication or conveyance, subject to:”

27. Revising City Policy 16.33, Community Improvement Areas, in Chapter 16 – Development Review, by amending sub-section (d) to read as follows:

“(d) shall, at this time and on the basis of these criteria, identify the Frenchman’s Bay area, the Hamlet of Claremont, the Hamlet of Brougham, and the old Village of Dunbarton, Kingston Mixed Corridor Intensification Area, and Brock Mixed Node Intensification Area as Community Improvement Areas; and”

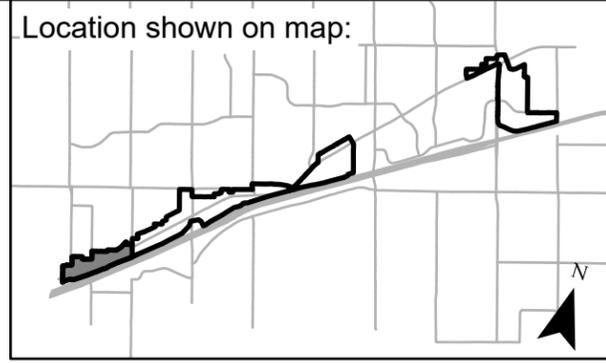
Implementation: The provisions set forth in the City of Pickering Official Plan, as amended, regarding the implementation of the Plan shall apply in regard to this Amendment. In light of the numerous components of the Official Plan that are being revised concurrently, the numbering of the policy sections in this amendment is subject to change in accordance with the sequencing of approvals.

Interpretation: The provisions set forth in the City of Pickering Official Plan as amended, regarding the interpretation of the Plan shall apply in regard to this Amendment, except as revised by this amendment.



Legend

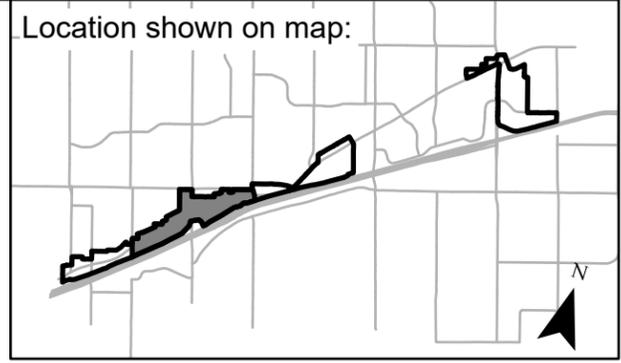
- Mixed Use Type B
- Mixed Use Type C
- Residential
- Community Use
- Natural Areas
- Heritage Path
- Watercourses
- Privately Owned Public Spaces (POPS)
- Public Lookout
- Gateways
- Future Private Street
- Proposed Controlled Intersection
- Identified Heritage Resource

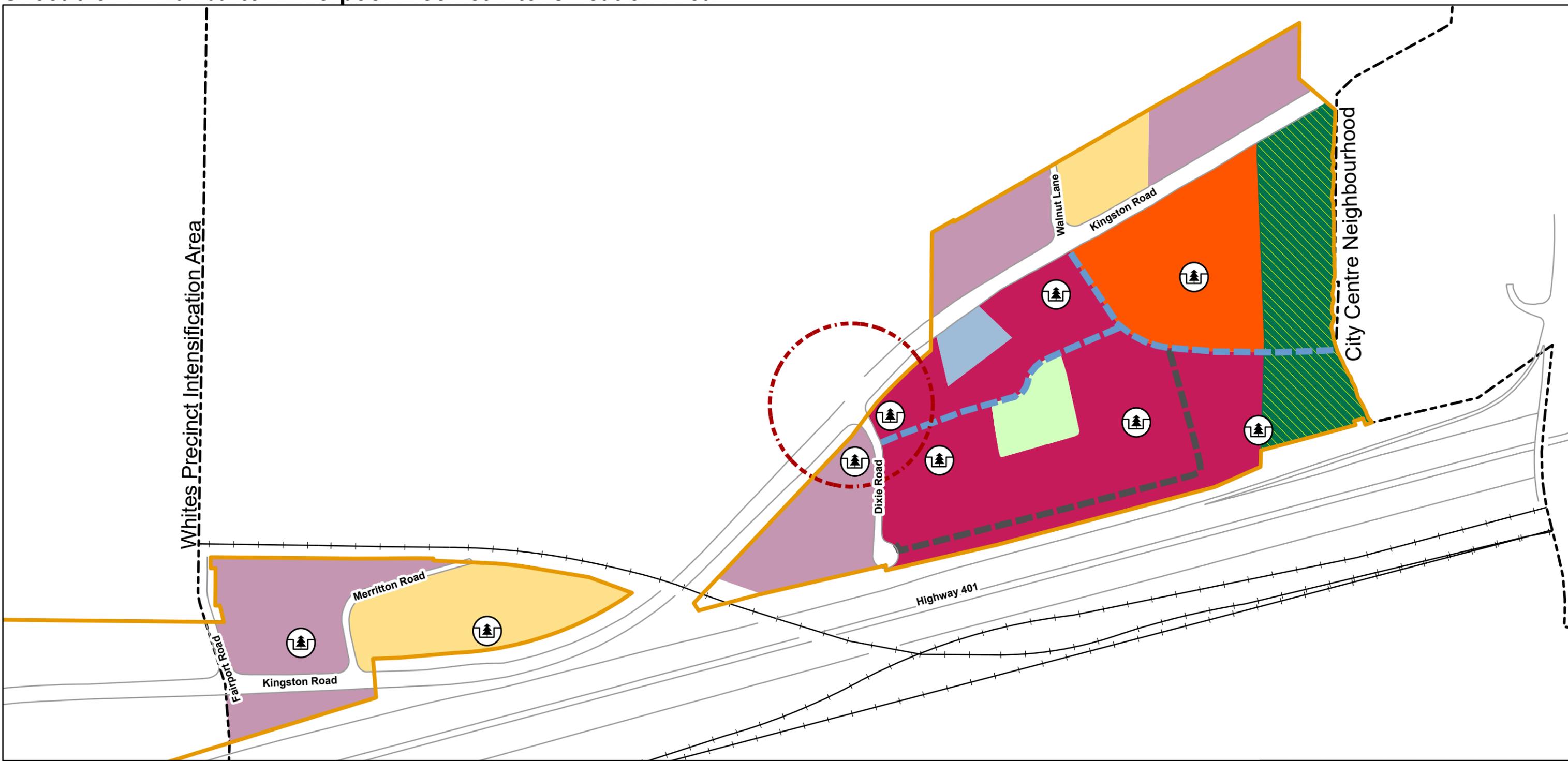




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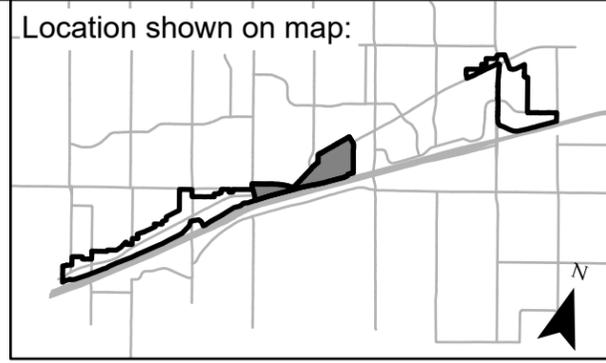
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|------------------|---------------|--------------------------------------|-----------------------|----------------------------------|
| Mixed Use Type A | Community Use | Watercourses | Future Public Street | Proposed Controlled Intersection |
| Mixed Use Type B | Public Park | Privately Owned Public Spaces (POPS) | Future Private Street | Identified Heritage Resource |
| Mixed Use Type C | Natural Areas | Public Lookout | Gateways | |
| Residential | Rail Road | | | |

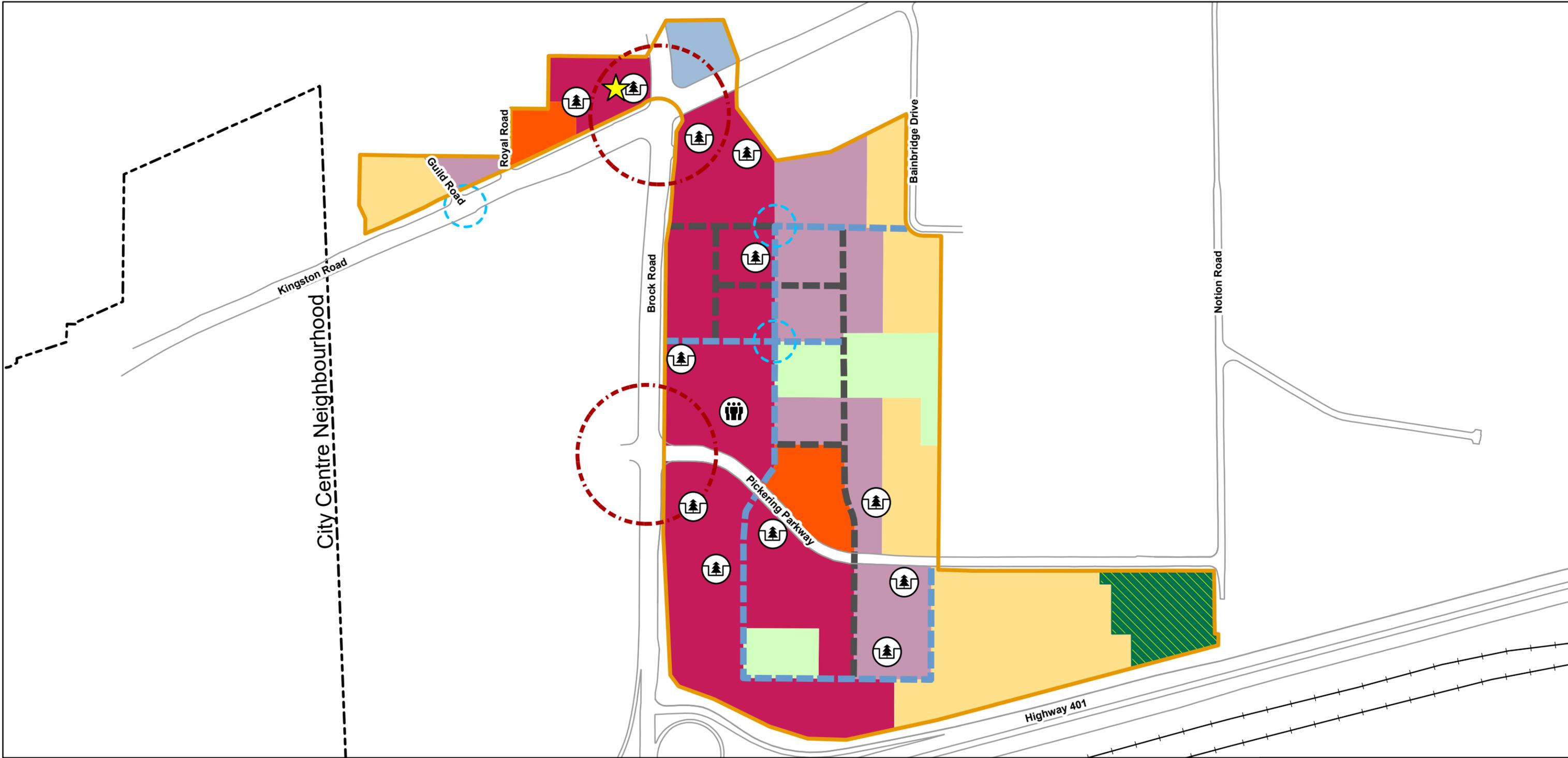




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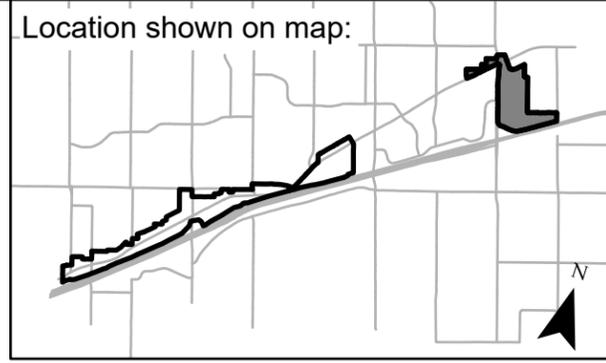
-  Mixed Use Type A
-  Residential
-  Natural Areas
-  Privately Owned Public Spaces (POPS)
-  Future Public Street
-  Mixed Use Type B
-  Community Use
-  Rail Road
-  Future Private Street
-  Mixed Use Type C
-  Public Park
-  Gateways





Legend

- | | | | | |
|------------------|---------------|--------------------------------------|------------------------------|----------------------------------|
| Mixed Use Type A | Residential | Natural Areas | Potential Community Facility | Gateways |
| Mixed Use Type B | Community Use | Rail Road | Future Public Street | Proposed Controlled Intersection |
| Mixed Use Type C | Public Park | Privately Owned Public Spaces (POPS) | Future Private Street | Identified Heritage Resource |



**Recommended Informational Revision 26
to the Pickering Official Plan**

Recommended Informational Revision 26 to the Pickering Official Plan

- Purpose:** The purpose of this Revision is to change the informational text contained within the Pickering Official Plan in order to provide context to the policies introduced as part of the Official Plan Amendment to implement the Intensification Plan for the Kingston Road Corridor and Specialty Retailing Node, endorsed in principle by the Council of the City of Pickering on December 16, 2019.
- Location:** Numerous references through the Official Plan.
- Basis:** In reviewing the informational text contained in the Official Plan, various technical revisions have been determined to be necessary and appropriate to assist users with understanding the changes to the Official Plan text implemented through the associated Official Plan Amendment.

Recommended Revision: The City of Pickering Official Plan is hereby revised by:

(New text shown as underlined text, deleted text shown as strikethrough text, retained text shown as unchanged text)

1. Adding the following informational sidebar, which relates to Strategic Growth Areas, referred to in new Section 3.2 (d):

Strategic Growth Areas

Areas that have been identified to be the focus for accommodating intensification and higher-density mixed uses in a more compact built form. Strategic growth areas include urban growth centres, major transit station areas, and other major opportunity areas within municipalities. Lands along major roads, arterials, or other areas with existing or planned frequent transit service or higher order transit corridors may also be identified as strategic growth areas. (A Place to Grow)

2. Revising the 2nd informational paragraph below the heading: “Mixed Use Areas” in Part 2, Chapter 3 – Land Use, to read as follows:

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

3. Revising the informational paragraph below “Table 4: Relationship Between Regional Official Plan and Pickering Official Plan – Mixed Use Areas” in Part 2, Chapter 3 – Land Use, to read as follows:

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

4. Adding the following informational sidebar, which relates to Floor Space Index, referred to in new Section 3.6 (f):

Actual achievable FSI for a development will be dependent on many factors including property size, compatibility with adjacent development, meeting building separation requirements, having regard for shadowing and other compatibility constraints. Accordingly, not every site within the Intensification Areas may be able to attain the maximum FSIs as set out in Table 6 or as otherwise may be considered through Policy 3.6 (f).

5. Adding the following informational paragraphs below a new chapter heading “Chapter 11A: Kingston Mixed Corridor and Brock Mixed Node Intensification Areas” in Part 2:

“The objectives and policies for the Kingston Mixed Corridor and Brock Mixed Node Intensification Areas implement the Kingston Road Corridor and Specialty Retailing Node Intensification Plan for these Strategic Growth Areas. The goals, objectives and policies in this section provide additional policy guidance to the other policies of Chapter 2 for Pickering’s Urban System and the South Pickering Urban Area, and the Land Use policies of Chapter 3, in particular, the policies for Mixed Use Areas, and the relevant urban neighbourhood policies in Chapter 12. This Chapter is intended to be read as a whole and in conjunction with the rest of the Pickering Official Plan. Second to the City Centre, these areas are intended to accommodate the highest mix and intensity of uses and activities in the City.

The development of these areas is guided by the vision set out in the Intensification Plan and outlined as follows:

- an urban, livable, transit-supportive community, with a higher density mix of uses, located in buildings that are pedestrian oriented, and that transition in height and mass to the scale of adjacent established neighborhoods, particularly to the north of the Corridor and to the east of the Node

- a sustainable place that embraces its significant natural heritage assets, connecting to the valleys and creeks that the corridor crosses, mitigating greenhouse gas emissions and adapting to climate change, and building communities centred on new public open spaces in both the Corridor and Node
- a walkable place, with safe, comfortable and green boulevards and pedestrian connections on both sides of Kingston Road, and within larger parcels that are likely to redevelop with an internal street network, particularly within the Node
- a place that continues to serve as both a destination for shopping and a place of employment, with retail, commercial services and offices within mixed use buildings or on mixed use sites, and generally fronting directly onto Kingston Road, Whites Road, Brock Road and onto new internal streets on larger parcels, to provide active uses at grade that encourage pedestrian traffic
- a corridor that serves as a regional and local multi-modal connector, with regional gateways at Altona Road and Brock Road, and with gateways to the neighborhoods north and south of the corridor at Rougemount Drive, Whites Road, Dixie Road and Brock Road”

6. Adding the following informational sidebars, regarding population and job targets for the Kingston Mixed Corridor and Brock Mixed Node Intensification, in relation to the informational text at the beginning of Chapter 11A – Kingston Mixed Corridor and Brock Mixed Node Intensifications Areas:

Population Projection	
2020 Estimated Population	1,300
Projected Growth	20,700
Estimated Future Population	22,000

Employment Projection	
2020 Estimated Jobs	5,500
Projected Growth	2,600
Estimated Future Jobs	8,100

- 7. Adding a subtitle “**City Policy Placemaking**” for newly added Section 11A.1;
- 8. Adding a subtitle “**City Policy Gateway**” for newly added Section 11A.2;

9. Adding the following informational sidebar, which relates to Gateways, referred to in new Section 11A.2:

Gateways are location-specific entry points into significant streetscapes, areas or neighbourhoods, often signified by a distinctive public realm, landmark or built form, and enhanced through site and building design.

10. Adding a subtitle “**City Policy Rougemount Precinct**” for newly added Section 11A.3;
11. Adding the following informational sidebar, which relates to the character of Rougemount Precinct, referred to in newly added Section 11A.3:

Due to small lot sizes and the existing scale of the area, the Rougemount Precinct will be characterized by predominantly low and mid-rise buildings (generally less than 12 storeys) with some additional height at gateways and near Highway 401. These low and moderate heights will help reinforce the ‘main street’ character of this stretch of Kingston Road.

12. Adding a subtitle “**City Policy Heritage Path**” for newly added Section 11A.3.1;
13. Adding a subtitle “**City Policy Whites Precinct**” for newly added Section 11A.4;
14. Adding a subtitle “**City Policy Dunbarton-Liverpool Precinct**” for newly added Section 11A.5;
15. Adding a subtitle “**City Policy Brock Precinct**” for newly added Section 11A.6;
16. Adding a subtitle “**City Policy Cultural Heritage**” for newly added Section 11A.7;
17. Adding a subtitle “**City Policy Sustainability and Climate Resiliency**” for newly added Section 11A.8;
18. Adding a subtitle “**City Policy Land Use**” for newly added Section 11A.9;
19. Adding a subtitle “**City Policy Prohibited Uses**” for newly added Section 11A.9.1;

20. Adding the following sub-heading and informational paragraph before Policy 11A.9.2 in Part 2, “Chapter 11A – Kingston Mixed Corridor and Brock Mixed Node Intensification Areas”:

“Mixed Use Type A

Mixed Use Type A Areas are targeted for significant development and will have the greatest density, tallest heights, and represent the highest-intensity uses within the Corridor and Node. These areas are primarily located within gateways and at major intersections along Kingston Road and Brock Road.”

21. Adding a subtitle “**City Policy Mixed Use Type A**” for newly added Section 11A.9.2;
22. Adding the following sub-heading and informational paragraph before Policy 11A.9.3 in Part 2, “Chapter 11A – Kingston Mixed Corridor and Brock Mixed Node Intensification Areas”:

“Mixed Use Type B

Mixed Use Type B Areas feature a combination of residential and retail uses in mixed use buildings, or in separate buildings on mixed use sites, at a lesser density than Mixed Use Type A Areas, and contain a significant proportion of at-grade retail. These areas are primarily located close to gateways or internal local streets.”

23. Adding a subtitle “**City Policy Mixed Use Type B**” for newly added Section 11A.9.3;
24. Adding the following sub-heading and informational paragraph before Policy 11A.9.4 in in Part 2, “Chapter 11A – Kingston Mixed Corridor and Brock Mixed Node Intensification Areas”:

“Mixed Use Type C

Mixed Use Type C Areas represent the least-intensive mixed use areas within the Corridor and Node. They feature a combination of residential and retail uses, with a greater proportion of residential, and a lower proportion of retail than Mixed Use Type B Areas. These areas are primarily located within the Rougemount Precinct, at intersections that are not identified as gateways or in mid-block locations along Kingston Road, and adjacent to natural areas.”

25. Adding a subtitle “**City Policy Mixed Use Type C**” for newly added Section 11A.9.4;
26. Adding the following sub-heading and informational paragraph before Policy 11A.9.5 in in Part 2, “Chapter 11A – Kingston Mixed Corridor and Brock Mixed Node Intensification Areas”:

“Residential

Residential Areas feature primarily residential uses, generally in areas where a mix of uses on a specific site may not be desirable or achievable. These areas are located throughout the Corridor and Node, typically adjacent to existing low-rise residential neighbourhoods.”

27. Adding a subtitle “**City Policy Residential**” for newly added Section 11A.9.5;
28. Adding a subtitle “**City Policy Community Uses**” for newly added Section 11A.9.6;
29. Adding a subtitle “**City Policy Natural Areas and Natural Hazards**” for newly added Section 11A.9.7;
30. Adding a subtitle “**City Policy Built Form**” for newly added Section 11A.10;
31. Adding a subtitle “**City Policy Building Heights and Transition**” for newly added Section 11A.10.1;
32. Adding a subtitle “**City Policy Setbacks**” for newly added Section 11A.10.2;
33. Adding a subtitle “**City Policy Active Frontages At Grade**” for newly added Section 11A.10.3;
34. Adding a subtitle “**City Policy Public Realm**” for newly added Section 11A.11;
35. Adding a subtitle “**City Policy Public Parks**” for newly added Section 11A.11.1;
36. Adding the following informational sidebar, which relates to neighbourhood parks, referred to in new Section 11A.11.1(b):

Neighbourhood Parks are intended to perform an array of functions and include amenities such as play structures, smaller recreational fields, sports courts, and passive areas, primarily serving the immediate neighbourhood.

37. Adding the following informational sidebar, which relates to community parks, referred to in new Section 11A.11.1(b):

Community Parks are intended to provide for a range of illuminated recreational facilities as well as some non-illuminated sports fields, including mini-baseball and soccer fields, servicing the surrounding neighbourhoods.

38. Adding a subtitle “**City Policy Privately-owned Publically Accessible Spaces**” for newly added Section 11A.11.2;
39. Adding a subtitle “**City Policy Public Lookouts**” for newly added Section 11A.11.3;
40. Adding a subtitle “**City Policy Parkland Acquisition**” for newly added Section 11A.11.4;

41. Adding a subtitle “**City Policy** Mobility” for newly added Section 11A.12;
42. Adding a subtitle “**City Policy** Pedestrian and Cycling Network” for newly added Section 11A.12.1;
43. Adding a subtitle “**City Policy** Transit” for newly added Section 11A.12.2;
44. Adding a subtitle “**City Policy** Street Network and Design” for newly added Section 11A.12.3;
45. Adding a subtitle “**City Policy** Parking” for newly added Section 11A.12.4;
46. Adding a subtitle “**City Policy** Loading Areas and Goods Movement” for newly added Section 11A.12.5;
47. Adding a subtitle “**City Policy** Service Streets and Laneways” for newly added Section 11A.12.6;
48. Adding a subtitle “**City Policy** Servicing” for newly added Section 11A.13;
49. Adding a subtitle “**City Policy** Stormwater Management” for newly added Section 11A.13.1;
50. Adding the following informational sidebar, which relates to stormwater management, referred to in new Section 11A.13.1:

The following stormwater management criteria should be implemented for development within the intensification areas:

- i) control of post-development peak flow rates to pre-development levels;
- ii) a maximum runoff coefficient of 0.5 should be used to represent pre-development conditions, regardless of how much impervious cover currently exists on a re-development site;
- iii) retention of the runoff from up to a 5 mm storm event be provided on site for infiltration;
- iv) enhanced water quality treatment to achieve 80% removal of Total Suspended Solids.

51. Adding a subtitle “**City Policy** Implementation” for newly added Section 11A.14;
52. Adding a subtitle “**City Policy** Transition” for newly added Section 11A.14.1;
53. Adding a subtitle “**City Policy** Economic Development” for newly added Section 11A.14.2;

54. Adding a subtitle “**City Policy** Implementing Zoning By-law” for newly added Section 11A.14.3;
55. Adding a subtitle “**City Policy** Community Improvement Plan” for newly added Section 11A.14.4;
56. Adding a subtitle “**City Policy** Monitoring” for newly added Section 11A.14.5;
57. Adding a subtitle “**City Policy** Exceptions” for newly added Section 11A.14.6;
58. Adding a new sentence after the 2nd paragraph at the beginning of Part 3, Chapter 12 – Urban Neighbourhoods, to indicate that neighbourhood population targets will be updated through the City’s conformity amendment for A Place to Grow, to read as follows:

“Note: The year increments and the population targets for the Neighbourhoods will be adjusted and updated through the completion of the City’s Growth Plan conformity amendment.”
59. Revising the informational paragraphs below the Description of Neighbourhood 5: Rougemount, in Part 3, Chapter 12 – Urban Neighbourhoods, 3rd and 7th bullets to read as follows:
 - Consists of primarily detached dwellings on large lots north of the Kingston Mixed Corridor; a transitioning Intensification Area along Kingston Road; and also includes ~~two an~~ elementary schools, ~~a two~~ neighbourhood parks, ~~two and~~ a places of worship and a library.
 - City Council has adopted “Kingston Mixed Corridor and Brock Mixed Node Urban Design Road Corridor Development Guidelines”, which guidelines apply to the lands along Kingston Road Corridor through this Neighbourhood.”
60. Revising Map 15, Neighbourhood 5: Rougemount, as illustrated on Appendix I to this Revision.
61. Revising the informational paragraphs below the Description of Neighbourhood 6: Woodlands, in Part 3, Chapter 12 – Urban Neighbourhoods, 1st through 4th and 7th and 8th bullets to read as follows:
 - “Is bounded by Petticoat Creek, the C.N. rail line, an open space area associated with the Amberlea Farms Watercourse east of the Highway 401 ramps to Kingston Road, and Highway 401.
 - Old Forest Road, Highbush Trail and Rosebank Road originally settled between 1900 and 1940; ~~more recent subdivisions activity occurred~~ were developed east of Rosebank Road in the 1980s; an apartment building was constructed at the northeast corner of Whites Road and Kingston Road in the 1990s; properties along Kingston Road and a segment of Whites Road are recognized as an Intensification Area.

- Consists of primarily detached dwellings on large lots north of the Kingston Road Corridor and east of Whites Road; also includes a secondary school, ~~an elementary school~~, a seniors/community centre; library; two neighbourhood parks, two places of worship, and a fire hall.
 - Has neighbourhood and community shopping located along Kingston Road; and a medical ~~centre~~/professional office building at Sheppard Avenue and Whites Road.
 - ~~City Council has adopted development guidelines as follows:~~
 - * ~~The “Northeast Quadrant Development Guidelines” (for the lands generally located between Kingston Road and Sheppard Avenue, east of Whites Road, and for the lands located at the southwest corner of Dunfair Street and Whites Road).~~
 - City Council has adopted “Kingston Road Mixed Corridor and Brock Mixed Node Urban Design Development Guidelines”, which ~~guidelines~~ apply to the lands along the Kingston Road Corridor through this Neighbourhood.”
62. Revising Map 16, Neighbourhood 6: Woodlands, as illustrated on Appendix II to this Revision.
63. Revising the informational paragraphs below the Description of Neighbourhood 7: Dunbarton, in Part 3, Chapter 12 – Urban Neighbourhoods, 3rd, 4th, 6th, and 8th to read as follows:
- “Encompasses the former Village of Dunbarton, which was established in the mid-1800s; development along Fairport Road, Bonita Avenue and Applevew Road occurred between 1900 and 1940; ~~recent subdivision activity located subdivisions~~ in the north end of the neighbourhood ~~were developed occurred~~ in the 1980s; Kingston Mixed Corridor is recognized as an Intensification Area which is planned to accommodate more intensive mixed use development.
 - Consists of primarily detached dwellings on large lots north of the Kingston Mixed Corridor; and also includes three places of worship and two cemeteries.
 - Has three Detailed Review Areas within its boundary: (i) lands along the Kingston Mixed Corridor Road frontage; (ii) lands surrounding the old Dunbarton Village area; and (iii) lands central to the neighbourhood on both sides of Fairport Road.
 - ~~City Council has adopted~~ “Kingston Road Mixed Corridor and Brock Mixed Node Urban Design Development Guidelines”, which ~~guidelines~~ apply to the lands along the Kingston Road Corridor through this Neighbourhood.”
64. Revising Map 17, Neighbourhood 7: Dunbarton, as illustrated on Appendix III to this Revision.
65. Revising the informational paragraphs below the Description of Neighbourhood 9: Village East, in Part 3, Chapter 12 – Urban Neighbourhoods, 2nd, 4th, 6th, and 7th bullets to read as follows:

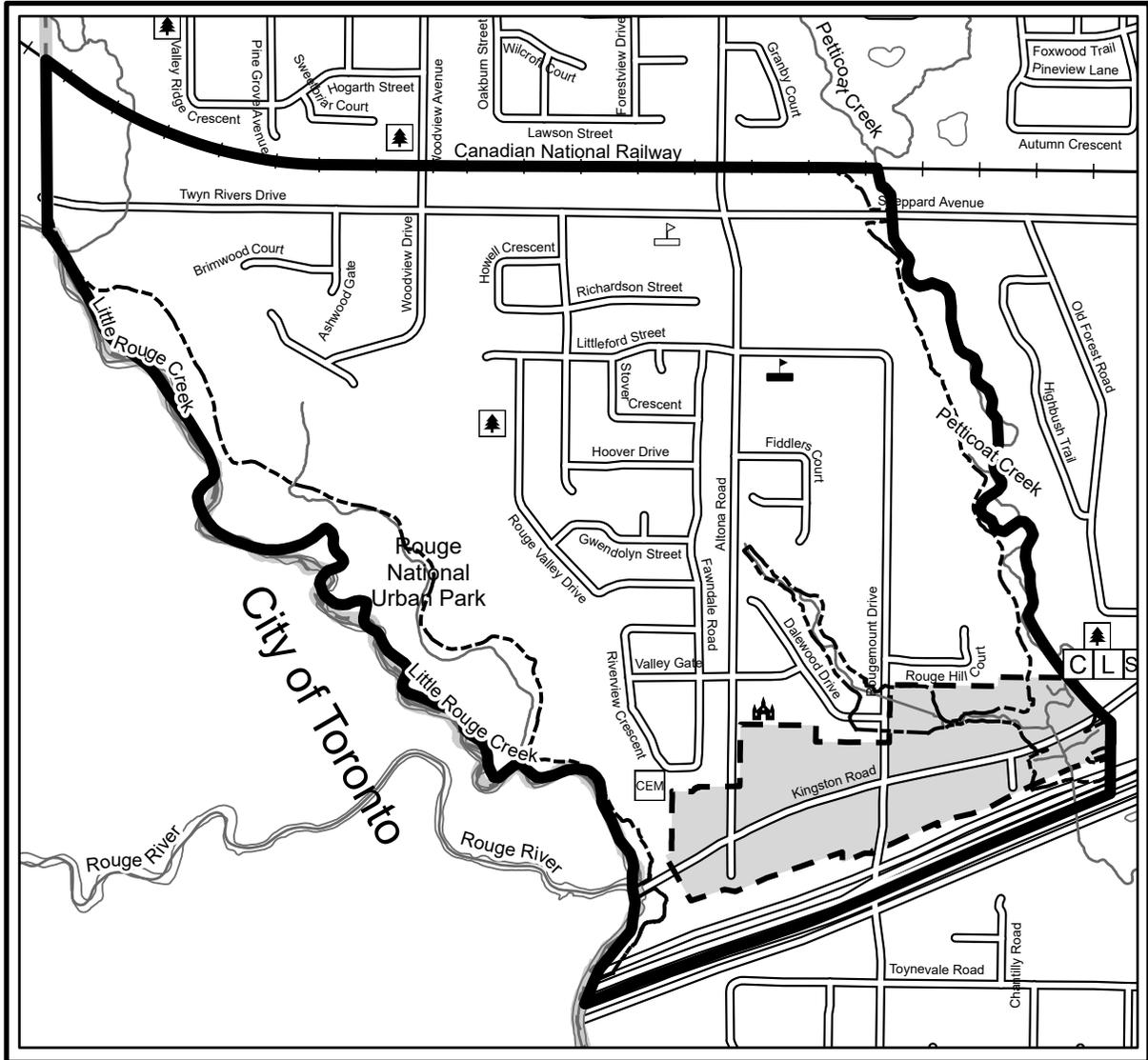
- Has established residential areas fronting Guild Road, Royal Road and Southview Drive; ~~recent subdivisions activity~~ at the western and eastern ends of the neighbourhood developed ~~occurred~~ since the 1970s.
 - Has neighbourhood and community shopping around the intersection of Brock Road and Kingston Road, and ~~the First Simcha Shopping Centre, located on the east side of Brock Road,~~ north of Highway 401. The Brock Mixed Node is recognized as an Intensification Area which is planned to accommodate more intensive mixed use development.
 - Has ~~three~~ two Detailed Review Areas within its boundary: (i) lands along the ~~Kingston Road Frontage~~ Mixed Corridor and on the east side of Brock Road, north of Highway 401; and (ii) lands containing and surrounding the First Simcha Shopping Centre and the Home and Leisure Centre; and (iii) lands along the west side of Notion Road.
 - Council has adopted development guidelines as follows:
 - * ~~The “Specialty Retailing Node Development~~ Kingston Mixed Corridor and Brock Mixed Node Urban Design Guidelines” (for lands at the northeast corner of the Highway 401/Brock Road interchange).
 - * ~~The “Notion Road Area Development Guidelines”~~ (for lands on the west side of Notion Road).”
66. Revising Map 19, Neighbourhood 9: Village East, as illustrated on Appendix IV to this Revision.
67. Revising the informational paragraphs below the Description of Neighbourhood 12: Liverpool, in Part 3, Chapter 12 – Urban Neighbourhoods, 4th, 5th, and 10th through 12th bullets to read as follows:
- The area north of Kingston Road Mixed Corridor consists of a mix of detached, semi-detached, and townhouse dwellings; also includes one secondary school, five elementary schools, seven neighbourhood parks, two places of worship and a fire hall. The north side of Kingston Road is planned for higher intensity mixed uses.
 - The area south of Kingston Road consists of a mix of large format retailers, specialty retailers, automotive uses, offices and services including restaurants and an emergency management service station. Kingston Mixed Corridor is recognized as an Intensification Area which is planned to accommodate more intensive mixed use development.
 - Has ~~one~~ two Detailed Review Areas within its boundary: (i) lands on the west side of Liverpool Road south of Glenanna Road; and (ii) lands in the Kingston Mixed Corridor.
 - ~~City Council has adopted development guidelines as follows:~~
 - * ~~The “Walnut Lane Area Development Guidelines”~~ (for lands on the north side of Kingston Road, east of Walnut Lane).

- ~~* The “Town Centre West Development Guidelines” (for lands generally west of Pine Creek, between Kingston Road and Highway 401).~~
- City Council has adopted “Kingston Road Mixed Corridor and Brock Mixed Node Urban Design Development Guidelines”, which ~~guidelines~~ apply to the lands along the Kingston Road Corridor and west of Pine Creek through this Neighbourhood.”
68. Revising Map 22, Neighbourhood 12: Liverpool, as illustrated on Appendix V to this Revision.

Appendix I

Recommended Informational Revision 26

Map 15: Neighbourhood 5: Rougemount

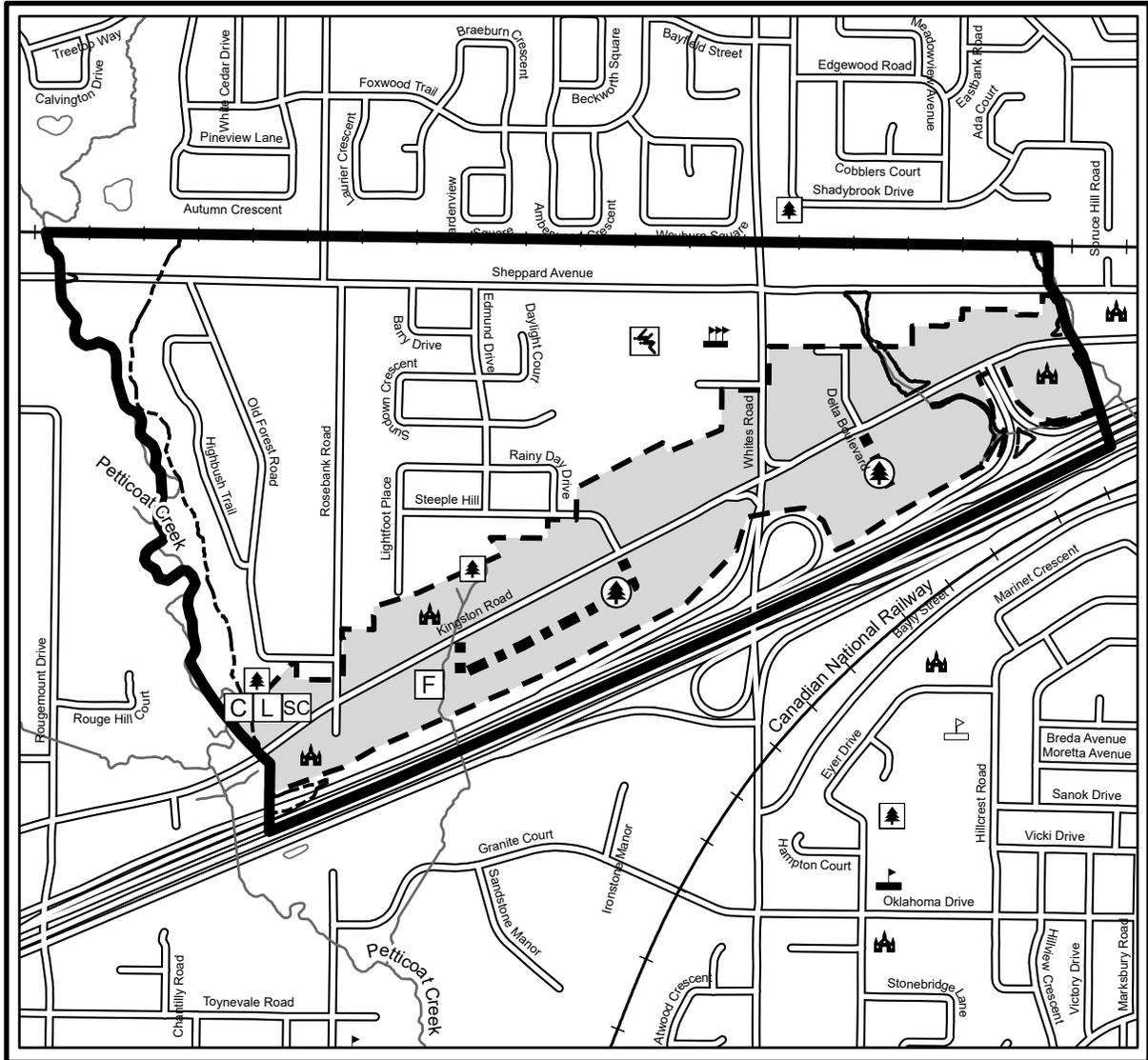


Legend Symbols

 Neighbourhood Boundary	 Separate Elementary School
 Regional Flood Line	 Community Centre
 Detailed Review Area	 Library
 Kingston Mixed Corridor Intensification Area (Refer to Chapter 11A)	 Park
 Place Of Worship	 Senior's Centre
 Public Elementary School	 Cemetery

Appendix II Recommended Informational Revision 26

Map 16: Neighbourhood 6: Woodlands

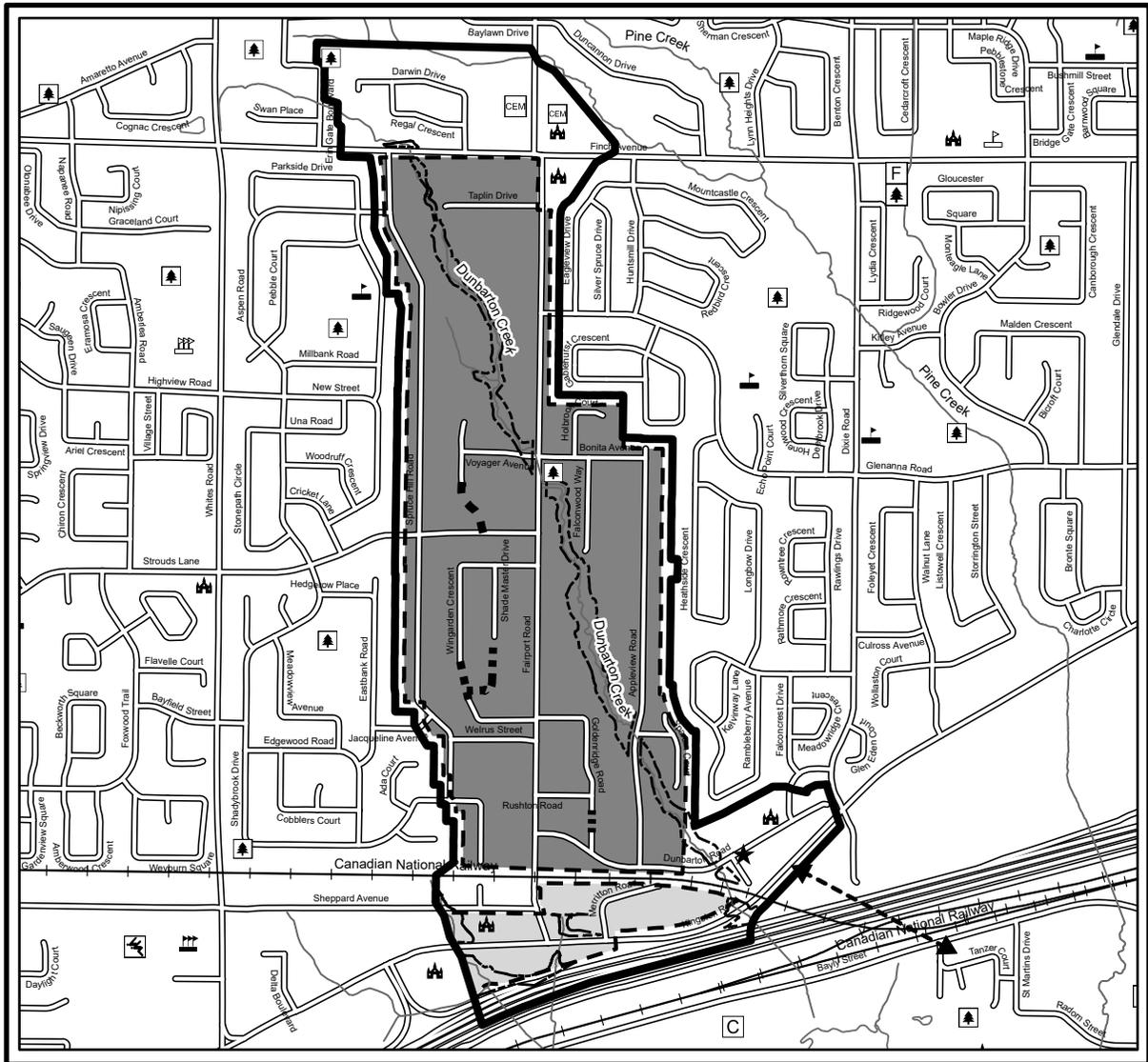


Legend Symbols

Neighbourhood Boundary	Place Of Worship	Fire Station
Regional Flood Line	Public Elementary School	Park
Detailed Review Area	Separate Elementary School	Swimming Pool
Kingston Mixed Corridor Intensification Area (Refer to Chapter 11A)	Public Secondary School	Senior's Centre
New Road Connections (Proposed)	Community Centre	Proposed Park
	Library	

Appendix III Recommended Informational Revision 26

Map 17: Neighbourhood 7: Dunbarton

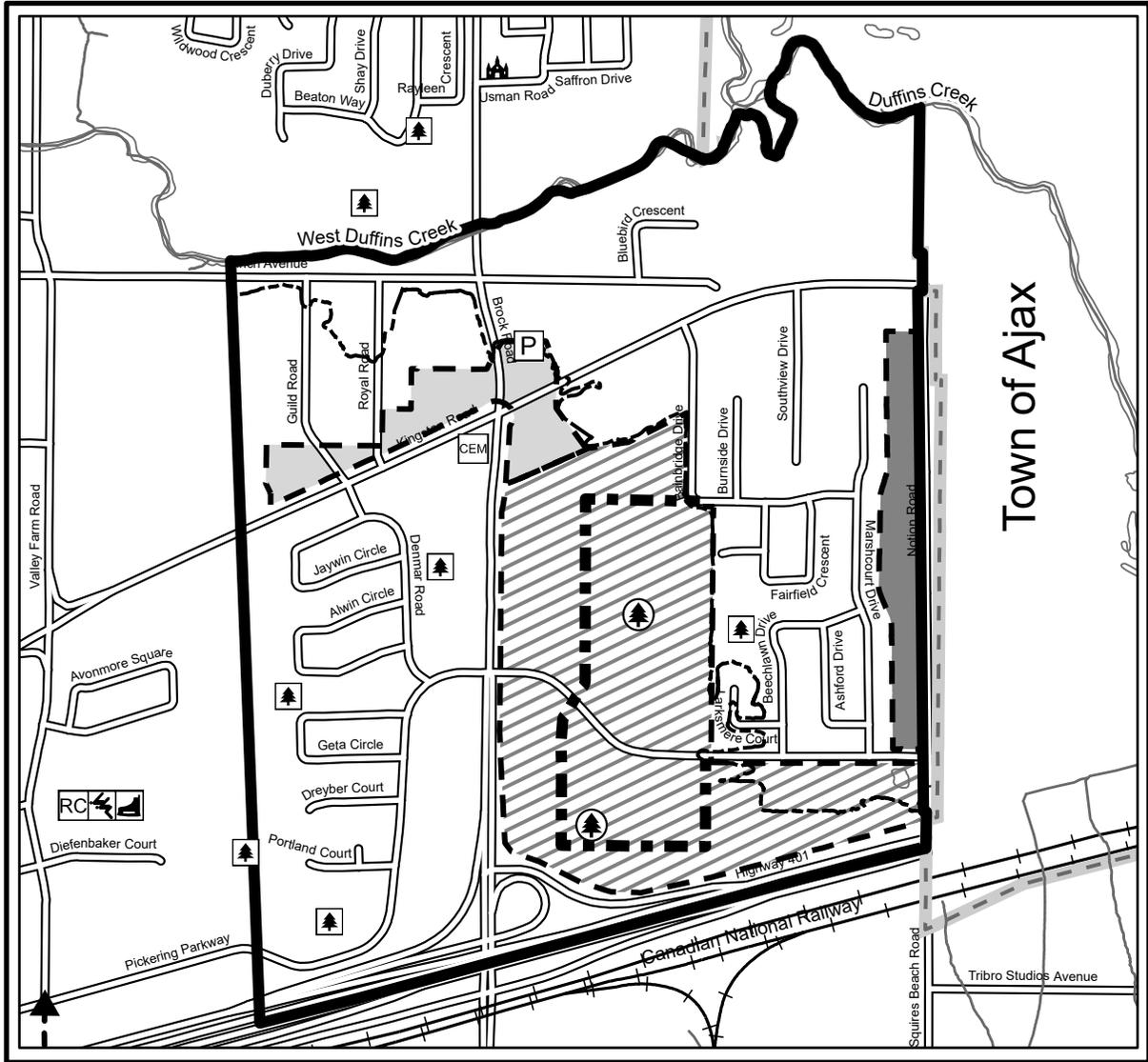


Legend Symbols

Neighbourhood Boundary	Place Of Worship	Park
Regional Flood Line	Public Elementary School	Swimming Pool
Detailed Review Area	Separate Elementary School	Senior's Centre
Kingston Mixed Corridor Intensification Area (Refer to Chapter 11A)	Public Secondary School	Cemetery
Lands for which Council has adopted Development Guidelines (Refer to Compendium Document)	Separate Secondary School	Historic Village
Pedestrian/Bicycle Connection (Proposed)	Community Centre	
	Fire Station	

Appendix IV Recommended Informational Revision 26

Map 19: Neighbourhood 9: Village East

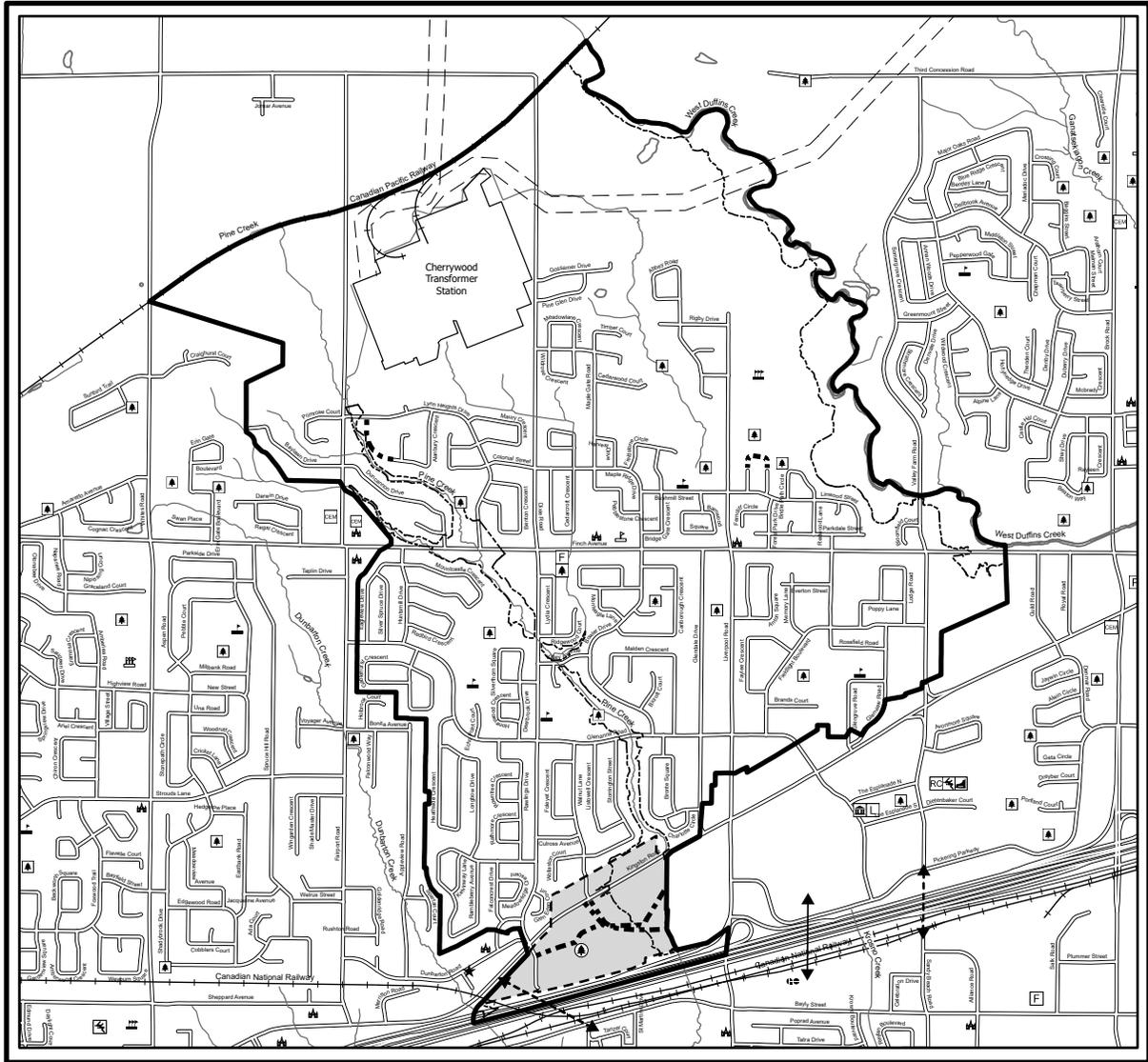


Legend Symbols

 Neighbourhood Boundary	 Lands for which Council has adopted Development Guidelines (Refer to Compendium Document)	 Park
 Regional Flood Line	 New Road Connections (Proposed)	 Swimming Pool
 Detailed Review Area	 Place Of Worship	 Arena
 Kingston Mixed Corridor Intensification Area (Refer to Chapter 11A)	 Recreation Complex	 Cemetery
 Brock Mixed Node Intensification Area (Refer to Chapter 11A)	 Police Station	 Proposed Park

Appendix V Recommended Informational Revision 26

Map 22: Neighbourhood 12: Liverpool



Legend Symbols

Neighbourhood Boundary	Separate Elementary School	Park
Regional Flood Line	Public Secondary School	Swimming Pool
Detailed Review Area	Separate Secondary School	Arena
Kingston Mixed Corridor Intensification Area (Refer to Chapter 11A)	Recreation Complex	GO Station
Pedestrian/Bicycle Connection (Proposed)	City Hall	Senior's Centre
New Road Connections (Proposed)	Community Centre	Cemetery
Place Of Worship	Library	Historic Village
Public Elementary School	Police Station	Proposed Park
	Fire Station	