

**From:** Kyle Bentley  
Director, City Developments & CBO

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**Subject:** City Initiated Official Plan Amendment 38  
Kingston Mixed Corridor and Brock Mixed Node Intensification Areas  
Supplemental Information in relation to Council Resolution #730/21  
- File: OPA 20-004/P

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**Recommendation:**

1. That Council adopt the By-law to enact Official Plan Amendment 38, provided as Exhibit 'A' to Appendix I to Report PLN 06-22, in accordance with Report PLN 41-21 and Council Resolution #730/21;
  2. That the City Development Department be directed to provide an annual report to Council on the monitoring program and changes within Strategic Growth Areas in the City, including the Kingston Mixed Corridor and Brock Mixed Node Intensification Areas and the City Centre;
  3. That the City Development Department be directed to work with the Economic Development & Strategic Projects Department, and the Public Affairs and Corporate Communications Division, to prepare an engagement strategy, for the City Initiated Zoning By-law Amendment process for the Kingston Mixed Corridor and Brock Node Intensification Areas, and for the City Centre, for endorsement by Council; and
  4. That the appropriate officials of the City of Pickering be authorized to take the necessary actions as indicated in this report.
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**Executive Summary:** The purpose of this Report is to bring forward supplemental information directed through Council Resolution #730/21 at the November 22, 2021 Council Meeting, pertaining to Official Plan Amendment 38 (OPA 38) for the Kingston Mixed Corridor and Brock Mixed Node Intensification Areas. The by-law to adopt Council approved Official Plan Amendment 38 is also being brought forward for enactment.

This Report provides a plain language document outlining the reason for the amendment; as well as additional context on the process to further review matters such as: maximum heights; measures that will ensure the vision for the area will be secured; how cumulative impacts will be considered; and a work plan for engaging the business community within the intensification areas.

OPA 38 is the latest step in a multi-phased process, which is required to implement the necessary policies and land use regulations for the City of Pickering to comply with the Province's Growth Plan, A Place to Grow. Further engagement opportunities will be provided to the community through the future City initiated zoning by-law amendment.

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To support enhanced engagement, and to ensure the vision for the Intensification Areas is being achieved, staff are recommending the following:

- preparation of a monitoring program, which will track changes within the City's Strategic Growth Areas, including the City Centre, and the Kingston Road Corridor and Brock Mixed Node Intensification Areas;
- preparation of a comprehensive public engagement strategy for the City initiated zoning by-law amendment for the Kingston Mixed Corridor and Brock Mixed Node Intensification Areas; and
- that staff annually report to Council on the results of both initiatives.

Once the by-law to adopt OPA 38 has been enacted, staff will forward all materials related to the amendment to the Region of Durham for their review and final approval.

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**Financial Implications:** This report has no financial implications for the City.

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## 1. Background

On November 1, 2021, the Planning & Development Committee of Council considered Report PLN 41-21 regarding City Initiated Official Plan Amendment 38 (OPA 38). At that meeting, Members of Committee asked a number of questions about OPA 38. In response to the questions, the Director, City Development & CBO prepared a Memorandum that was distributed to the Mayor and Members of Council (see CAO Correspondence 83-21, dated November 18, 2021, Attachment #1). On November 22, 2021, Council approved Report PLN 41-21. Further, Council directed staff to provide supplemental information on a number of matters (see Resolution #730/21, Attachment #2).

The next step in the approval process for OPA 38 is the passing of a by-law to adopt the amendment. The supplemental information was to be brought forward for Council's consideration at the same time as Council would be passing the adopting by-law.

Supplemental information requested included the following:

1. a plain language document that the public can understand, explaining the reason for the Official Plan Amendment;
2. an explanation of the process to further review matters including building heights and massing;
3. a work plan related to engaging impacted businesses within the intensification areas;
4. identification of measures that will be used to ensure the vision for the area will be secured; and
5. identification of means to address the cumulative impacts to existing infrastructure, including roads, and greenspace.

## **2. Discussion**

### **2.1 Plain Language Document for the Public on OPA 38**

A plain language document for the public is included as Attachment #3 to this report, addressing the matters raised by Council. Staff intend to post this information on the development application page on the City's website for reference by the public.

Additionally, City Development and Corporate Communications have been working together on a Development Education and Engagement strategy, which will help demystify the development process and address resident concerns around growth. The Let's Talk Pickering Speaker Series was launched in November, and features keynote industry speakers from other Canadian municipalities. The first two virtual events have been viewed over 8,000 times, and have generated thoughtful and meaningful discussion in the broader community. An online space was launched at [www.LetsTalkPickering.ca/Development](http://www.LetsTalkPickering.ca/Development), where residents can learn how to better navigate and engage in the local planning and development process.

City Development staff are always available to answer questions residents or businesses might have on planning and development in the City. The public can also find more information about land use planning through the Ministry of Municipal Affairs and Housing's Citizen Guide to Land Use Planning <https://www.ontario.ca/document/citizens-guide-land-use-planning>.

### **2.2 Work Plan for Business Engagement**

The Economic Development & Strategic Projects Department has provided a work plan for engaging the business community on changes in the Kingston Road Corridor and Brock Mixed Node Intensification Areas. This work plan has been included as Attachment #4 to this report and captures all of the engagement to date, as well as future planned initiatives, and additional opportunities for engaging with the business community.

### **2.3 Ongoing Monitoring of Development Activity**

To ensure development is proceeding in accordance with the vision for the area and to assess cumulative impacts, OPA 38 included policy direction for the City to undertake a monitoring program to track development interest, application activity, and data such as number of additional residential units, as well as gain or loss of commercial/office floor space and jobs.

As an additional mechanism, staff are recommending that this monitoring program also include tracking of development activity in the City Centre, and that staff bring forward an annual report to Council, highlighting key data and trends related to development activity in the City's mandated Strategic Growth Areas.

## 2.4 Future Public Engagement Opportunities

OPA 38 is the latest step in a multi-phased process which is required to implement the necessary policies and land use regulations for the City of Pickering to comply with the Province's Growth Plan, A Place to Grow. Further engagement opportunities will be provided to the community through the future City initiated zoning by-law amendment process for the Kingston Mixed Corridor and Brick Mixed Node Intensification Areas.

In response to public and Council comments on the need for robust engagement and public information, staff are recommending preparation of a comprehensive public engagement strategy for the City initiated zoning by-law amendment for these lands to be endorsed by Council later this Spring which will guide the community engagement process for the next important phase of implementation.

## 3. Next Steps

Following enactment of the by-law to adopt OPA 38 (see Appendix I to this Report), staff will forward all materials related to OPA 38 to the Region of Durham for their review and final approval. Council and any member of the public that has requested to be added to the interested parties list for this amendment will be consulted on any further changes or modifications to OPA 38.

Council has authorized staff to prepare the required City initiated zoning by-law amendment to update the land use regulations for the properties within the area. This zoning by-law amendment will establish maximum heights on a site by site basis, as well as other detailed matters such as setbacks, parking, etc. Staff are proposing to bring forward a communications and engagement plan to support this work for endorsement by Council in the second quarter of 2022. Until such time as the City initiated zoning by-law amendment is adopted, any development proposals within the area will still be required to undergo a development application process with mandatory public consultation, and Council approval, as well as site plan approval.

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### Appendix:

Appendix I Draft By-law to Adopt Official Plan Amendment 38

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### Attachments:

1. CAO Correspondence, dated November 18, 2021
2. Council Resolution #730/21
3. Plain Language Document for the Public on Official Plan Amendment 38
4. Work Plan for Business Community Consultation

**Prepared By:**

**Approved/Endorsed By:**

Original Signed By

Original Signed By

Kristy Kilbourne, MCIP, RPP  
Principal Planner, Sustainability

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

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Recommended for the consideration  
of Pickering City Council

Original Signed By

Marisa Carpino, M.A.  
Chief Administrative Officer

**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/22

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, 2022.

**Draft**

\_\_\_\_\_  
David Ryan, Mayor

**Draft**

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Susan Cassel, City Clerk

**Exhibit "A" to By-law XXXX/22**

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

## Amendment 38 to the Pickering Official Plan

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**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)

<b>Table 2</b>		
<b>Land Use Category</b>	<b>Criteria for Determining Subcategories</b>	<b>Land Use Subcategories</b>
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)

<b>Table 4</b>	
<b>Regional Plan Categorization</b>	<b>Pickering Plan Designation</b>
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)

<b>Table 5</b>	
<b>Mixed Use Areas Subcategory</b>	<b>Permissible Uses (Restrictions and limitations on the uses permissible, arising from other policies of this Plan, will be detailed in zoning by-laws.)</b>
<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><del>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;</del></p> <p>Limited offices;</p> <p>Community, cultural and recreational uses;</p> <p>Community gardens;</p> <p>Farmers’ markets;</p> <p><del>Limited residential development at higher densities as an integral part of an overall development scheme.</del></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)

<b>Mixed Use Areas Subcategory</b>	<b>Maximum and Minimum Net Residential Density (in dwellings per hectare)</b>	<b>Maximum Gross Leasable Floorspace for the Retailing of Goods and Services (in square metres)</b>	<b>Maximum Floorspace Index (total building floorspace divided by total lot area)</b>
<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:**

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- (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 d) 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”**

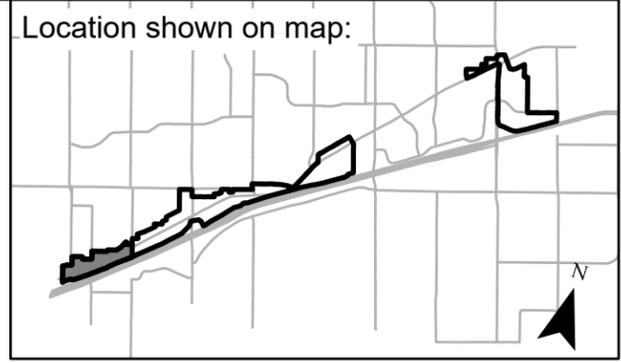
**Implementation:** The provisions set forth in the City of Pickering Official Plan, as amended, regarding the implementation of the Plan shall apply in regard to this Amendment. In light of the numerous components of the Official Plan that are being revised concurrently, the numbering of the policy 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

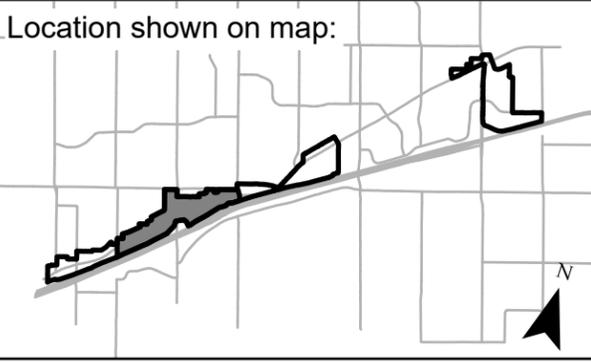
- Mixed Use Type B
- Mixed Use Type C
- Residential
- Community Use
- Natural Areas
- Heritage Path
- Watercourses
- Privately Owned Public Spaces (POPS)
- Public Lookout
- Future Private Street
- Gateways
- Proposed Controlled Intersection
- Identified Heritage Resource

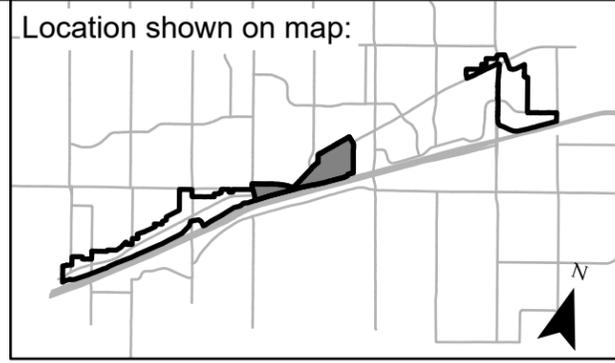
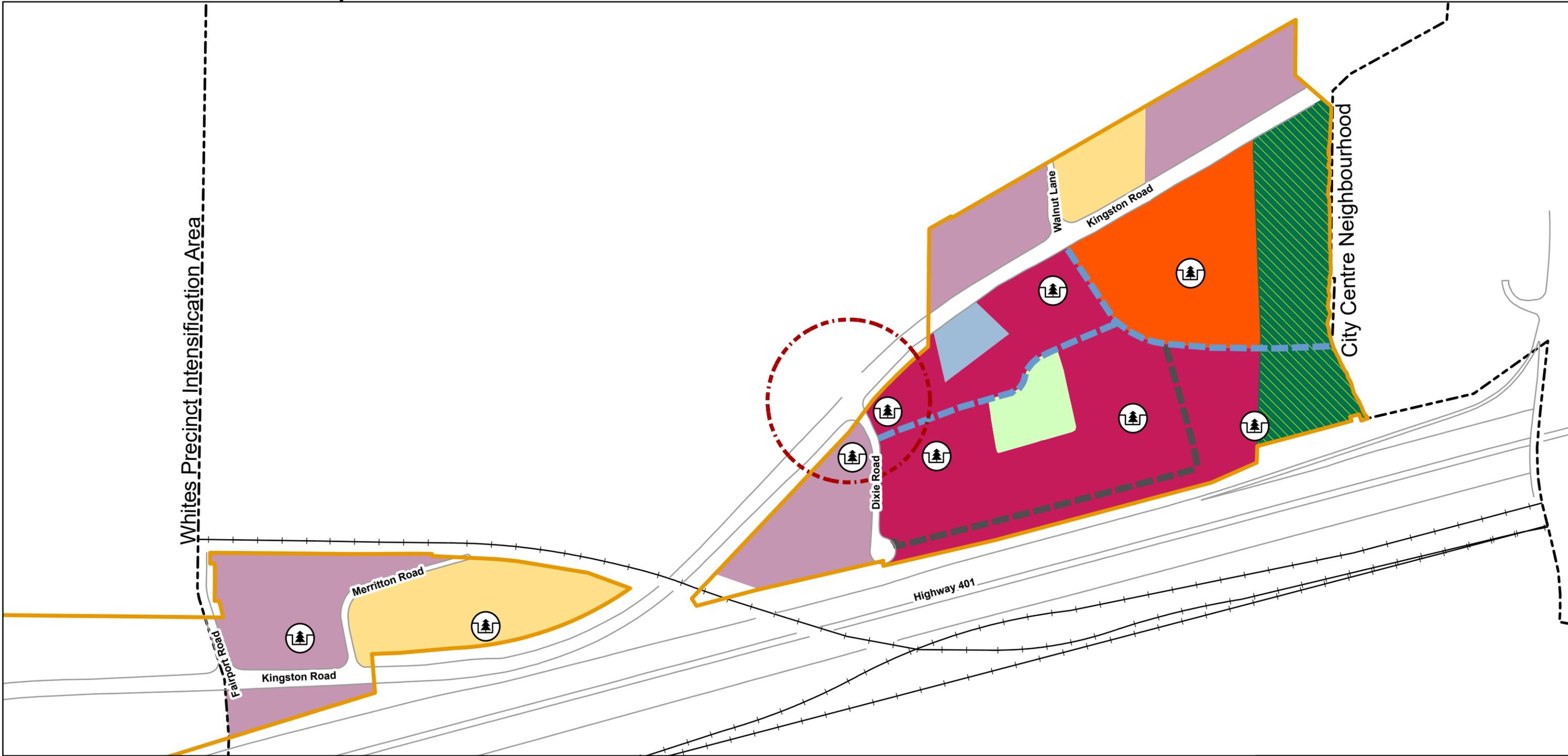


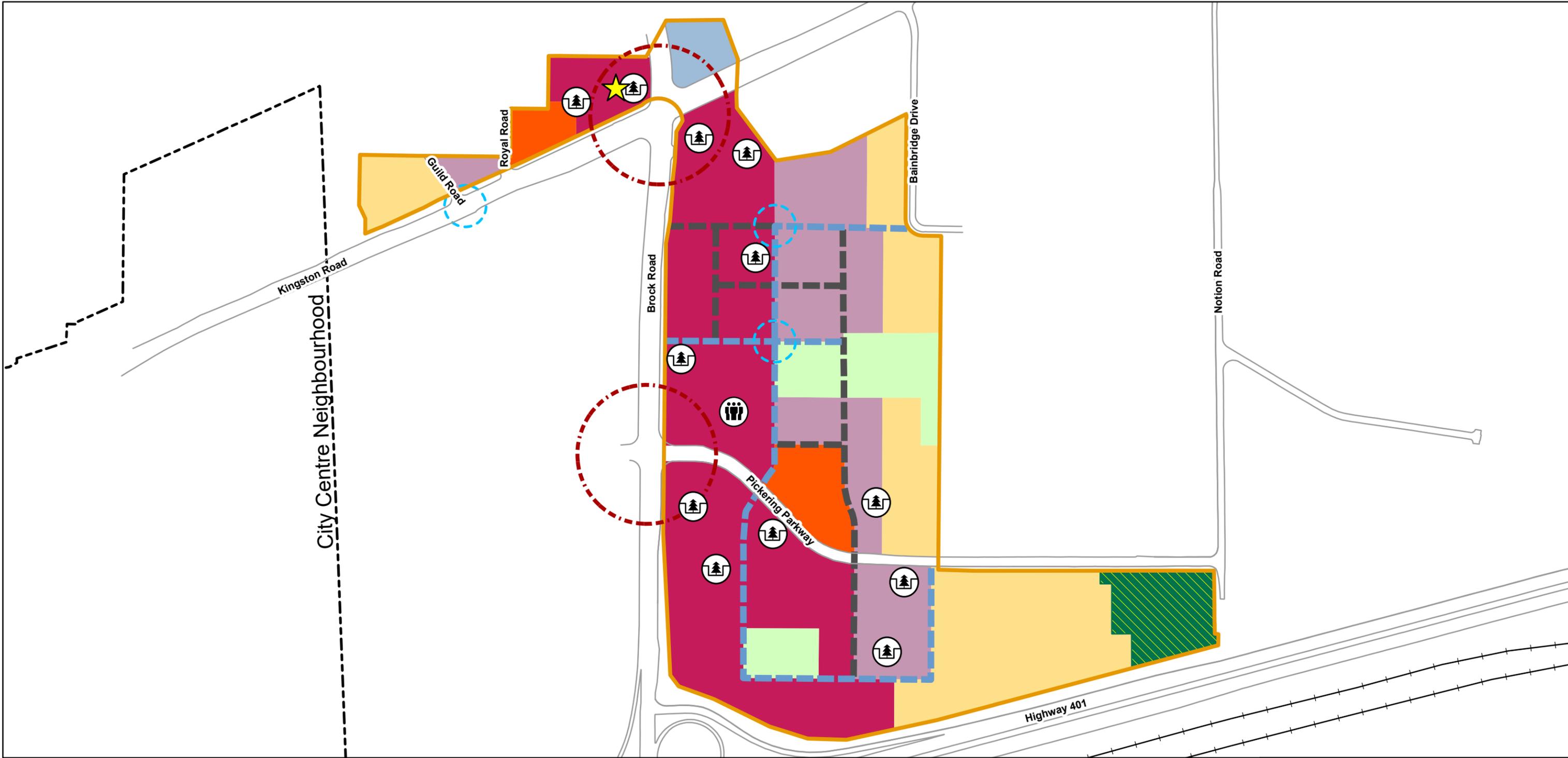


Legend

- |                  |               |                                      |                       |                                  |
|------------------|---------------|--------------------------------------|-----------------------|----------------------------------|
| 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     |                                      |                       |                                  |

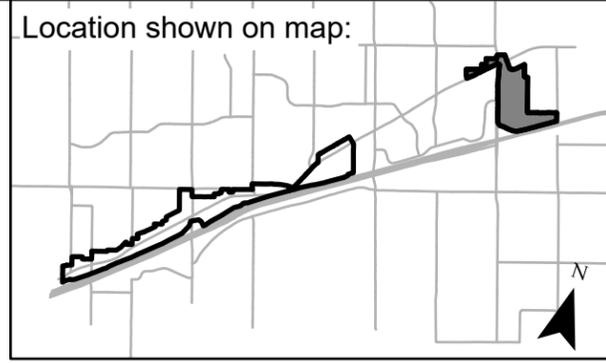






Legend

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





To: Marisa Carpino  
Chief Administrative Officer

November 18, 2021

From: Kyle Bentley  
Director, City Development & CBO

Fiaz Jadoon  
Director, Economic Development & Strategic Projects

Copy: City Clerk  
Chief Planner  
Manager, Policy & Geomatics  
Principal Planner, Policy  
Supervisor, Sustainability  
Director, Finance  
Division Head, Public Affairs and Corporate Communications  
Division Head (Acting), Water Resources and Engineering  
Manager, Landscape & Parks Development  
Transportation Engineer

Subject: Report PLN 41-21  
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

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This memo relates to Item 5.2, Recommendation Report PLN 41-21, of the Planning & Development Committee Agenda of November 1, 2021. Due to Pickering's location immediately to the east of Toronto and provincial policy direction including A Place to Grow, which guides land use planning in the Greater Golden Horseshoe, the City is experiencing development and growth pressures. Growth in the City is inevitable, however, there are always ongoing opportunities for Council and the public to provide input into community planning processes to shape how the City grows through studies or strategies that the City is undertaking; City-initiated amendments to the Official Plan or Zoning By-law; and privately-initiated development applications.

During the Planning & Development Committee meeting, a number of questions were raised, and points of clarification were requested by Committee members, related to the Recommended Official Plan Amendment 38 for the Kingston Mixed Corridor and Brock Mixed Node. City Development has worked with the appropriate City staff from across the organization to provide the following comprehensive responses to the questions raised, further points of clarification, as well as additional matters for consideration, should Council decide to revisit this Item.

**1. What protection is in place for the public to ensure development in the Intensification Areas reflects the vision they have for the community and mitigates any adverse impacts on the existing residents and businesses?**

Official Plan Amendment (OPA) 38 is the second step in a multi-phased process of updating the land use permissions for these Strategic Growth Areas to conform with the Provincial Growth Plan. As was the case with the Intensification Study and the OPA process, the subsequent work on the creation of an implementing zoning by-law for the Strategic Growth Areas will involve ongoing community participation.

The OPA implements the vision of the Intensification Plan for the Kingston Corridor and Specialty Retailing Node, which was endorsed by Council in December of 2019. The Study, which led to the development of the Intensification Plan, was initiated in 2017 and involved a comprehensive public engagement component. Further, the public was engaged through the Official Plan Amendment process and several oral and written submissions were received in response to the Statutory Public Meeting that was held in November, 2020. Staff have been working with residents and land owners to address concerns and have made a number of changes to the draft policies as outlined in Report PLN 41-21 as a result of the submissions and discussions that have taken place. These discussions would continue through subsequent phases of implementation. Additionally, all submissions received as part of the Official Plan Amendment process will also be considered in the future City-initiated Zoning By-law Amendment.

The Zoning By-law that is currently in place for these lands reflects the existing landscape and uses. In order for any re-development to occur within the Intensification Areas, a zoning by-law amendment application would be required, at a minimum, and this provides an additional level of protection of the public interest. Zoning By-law Amendment Applications require a community engagement process in accordance with the *Planning Act*.

Beyond the consultation that has taken place to date, and the consultation that is required through the Zoning By-law Amendment process, there are a number of additional checks and balances in the planning process, including the use of holding provisions in the implementing zoning by-law requiring mechanisms such as traffic studies, servicing, cost-sharing and coordination amongst property owners, block planning etc., to ensure development proceeds in an orderly manner and adverse impacts are minimized and appropriately mitigated. Further, unlike many other municipalities, Pickering has a Site Plan Advisory Committee which involves members of Council who can represent the interests of their constituents in the site design phase of development.

Staff rely upon written and oral submissions received on planning applications through the mandatory public consultation process to inform recommendations on planning matters. Under the *Planning Act*, the City is required to indicate how public input was considered in the planning process as part of the Notice of Decision on applications. All public and agency submissions received related to OPA 38 were forwarded to Council under separate cover with Recommendation Report PLN 41-21 to ensure full transparency. Staff are of the opinion that all comments received were considered and responded to where appropriate through changes to the policies, or as otherwise indicated in Appendix 2 of Report PLN 41-21.

**Staff recommend that should Council re-consider this Item, a further recommendation be made directing City Development staff to work with the City's Economic Development & Strategic Projects Department, and the Public Affairs and Corporate Communications Divisions to prepare an engagement strategy for the subsequent City-initiated Zoning By-law Amendment Process to be endorsed by Council.** Such a strategy will ensure residents, businesses, and property owners are adequately engaged in this next important step toward implementing the Provincial Growth Plan's policy direction for these Strategic Growth Areas in the City. Should the amendment be approved, City Development staff intend to work closely with Communications and Economic Development, and Council, to let the community know where we are at in the process and how they can get involved in future decisions (e.g., through the subsequent City-initiated Zoning By-law Amendment, encouraging the public to participate in development proposals in their vicinity, etc.).

Additionally, through the monitoring program, addressed in policy 11A.14.5 of OPA 38, staff would be monitoring changes within the Intensification Area and tracking, in particular, development applications and metrics such as number of additional residential units, as well as gain or loss of commercial/office floor space and jobs. Accordingly, **Staff recommend that should Council re-consider this Item, a further recommendation be made directing City Development staff to provide an annual report to Council on the monitoring program and changes within Strategic Growth Areas in the City, including the Kingston Mixed Corridor and Brock Mixed Node Intensification Areas and the City Centre.**

**2. What is the City's Economic Development and Strategic Projects Department currently doing to support businesses within the Intensification Areas?**

Currently, City staff engage with businesses in the intensification areas through the following means:

- Keeping the Kingston Road development webpages up to date with the latest information on the project and Council resolutions.
- Over the course of the COVID-19 pandemic, Economic Development & Strategic Projects have promoted external grant opportunities through e-newsletters and social media to businesses on a regular basis.
- An e-newsletter was sent out to over 500 businesses in November 2020 to notify businesses about OPA 38 during the public consultation phase of the amendment.
- Business Retention & Expansion (BR&E) program– to date, Economic Development & Strategic Projects has contacted over 400 businesses in the study area over the course of 2021 to inform them of the intensification project and provide assistance where needed. Businesses are encouraged to contact Economic Development & Strategic Projects or City Development if they had any questions or concerns.
- Participation in pre-consultation meetings and other meetings related to proposed developments on sites which contain existing businesses.
- Working with developers, such as Smart Centres, to assist them in the preparation of business relocation and impact mitigation strategies related to re-development.

- Providing periodic updates through social media (Twitter and LinkedIn) regarding the project and who to contact if there are any questions or concerns.
- Working in collaboration with the Ajax-Pickering Board of Trade to assist businesses in find relevant resources.
- Providing project information to industry professionals, such as realtors and developers, through the Realtor & Developer Symposium, the Durham Economic Development Partnership webinars, and Business Town Hall webinars.

**3. What further support can be provided through the City's Economic Development & Strategic Projects Department, in partnership with City Development and other City Departments/Divisions to engage and support existing businesses within the Intensification Areas?**

A number of opportunities exist for the City to support existing businesses within these intensification areas through means such as:

- Inclusion of enhanced support for business retention and expansion in a Economic Development Strategy that is proposed to be initiated.
- Coordination between City Development and Economic Development & Strategic Projects to share any complaints or input received from existing businesses.
- Establish platforms for regular and ongoing input by mechanisms such as a Let's Talk engagement webpage or other means of engagement determined to be appropriate in consultation with the City's Public Affairs and Corporate Communications Team.
- Establishment of a targeted communications plan to communicate information on matters of interest to the businesses within the intensification areas such as opportunities to engage with the future zoning by-law amendment for the areas, or updates on the Bus Rapid Transit project.
- Investigation of a study similar to the Town of Ajax's Commercial and Employment Review which was completed by Dillon Consulting, Watson & Associates Economists Ltd, and Tate Economic Research.
- Investigation of the establishment of a Community Improvement Plan (CIP) for these areas to provide incentives such as tax increment financing grants or rebates on City application or permit fees tied to stipulations to ensure jobs or commercial floor space are included or protected. CIPs also enable the acquisition of lands by the City and sale or lease of those lands with certain stipulations.
- Increase signage along Kingston Road corridor to encourage businesses to learn more about the project.
- Continued engagement through social media and website around key pieces of information, events, or feedback related components.
- Coordination between City Development and Economic Development & Strategic Projects to host a Town Hall when feasible in accordance to new information and COVID-19 restrictions.

**4. How would building heights be considered in a hypothetical development scenario where the Official Plan policies differed from the zoning by-law?**

The Official Plan provides policy direction at a broad scale. The zoning by-law provides specific regulations at the site level. In a hypothetical scenario, where the City's Official Plan policies indicate a maximum height of 12 storeys may be permitted and the zoning by-law stipulates a maximum height of 6 storeys on a specific site, and an applicant is proposing an 8 storey building on the site, a zoning by-law amendment application would be required.

The rezoning application would go through the typical review process with notification to neighbouring properties, on-site signage, etc. Staff would review the application against all of the Official Plan policies (height, transition, shadow impacts, etc.) as well as public and agency comments in making a recommendation to Council on the proposal. Council will make the decision to approve or refuse the application. All of the policies applying to the intensification area must be read in conjunction. Just because the Official Plan says up to 12 storeys may be considered on a site, does not imply that every site on the north side of Kingston Road would be zoned to permit a 12 storey building, and if there is an application to increase the maximum permitted height in the zoning by-law, the proposed development would still have to satisfy all of the other policy requirements in addition to addressing agency or public comments and concerns.

**Currently, landowners wishing to redevelop their site must submit development applications (a zoning by-law amendment or both a zoning by-law amendment and official plan amendment, as well as any other required applications such as Site Plan Approval). The City typically reviews and reports on these applications concurrently. Therefore, there would be no change to the level of participation or engagement opportunity provided to the public with the approval of OPA 38.**

Anyone who participates in the public consultation process (either verbally or in writing) also has the ability to appeal Council's decision to the Ontario Land Tribunal.

**The recommended broader maximum heights set out in OPA 38 for the Intensification Areas were based on the intensification study and Council-endorsed Intensification Plan, public consultation, and a review of privately-initiated development applications. Accordingly, staff do not recommend arbitrary revision of the established maximum heights in OPA 38. A site/property level evaluation of heights is not an exercise that is appropriately undertaken at the Official Plan level. This type of detailed analysis is routinely undertaken at the Zoning By-law Implementation phase through a consultation process with property owners and the public, and subject to Council's approval. Maximum heights established at the property level in the implementing zoning by-law may be substantially below the upper limits broadly and generally established in the Official Plan, depending on the context of the site and input received from the public.**

**Following the approval of the implementing zoning by-law for the areas, any further desired deviation from the established property specific maximum height set out in the zoning by-law would require a zoning by-law amendment application with a public consultation process and decision from Council.**

**5. What happens with existing applications that have been submitted for the area or applications that are submitted between now and when the Region issues final approval of the Amendment?**

Currently, the City must receive and review any privately-initiated *Planning Act* applications for development or re-development made by a land owner. Applicants may make requests for amendment to the Pickering Official Plan which the City considers concurrently with any other required planning applications to consider a proposal.

Until such time as OPA 38 is in full force and effect, any applications received by the City would not be subject to the policies of OPA 38 and would be considered individually on their merits. Such requests for amendments to the Pickering Official Plan would continue to be evaluated against the Provincial Policy Statement, the Provincial Growth Plan (A Place to Grow), the Durham Regional Official Plan, and the Council-endorsed Intensification Plan. It is important to note that higher level provincial and regional policies do not prescribe matters such as specific heights.

Following approval of OPA 38, there would be a 2-year moratorium under the *Planning Act* during which time privately-initiated Official Plan Amendment applications could not be considered, unless Council chooses to make an exception. Once in effect, any privately-initiated planning applications would then also be reviewed against the policies of OPA 38 in addition to the other Regional and Provincial Policy.

**6. What is the scope and authority of the City as it relates to planning for this area?**

Municipalities must update their Official Plans to implement the direction of the Provincial Policy Statement and the applicable Provincial Plans, e.g., A Place to Grow. Additionally, as a lower-tier municipality, Pickering must also ensure its policies in the Pickering Official Plan implement and align with the policies of the Durham Regional Official Plan.

The City does not have responsibility or jurisdiction over matters such as school planning. Each of the school boards have their own planning staff and are circulated on all City-initiated or privately-initiated development applications with a residential component for comment, and to inform their own planning processes in terms of new schools, additions to schools, boundary reviews, etc.

The City also does not have responsibility or jurisdiction over residential or commercial tenant and landlord matters or sale of properties/changes in ownership.

**7. How do we assess the cumulative impacts of traffic as these areas re-develop?**

A number of higher level transportation studies have been completed by the City and Region which look at transportation and development trends at the macro-scale. Earlier studies, for example, indicated that there would be a need for a dedicated transit corridor along Kingston Road in response to growth. The City's Integrated Transportation Master Plan (ITMP) was recently completed and identified the development of a road network that will address the existing and future needs of the City of Pickering to 2031 and beyond. The Intensification Plan and population and jobs projections were factored into the ITMP. Additionally, the Region's Transportation Master Plan provided transportation related recommendations for the Regional roads, such as Kingston and Brock Roads. Periodically, there are updates to both the City's and the Region's Transportation Master Plans.

Given the magnitude of the area in question, the diverse interests from multiple land owners, and the fact that the intensification and redevelopment is planned to occur over a period that could exceed 25 to 30 years, there are too many potential development scenarios and variables to prepare a single traffic study for the whole area taking into consideration every scenario. Also, there are other factors, such as the phased construction of the centre median Bus Rapid Transit (BRT) along Kingston Road, that will impact future traffic flow and patterns, which will shift and adjust as the BRT is constructed. The most practical and feasible approach to assess and address traffic impacts is to require traffic studies when a development proposal is considered.

Traffic/Transportation Impact Studies (TIS) are required as a part of any substantial development in the City. These studies are to be completed in accordance with the Region's and the City's TIS Guidelines and are reviewed by the City's Transportation Engineer, as well as the Region of Durham's Transportation staff. Further, the scope of the TIS should be determined in consultation with the Region of Durham, to ensure that any other traffic studies on adjacent lands or the immediate area is taken into consideration in the review of a site-specific traffic study. The City also has the ability to request a peer review by a third party of any study submitted at the applicant's expense. Transportation Master Planning studies and supporting documents are referred to in the preparation and review of a site-specific TIS.

In general, the Intensification Areas are intended to be developed with transit supportive densities and a robust active transportation network to help shift the modal split of how people get around in these areas over time.

**8. What role does this amendment play in shifting the tax ratio from residential to non-residential?**

At this current time, it is difficult to predict with any level of confidence what impact the proposed OPA will have regarding the shift from residential to non-residential as it relates to the property tax (assessment) ratio. Ongoing monitoring of non-residential floor space in the area over time may assist in providing an indication of impacts as it relates to an increase or decrease in non-residential tax revenue.

Intensifying the existing built up area is, generally speaking, better for the tax base than greenfield development as it makes use of existing infrastructure such as roads, parks, community facilities, etc., and the predominantly mixed use designation across the corridor, coupled with key policies, provide a robust land use framework to facilitate residential and non-residential development over time.

The Intensification Plan established a projected jobs target that is in line with the Regional Official Plan current target of 1 job for every 3 people ratio, which OPA 38 has carried forward. Note: the Region of Durham is currently in the process of updating their Official Plan targets and may be moving toward a 1 job for every 2 people ratio. The City has provided Council-endorsed input suggesting that there needs to be stronger Regional policies, as well as reporting and other implementation efforts put in place in order to achieve this target. Following the Regional Official Plan review, the City will have the opportunity to revisit the policies in the Pickering Official Plan and implement any strengthened policies in support of this potential shift.

The Provincial Growth Plan requires municipalities to plan for combined people and jobs targets. In other words, a density target of 200 jobs and residents combined per hectare could mean 1 job and 199 people. This flaw/challenge has been pointed out to the Province when the opportunity has arisen for municipalities to provide input on the Growth Plan policies. In the absence of more robust provincial policy, or a local conditions/market study with a strong rationale, it is very difficult for the City to prescribe minimum job/non-residential floor space requirements that can be defended at the Ontario Land Tribunal.

Through the monitoring program, addressed in policy 11A.14.5 of OPA 38, staff will be monitoring matters including the residential units as well as the jobs and commercial floor space changes within these areas. Additionally, jobs are tracked on an annual basis through the Durham Region Business Count.

Some of the Economic Development Initiatives mentioned above, might also help to facilitate a tax ratio shift to increase the non-residential tax base.

## **9. How will we ensure adequate parkland is being provided?**

A number of locations for public parks, as well as privately-owned publically accessible spaces have been identified on the land use schedule for OPA 38. The City requires, as a condition of development, the provision of parkland, either through land dedication or where parkland is not desirable or possible on a particular development site, accepts cash-in-lieu of parkland which can be used by the City to acquire parkland, in accordance with the *Planning Act*.

The City's Manager, Landscape & Parks Development was circulated on this amendment and provided input. His division is also responsible for reviewing "Facility Fit Plans" submitted for developments to determine that public spaces are designed to meet the City's standards/needs.

The City's Community Services Department was also circulated for comment and input on OPA 38, and is also routinely circulated on any development applications. Ensuring adequate park space and access to parks for the City's growing population and intensification areas can also be further investigated through the next update of the City's Recreation and Parks Master Plan (2017).

#### **10. How does planning for these areas support action to address climate change?**

Some of the ways in which planning for intensification addresses climate changes is through:

- The protection of natural areas and agricultural lands through accommodating development within the existing built up area.
- The introduction of transit-oriented development, which supports the a goal of A Place to Grow to facilitate mixed use development in proximity to transit where people don't have to rely on use of a private automobile, as well as support for the active transportation network (e.g., installation of connected bike lanes) planned through the City's recent Integrated Transportation Master Plan. A shift in transportation modes reduces greenhouse gas (GHG) emissions.
- The introduction of a number of new policies through Amendment 23 (approved by the Ontario Municipal Board in July 2016) in addition to the other applicable Pickering Official Plan Policies, which encourage implementation of green roofs, community gardens, energy efficiency measures, renewable energy, and low impact development mechanisms.

Additionally, from a socio-economic perspective, intensification supports local access to employment, entertainment, healthcare, etc. There is a connection between access to these services and amenities and climate change, in part, because of the reduction of GHG from travel and the creation of complete communities or "the 15 minute neighbourhood". Staff are also in the early stages of working toward developing an updated sustainable development standard which would also apply to these intensification areas.

#### **11. Was COVID-19 taken into consideration?**

A comment/question was raised about whether the constraints imposed by the COVID-19 pandemic was a consideration in establishing the official plan policies. There was no broader investigation or analysis into the impacts of the current COVID-19 pandemic on the market or the land use designations and policies. At this point in time, information is not readily available on the impacts of COVID on land use planning in Pickering. The City is still required to implement and make decisions in accordance with the existing Provincial Policy Statement and Provincial Plans. If/when the provincial policy framework is updated to incorporate any resulting changes, the City would be required to conform. Accordingly, an update to the City's policies may be required at that time.

## 12. Additional matters for consideration

### 12.1 Staff Response to Recent Submissions

Staff are not recommending any substantive changes to the Recommended Official Plan Amendment 38 and Informational Revision 26 in response to recent written submissions from IBI Group, Weston Consulting, Zelinka Priamo Ltd., and Doug McLaughlin.

**Certain minor technical changes in response to the latest comments, for example to fix numbering, could be appropriately made through the Region's review of OPA 38. Any further recommended changes would be brought back to Council as modifications to the OPA 38 prior to final adoption as part of the Regional review.**

### 12.2 Timing of Redevelopment and Future Opportunity for Review of the Intensification Area Policies

The policies of OPA 38 would broadly enable transition of the corridor over the long term. It should be noted that the average growth rate in Durham Region as published recently by the Region as part of their Growth Management work, is under 2% per year. Rate of growth is contingent upon servicing availability, market demand, and many other factors. On average, development approvals can take a number of years from the time an application is submitted to the time a decision is made by Council. Recent developments in Pickering have also taken on average between 2-5 years minimum from development approval to the first phases of construction. The Region of Durham has indicated that there are significant servicing constraints within these Intensification Areas that would need to be addressed in order for significant redevelopment to occur. This is expected to have an impact on the pace of re-development. Staff are constantly monitoring the City's Official Plan policies against changes to Provincial and Regional Policy, as well as to evaluate how development is proceeding.

**As land owners are able to submit applications at any time, so to does Council have the ability to direct a city-initiated amendment to the Pickering Official Plan at any time, as warranted. Following the Region of Durham's Municipal Comprehensive Review of the Regional Official Plan, which is expected to be completed in 2022, the City will be initiating a review of the Pickering Official Plan, which will also provide the opportunity to revisit the policies set out in OPA 38, if required.**

## 13. Staff recommendation

Staff believes the recommended official plan policies incorporate and reflect feedback received from agencies and the public and that there will be opportunities for continued meaningful engagement with residents, business owners, and property owners through subsequent phases of implementation of the official plan amendment through the zoning by-law process and other initiatives discussed in this memorandum.

Should Council decide to reconsider this item, Staff are committed to carrying out subsequent phases of implementation with enhanced public engagement to ensure that recommendations related to built form considerations at the property level, such as contextually appropriate maximum heights and intensities of uses, are made with the input of existing land owners/tenants, and residents.

If you have any questions, please contact Kristy Kilbourne at extension 2952, or Kyle Bentley at extension 2070.

The image shows two handwritten signatures. On the left, the initials 'KB' are written in a stylized, cursive font. To the right of the initials is a more complete signature, which appears to be 'Kristy Kilbourne', also written in a cursive style.

KB:FJ:kk

Legislative Services Division  
Clerk's Office

**Directive Memorandum**

November 26, 2021

To: Kyle Bentley  
Director, City Development & CBO

From: Susan Cassel  
City Clerk

Subject: Direction as per Minutes of the Meeting of City Council held on  
November 22, 2021

Director, City Development & CBO, Report PLN 41-21  
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

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**Council Decision**

**Resolution #730/21**

1. That Report PLN 41-21 be approved;
2. That staff be directed to build on the contents of PLN 41-21 by providing the following:
  - I. A plain language document that the Public can understand, explaining the reason for the Official Plan Amendment;
  - II. Identification of the process to further review building heights and massing of site specific properties on the North side of Kingston Road abutting residential, as well as properties on the South side that are not gateways;
  - III. A work plan, that will include Economic Development staff engaging with the businesses that will be impacted by future development along Kingston Road;
  - IV. Identification of measures and/or holding provisions that will ensure that the vision for the future of Kingston Road is secured;
  - V. Identification of means to address the cumulative impacts to existing infrastructure, including roads, and green space;
3. And that this information be reported back to Council within the first quarter of 2022; and,

4. That the implementing By-law to adopt Official Plan Amendment 38 be brought forward for enactment at the same Meeting of Council where the supplementary Report and recommendations will be provided to Council in the first quarter of 2022.

Please take any action deemed necessary.

Susan Cassel

Copy: Chief Administrative Officer

# Plain Language Document on Official Plan Amendment 38 (OPA 38) for the Kingston Mixed Corridor and Brock Mixed Node Intensification Areas

## 1. What is the City's Official Plan?

The Official Plan describes a Council's policies on how land in the community should be used and it is prepared with community input.

An official plan deals mainly with issues such as:

- where new housing, industry, offices and shops will be located;
- what services will be needed, such as roads, watermains, sewers, parks and schools;
- when, and in what order, parts of your community will grow; and
- community improvement initiatives.

## 2. Why is an Official Plan important?

A municipality's official plan is the first step in planning a community. It does the following:

- identifies the City's general land use planning policies;
- ensures growth is coordinated and meets the community's needs;
- guides other agencies or levels of government involved in community building (such as the Region of Durham for water, sewers, and roads; school boards; utilities, etc.);
- helps residents understand how their land may be used now and in the future;
- guides location of future roads, watermains, sewers, garbage dumps, parks and other services;
- provides a framework for municipal zoning bylaws that set local standards, like the size of lots and height of buildings;
- is a tool used to evaluate and settle conflicting land uses while meeting local, regional, and provincial interests; and
- represents Council's commitment to the future growth of your community.

## 3. What else do I need to know?

The Province of Ontario leads land use planning and has issued a number of documents to guide and direct regional and local land use policy. This includes policies about managing growth. Pickering is part of the Regional Municipality of Durham, which also has an Official Plan.

## 4. Why is this important?

The Province's Growth Plan requires that the majority of new growth happen in existing urban areas that are well served by transit. This creates "complete communities" that offer a mix of land uses and different housing options.

The City's Plan **must** conform to the Region's Plan. Additionally, both official plans **must** conform to Provincial policies. **It's the law.** For more information about Provincial Policy documents, please visit <https://www.ontario.ca/page/land-use-planning>

The *Planning Act* requires official plans to be updated regularly in order to conform to the most current planning directions issued by the Province of Ontario. Both the City and the Region update their Official Plans by preparing "amendments" to these documents.

## 5. What is intensification?

Intensification is development that allows for more people to connect, work and play within the existing urban boundary. It happens when we re-develop, expand and/or repurpose existing areas, buildings or vacant lands. Intensification typically includes redevelopment into a more compact built form (such as high-rise apartments).

## 6. What is the purpose of Amendment 38?

Amendment 38 to the Pickering Official Plan is a major update to the Plan that is necessary to fully conform to the intensification policies of the Provincial Growth Plan. It identifies policies to guide redevelopment of the lands generally located along Kingston Road (called the **Kingston Road Corridor**), and on the east side of Brock Road, between Highway 401 and Kingston Road (called the **Brock Mixed Node**). See attached map for these locations.

It is the City's goal to improve the long-term social, environmental, economic and cultural health of the City for future generations. New policies put forward through OPA 38 will promote land uses and building designs that are easily accessed by walking or public transit, are environmentally friendly, and enable a mix of residential and commercial uses within the various Kingston Road Corridor neighbourhoods.

## 7. Why are these areas being intensified?

The Kingston Road Corridor is effectively the backbone of the City and represents an existing urban area that is well served by transit. The Kingston Road corridor has existing high frequency Bus Rapid Transit (BRT) and will be reconstructed in the near future with a centre-median light rapid transit system. Similarly, the Brock Mixed Node represents another vital location within the City that resides beside the City Centre and is close to Highway 401. A BRT is also planned along Brock Road in the future. The Region of Durham and the City have identified both of these lands as key locations in the municipality to accommodate growth based on provincial policy criteria.

## 8. How will this intensification affect me?

Intensification and growth are inevitable. However, large scale development of this kind takes many years to realize and requires a number of approvals from stakeholders before it can proceed to construction. Properly managed intensification will ensure that growth happens smoothly. OPA 38 is the next step in a series of steps that will establish more detail that reflects the City vision for intensification. As a resident, you will have an opportunity to provide your input at all stages that require Council approval.

In the short to medium term, daily routines may be disrupted due to construction of essential infrastructure (e.g. BRT, watermains, sewers) and building on private lands. Coordinated construction management plans will be put in place to handle the impacts of construction in our community. There will be frequent communication by government agencies to provide notice of these disruptions so that you may plan for it.

In the long term, properly guided intensification will improve the social, environmental, economic and cultural health of the City for future generations.

## 9. What are the next steps?

Following Pickering Council's adoption of the Amendment, the City is required to send OPA 38 to the Region of Durham for review and approval. Any further changes or modifications that may be required will be brought back to Pickering Council for approval. Interested Parties will also be notified as required by the *Planning Act* and associated regulations.

Once this is complete, City Planning staff will prepare a zoning by-law amendment to further implement the Intensification Plan vision and official plan policies at a detailed level. This zoning by-law would identify all of the specific requirements for these lands, such as maximum heights, setbacks from property lines, number of parking spaces and location of parking, etc. This zoning by-law amendment is anticipated to be brought to Council for consideration in 2023.

### Questions?

**For more information on OPA 38 and City processes, please visit <https://www.pickering.ca/en/city-hall/city-initiated-opa-20-004p.aspx>**

**To speak with a planning representative, please contact Déan Jacobs, Manager, Policy & Geomatics at 905.420.4660 ext. 2953.**

## Detailed Q & A's concerning the Intensification of the Kingston Road Corridor and Brock Mixed Node

### 1. What is the process to further review building heights and massing of site specific properties on the North side of Kingston Road abutting residential, as well as properties on the South side that are not at major intersections or gateways as identified in Amendment 38?

The **Official Plan** provides policies for development at a **broad, neighbourhood scale**.

Once the Official Plan policies are in place, the City is required by the *Planning Act* to update the City's **Zoning By-Law** to put in place appropriate regulations at the site-level for buildings such as maximum heights, setbacks from property lines, number of parking spaces and location of parking, etc. The Zoning Bylaw Amendment process sets site specific building heights and massing that are appropriate to the unique conditions and location of that site. This process requires a similar public consultation process as an official plan amendment.

The Official Plan establishes a maximum height for the majority of the area, with a separate (lower) maximum height for the Rougemount Precinct. This does not mean that every site within the larger area, or within the Rougemount Precinct, will be permitted to be constructed to that maximum height. The Zoning By-law put in place will take into consideration the unique characteristics, needs, and functions of each parcel of land along the Kingston Road Corridor and within the Brock Mixed Node. Following consultation with the public, the property owner, and other interested stakeholders, the City may choose to establish lower maximum heights in the Zoning By-law that still fall within the range permitted by the Official Plan.

### 2. What happens when an Official Plan policy differs from a zoning by-law provision?

- As an example, the Official Plan may indicate that buildings within a particular development area (such as on the north side of Kingston Road) should not be higher than 12 storeys. However, the Zoning By-law, that is reflective of the unique conditions of a site within the development area, may set a maximum height of up to 6 storeys. In this case, the Zoning By-law is in agreement with the Official Plan, as the 6-storey maximum height falls within the 12-storey range permitted by the Official Plan.
- If a new development site is proposed to have buildings at 8 storeys high, and the Zoning By-law sets the maximum height on that site at 6 storeys, then the proposed buildings still comply with the Official Plan, but not the Zoning By-law. The applicant won't have to make an application to amend the Official Plan, but would need to submit an application to change the Zoning By-law, to get Council approval for the 2 extra storeys. If they want to build higher than 12 storeys, then both an Official Plan Amendment and a Zoning By-law Amendment application would be required to consider this change.
- Each of these planning applications requires public consultation before a recommendation to Council is made by staff. Ultimately, it is City Council that makes the final decision to approve or deny the application. Once Council has made their decision, anyone that has participated in the public review of the application can still appeal Council's decision to the Ontario Land Tribunal (OLT). Decisions rendered by the OLT are final and binding for all parties.

- The approval of OPA 38 will not change the level of participation or legal requirements for public engagement provided to the community. The City will be conducting a further review of building heights and/or massing at the site/property level through the required future Zoning By-law Amendment for these areas. This process will require further consultation with property owners and the public, and will be subject to Council's approval.

### **3 What happens if a developer wants to make changes to their property that don't comply with the Official Plan?**

A developer would be required to submit an Official Plan Amendment (OPA) application to the City. Following the approval of OPA 38, landowners still have the right to submit an OPA application to make a site specific change. It would go through its own approval process, which would include public consultation.

### **4. What planning tools and checks and balances are available to secure the future vision of the Kingston Road Corridor?**

There are many mechanisms to secure the future vision of the Kingston Road Corridor, including the following:

#### **Multiple Stages of Planning Processes**

##### **Zoning By-law Amendments**

In order for any re-development to occur within the Intensification Areas, and take advantage of the new official plan provisions, a zoning by-law amendment application will still be required, at a minimum. This could be initiated by a developer, or by the City. In either case, this provides an additional level of protection of the public interest, as the *Planning Act* requires the community be consulted for their input, as part of the Zoning By-law Amendment process.

##### **Zoning By-law 'Holding' Provisions'**

OPA 38 includes policies that allow the City to include 'Holding Provisions', where appropriate, in the Zoning By-law. This effective planning tool is used to ensure:

- the development work progresses in a legal and orderly manner;
- that a plan for site conditions on a property are approved and can support the development; and
- that potentially adverse impacts on adjacent properties are addressed prior to a development proposal being approved by Council.

The terms of a Holding Provisions contained in the Zoning By-law must be satisfied before Council can approve the lifting of the Holding Provisions and before Council can give final zoning approval to the proposed development and allow development to take place.

Examples of Holding Provisions may include the following:

- The requirement to submit a traffic study detailing how existing traffic patterns might be affected, what the development design proposes to ensure the least amount of impact to local traffic, and/or what the proposed development will put in place to accommodate for an inevitable increase in traffic. Examples of these measures might include on-site vehicle queuing; new traffic lights or stop signs; road/intersection widenings or extra turning lanes; new cycling and pedestrian routes; and transit service improvements.

- For development proposed on vacant land, the applicant can be required to provide an approved servicing plan for the installation of utilities (hydro, water, sanitary sewers, telecommunications, etc.) before full approvals are given for the development proposal.
- The requirement for preparation of site master plans (block plans) for larger development proposals that illustrate how an individual development will properly integrate with adjacent sites. Depending on the scale or complexity of the development, sometimes these block plans are endorsed by Council.
- The requirement for cost-sharing and project coordination among property owners, within the vicinity of a new development that is part of a larger development area. Cost sharing agreements ensure that all developers pay their fair share of servicing costs within that larger development area and that all development parties work from the same master plan.

### **Site Plan Control and Site Plan Advisory Committee**

Site Plan Applications are often the final planning applications required before a Building Permit application may be submitted. In the City of Pickering, Council has designated the authority to review and approve Site Plan Applications to the Director, City Development & CBO.

Unlike many other municipalities, Pickering has also established a Site Plan Advisory Committee made up of staff from the City Development Department, and three members of Council who can represent the interests of their constituents in the site design phase of development. Initial review of a Site Plan application by staff first includes a review of the terms of the Council approved Urban Design Guidelines for that neighbourhood (where applicable) in order to determine that the application meets the design standards that were established for the area through a public process. Staff then convenes a meeting of the Site Plan Advisory Committee where they receive comments for changes and/or general endorsement before staff gives final approval for the development to proceed.

### **Public Engagement Strategies**

In addition to the required public engagement under the *Planning Act*, staff are recommending the development of a community engagement strategy for the future City-Initiated Zoning By-law Amendment for these Intensification Areas. The communication strategy would provide opportunities for residents, businesses, and property owners to be meaningfully engaged in this next important step toward implementing the Provincial Growth Plan's policy direction for Strategic Growth Areas in the City, such as the Kingston Road Corridor.

The strategy would be developed and delivered by City Development staff, working closely with staff in the City's Corporate Communications Division, the Economic Development & Strategic Projects Department, and members of Council. Our goal is to ensure information is readily available using a wide variety of communication tools and platforms, so our community can know where we are in the process and how they can get involved in ongoing decisions.

### **On-going Monitoring and Updating of Policies and Regulations**

As detailed in Section 11A.14.5 of OPA 38, staff will carry out a monitoring program to identify proposed changes within the Intensification Area and, in particular, track the number and type of development applications and data such as the proposed number of additional residential units, as well as the loss or gain of commercial/office floor space and jobs.

Staff further recommends preparation of an annual report to Council, detailing any changes within Strategic Growth Areas in the City, including the Kingston Road Corridor. The City's upcoming review of the Pickering Official Plan is expected to commence in 2023 and will provide another opportunity for the City to refine policies for these growth areas as necessary and based on community input.

## **5. How are cumulative impacts to existing infrastructure, including roads, and green space addressed?**

In addition to monitoring initiatives, there are a number of ways in which the cumulative impacts of growth are evaluated and addressed, including the following:

### **Transportation Studies**

The City of Pickering and the Region of Durham have both undertaken transportation studies that looked at the potential impacts to traffic and transportation systems based on the projected growth of our community. For example, these studies revealed the need for a dedicated transit corridor along Kingston Road and enhancement of the cycling network in response to growth.

Most recently, the City completed an Integrated Transportation Master Plan (ITMP) that identified the development of a road and active transportation network to address the existing and future needs of the City of Pickering to 2031 and beyond. Also factored into this report are population and job growth projections.

The Region's Transportation Master Plan provided recommendations for the Regional roads, such as Kingston and Brock Roads. Both of the City and Regional plans are subject to periodic updates, as needed, or as prompted by shifts in development trends.

There are many factors affecting the potential transportation plans for the Kingston Road Corridor, including:

- the magnitude of the area in question – it's a very large, irregular area;
- diversity of interests from multiple land owners – retail, employment, residential, cultural, etc. – not all land owners are interested in redeveloping;
- intensification and redevelopment is planned to occur over a period that could exceed 25 to 30 years, and will therefore be subject to the timing of new development, and changing market trends; and
- the phased construction of the centre median Bus Rapid Transit (BRT) along Kingston Road will impact future traffic flow and patterns that will shift and adjust as the BRT is constructed.

Based on input from the City's Engineering Staff, the most effective approach to determine and address traffic impacts is to require traffic studies when a development proposal is considered, and not before.

## **Traffic/Transportation Impact Studies (TIS)**

Preparation and submission of traffic impact studies are required for any substantial development in the City. They must be completed in accordance with the Region's and the City's TIS Guidelines, and are reviewed by Regional and City transportation engineers. The scope of the TIS should be determined in consultation with the Region of Durham, to ensure that any other traffic studies on adjacent lands or the immediate area are taken into consideration in the review of a site-specific traffic study. The City may also request a peer review by a third party transportation expert, of any study submitted (paid for by the applicant).

## **Parkland and Greenspace**

The City requires all new development to provide areas of public parkland. This is a requirement under the *Planning Act*. Parkland contributions can occur through park land being included in the site development, or the dedication of parkland elsewhere in the City. If parkland is not desired or even possible on a particular development site, the City accepts cash-in-lieu of parkland which can be used by the City to acquire other land to be designated as parkland. A number of locations for public parks, as well as privately-owned, publically accessible spaces have been identified on the land use schedule for OPA 38 (Schedule XIV), based on the projected growth for the areas.

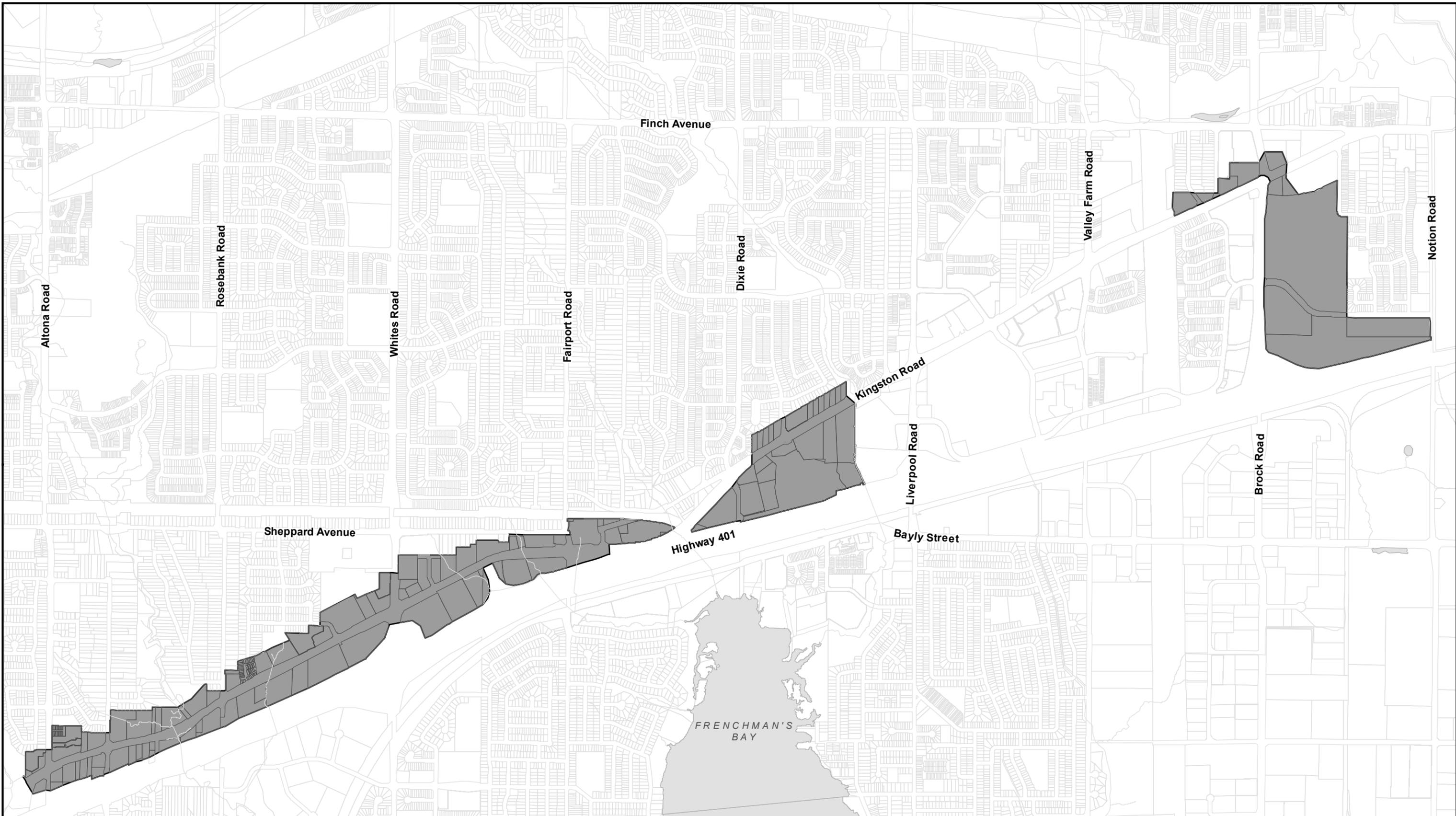
The City's Engineering Services and Operations Departments are circulated for comment on new development applications, and provided input on OPA 38. The next update of the City's Recreation and Parks Master Plan (2017) will provide another opportunity to ensure that adequate park space and access to parks for the City's growing population and intensification areas is provided.

## **Review of Development Charges**

Development Charges (DCs) are fees collected from developers by a municipality under the *Development Charges Act*. The fees collected help pay for a share of growth-related capital infrastructure needs, such as transportation services, other services related to a highway including facilities, vehicles and equipment, protection services, parks and recreation, library services, growth-related studies, and stormwater management.

The City collects development charges on behalf of the City, the Region of Durham and Durham area school boards. Through required periodic review of Development Charges, the City, Region and School Boards evaluate development activity and projections, and make adjustments to DCs to ensure they properly cover the true cost of additional infrastructure to support new development.

More information on the City's Development Charges By-law and ongoing studies and updates can be found here: <https://www.pickering.ca/en/city-hall/developmentcharges.aspx#>.



**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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 THIS IS NOT A PLAN OF SURVEY

## Engagement Plan with the Business Community – Kingston Road Corridor and Brock Mixed Node

### What is the City's Economic Development and Strategic Projects Department currently doing to support businesses within the Intensification Areas?

Currently, City staff engage with businesses in the intensification areas through the following means:

	<b>Task</b>	<b>Timeline</b>	<b>Responsibility</b>
1.	Keeping the City's website up-to-date with the latest information on the project and Council resolutions	Ongoing	City Development; Economic Development & Strategic Projects with Corporate Communications
2.	Business Retention & Expansion (BR&E) program – as part of our business outreach program, the Economic Development & Strategic Projects team have already attempted to reach out to 400 of the 700 in total businesses (estimated) along the corridor. Staff plan on reaching out to the remaining businesses, and conducting follow-ups in the upcoming months.	Completion by Fall 2022	Economic Development & Strategic Projects
3.	Participation in pre-consultation meetings and other meetings related to proposed developments on sites which contain existing businesses in the study area	Ongoing	Economic Development & Strategic Projects with City Development
4.	Working with developers, such as Smart Centres, to assist them in the preparation of business relocation and impact mitigation strategies related to re-development	Ongoing	Economic Development & Strategic Projects with City Development
5.	Providing periodic updates through social media (Twitter and LinkedIn) regarding projects and initiatives within the Intensification Areas and who to contact if there are any questions or concerns	Ongoing	Economic Development & Strategic Projects with Corporate Communications
6.	Working in collaboration with the Ajax-Pickering Board of Trade to assist businesses in finding relevant resources to support their business operations	Ongoing	Economic Development & Strategic Projects
7.	Promote external grant opportunities through e-newsletters and social media channels to businesses on a regular basis	Ongoing	Economic Development & Strategic Projects

	<b>Task</b>	<b>Timeline</b>	<b>Responsibility</b>
8.	Providing project information to industry professionals, such as realtors and developers, through the Realtor & Developer Symposium, the Durham Economic Development Partnership webinars, and Business Town Hall webinars	Dependent on COVID restrictions	Economic Development & Strategic Projects

**What further support can be provided through the City’s Economic Development & Strategic Projects Department, in partnership with City Development and other City Departments/Divisions to engage and support existing businesses within the Intensification Areas?**

A number of opportunities exist for the City to support existing businesses within these intensification areas through means such as:

	<b>Task</b>	<b>Timeline</b>	<b>Responsibility</b>
1.	Inclusion of enhanced support for business retention and expansion in the City’s Economic Development Strategy that has been recently initiated (For further information refer to: <a href="https://corporate.pickering.ca/WebLink/ElectronicFile.aspx?docid=241880&amp;dbid=1">https://corporate.pickering.ca/WebLink/ElectronicFile.aspx?docid=241880&amp;dbid=1</a> )	End of second quarter 2022	Economic Development & Strategic Projects with EBP Inc.
2.	Coordination between City Development and Economic Development & Strategic Projects to share any concerns or input received from existing businesses	Ongoing	Economic Development & Strategic Projects with City Development
3.	Establish platforms for regular and ongoing input by mechanisms such as a Let’s Talk Pickering engagement webpage or other means of engagement determined to be appropriate in consultation with the City’s Public Affairs and Corporate Communications Team	End of First Quarter 2022	Economic Development & Strategic Projects with Corporate Communications
4.	Establishment of a targeted communications plan to communicate information on matters of interest to the businesses within the intensification areas such as opportunities to engage with the future city-initiated zoning by-law amendment for the areas, or updates on the Bus Rapid Transit project	Ongoing	Economic Development & Strategic Projects with City Development

<b>Task</b>		<b>Timeline</b>	<b>Responsibility</b>
5.	Investigation of the merits of undertaking a study similar to the Town of Ajax's Commercial and Employment Review which was completed by Dillon Consulting, Watson & Associates Economists Ltd, and Tate Economic Research to inform future planning and economic development priorities	Second quarter 2022	Economic Development & Strategic Projects with City Development
6.	Investigation of the establishment of a Community Improvement Plan (CIP) for these areas to provide incentives such as tax increment financing grants or rebates on City application or permit fees tied to stipulations to ensure jobs or commercial floor space are included or protected (CIPs also enable the acquisition of lands by the City and sale or lease of those lands with certain stipulations)	First/second quarter 2022	Economic Development & Strategic Projects with City Development
7.	Use of digital signage along Kingston Road corridor to notify businesses, residents, and visitors about development proposals and city-initiated projects in the area	Second/third quarter 2022	Economic Development & Strategic Projects with Corporate Communications
8.	Continued engagement through social media and the City's website around key pieces of information, events, participation and feedback opportunities	Ongoing	Economic Development & Strategic Projects with Corporate Communications
9.	Coordination between City Development and Economic Development & Strategic Projects to host a Town Hall Meeting to provide information on relevant projects and initiatives in the Intensification Areas when feasible in accordance with COVID-19 restrictions.	Date to be determined	Economic Development & Strategic Projects with City Development