
From: Catherine Rose, MCIP, RPP
Chief Planner

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

1. Purpose of this Report

The purpose of this report is to provide information on a City initiated official plan amendment application. This report contains background information on the current Official Plan and the purpose of the proposed amendment.

This report is intended to assist members of the public and other interested stakeholders to understand the proposal. The Planning & Development Committee will hear public delegations on the application, ask questions of clarification, and identify any planning matters. This report is to be received, and no decision is to be made at this time. Staff will bring forward a recommendation report for consideration by the Planning & Development Committee upon completion of a review of the comments received and revisions to the amendment where appropriate.

2. Background

The approval of Regional Official Plan Amendment No.128, the Region's Growth Plan Conformity exercise for the Growth Plan for the Greater Golden Horseshoe (2006), provided the policy foundation for the City to initiate a Growth Strategy Program, as part of the Pickering Official Plan comprehensive review process, to bring the Plan into conformity with the Growth Plan and the Regional Official Plan. The City's Growth Strategy consists of two components: the City Centre Intensification Study, which concluded with new Official Plan policies, urban design guidelines and zoning; and the South Pickering Intensification Study focusing on intensification outside the City Centre.

Phase 1 of the of the South Pickering Intensification Study began in January 2015 with a community engagement exercise regarding where and to what extent growth should occur in South Pickering. In March 2016, Report PLN 04-16 was presented to Council which outlined the results of Phase 1 of the study and offered direction for moving forward with Phase 2 of the study, focusing on the Kingston Road Corridor.

In October 2017, City Council approved the proposal submitted by SvN Architects + Planners Inc., in association with AECOM and 360 Collective, to undertake an Intensification Study for the Kingston Road Corridor and Specialty Retailing Node (see Map of Intensification Areas, Attachment #1, immediately following the text of this Report). The study was undertaken over a period of approximately 2 years through a highly collaborative process involving City staff, public agencies, key stakeholders and members of the public, and concluded on December 16, 2019, with the endorsement in principle of the Kingston Road Corridor and Specialty Retailing Node Intensification Plan and draft Urban Design Guidelines by City Council (refer to Report PLN 26-19).

Further, Council authorized staff to initiate an Official Plan Amendment to implement the vision and Intensification Plan for the Kingston Road Corridor and Specialty Retailing Node. Accordingly, City staff are bringing forward proposed Official Plan Amendment 38 and the associated proposed Informational Revision 26.

A number of privately-initiated development applications have been submitted for properties within the Intensification Areas. Active applications for which Council has not yet made a decision are shown on Attachment #2, immediately following the text of this Report). Until such time as the City Initiated Official Plan Amendment is in effect, all privately-initiated development applications are being assessed against the framework and policy recommendations of the Intensification Plan and the design priorities of the Draft Urban Design Guidelines.

3. Lands Affected by the Official Plan Amendment

This amendment applies to lands generally located along the Kingston Road Corridor, excluding the City Centre, and to lands within the Specialty Retailing Node, east of Brock Road, north of Highway 401, and south of Kingston Road as detailed on Attachment #1. The subject lands comprise approximately 152 hectares.

Surrounding land uses include:

- North: primarily established low and medium density residential neighbourhoods
- East: established low and medium density residential, and light industrial uses along Notion Road
- South: Highway 401
- West: Rouge National Urban Park and the City of Toronto

4. Proposed Amendment

Appendix I is the Proposed Amendment 38 to the City of Pickering Official Plan. It proposes new policies and mapping for the Kingston Mixed Corridor and the Brock Mixed Node Intensification Areas, and revisions to existing policies and mapping, to implement the Council-endorsed Kingston Road Corridor and Specialty Retailing Node Intensification Plan. More specifically, key proposed amendments to the Official Plan include:

- Adding new population and job targets for the year 2041 for the Kingston Mixed Corridor and Brock Mixed Node Intensification Areas in Chapter 2 – South Pickering Urban Area in Part 1 of the Plan;

- Revising the Mixed Use Areas policies in Chapter 3 – Land Use in Part 2 of the Plan, including:
 - Deleting the policies pertaining to the “Specialty Retailing Node” designation;
 - Revising Table 4: Relationship Between Regional Official Plan and Pickering Official Plan Mixed Use Areas;
 - Revising Table 5: Mixed Use Areas: Permissible Uses by Subcategory;
 - Revising Table 6: Mixed Use Areas: Densities and Floor Areas by Subcategory;
- Revising Schedule I – Land Use Structure, to replace the “Specialty Retailing Node” designation with a “Brock Mixed Node” designation (refer to Schedule "A" to the Draft Proposed Amendment 38 to the Pickering Official Plan).
- Adding a new Chapter 11A – Kingston Mixed Corridor and Brock Mixed Node Intensification Area and associated detailed policies for the areas on matters including:
 - Placemaking
 - Gateways
 - Precinct Specific Policies
 - Cultural Heritage
 - Sustainability and Climate Resiliency
 - General land use policies
 - New land use designations (Mixed Use A, Mixed Use B, Mixed Use C, Residential, Community Use, Natural Areas, Public Parks)
 - Built Form, Building Heights and Transition
 - Public Realm
 - Mobility (Pedestrian and Cycling Network, Transit, Streets, Parking)
 - Servicing
 - Stormwater Management
 - Implementation and Transition
- Adding a new Schedule XIV Kingston Mixed Corridor and Brock Mixed Node Intensification Areas with land use designations for the Intensification Areas

5. Informational Revision

Appendix II is the proposed Informational Revision 26 (Proposed Revision) to the Pickering Official Plan. The purpose of the Proposed Revision is to update the informational text contained within the Pickering Official Plan about the policies introduced as part of the Official Plan Amendment to implement the Kingston Road Corridor and Specialty Retailing Node Intensification Plan. The Proposed Revision also includes updates to the relevant neighbourhood descriptions and maps (Rougemount, Woodlands, Dunbarton, Liverpool, and Village East) in Chapter 12 Urban Neighbourhoods, Part 3 of the Official Plan.

6. Development Guidelines

It is intended that the following redundant development guidelines within the Intensification Areas, contained in the Compendium document to the Pickering Official Plan, would be repealed when staff bring forward the recommended Official Plan Amendment and Information Revision:

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

These would be replaced by new design-related policies in the proposed new Chapter 11A and the finalized Kingston Mixed Corridor and Brock Mixed Node Urban Design Guidelines.

7. Policy Framework

7.1 Provincial Policy Statement (2020) and A Place to Grow (2019)

The Provincial Policy Statement directs growth (intensification) and development to settlement areas and promotes efficient, transit-supportive development patterns that “optimize the use of land, resources and public investment in infrastructure and public service facilities”, and “promote a mix of housing, including affordable housing, employment, recreation, parks and open spaces, and transportation choices that increase the use of active transportation and transit before other modes of travel.”

A Place to Grow directs where and how growth should occur in the Greater Golden Horseshoe. The Plan prioritizes intensification and higher densities in strategic growth areas, which includes locally-identified nodes and corridors, arterials, and planned frequent transit areas, to make efficient use of land and infrastructure and support transit viability. A Place to Grow supports the achievement of complete communities that:

- feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;
- improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes;
- provide a diverse range and mix of housing options, including additional residential units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;
- expand convenient access to:
 - a range of transportation options, including options for the safe, comfortable and convenient use of active transportation;
 - public service facilities, co-located and integrated in community hubs;
 - an appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities; and
 - healthy, local, and affordable food options, including through urban agriculture;
- provide for a more compact built form and a vibrant public realm, including public open spaces;
- mitigate and adapt to the impacts of a changing climate, improve resilience and reduce greenhouse gas emissions, and contribute to environmental sustainability; and
- integrate green infrastructure and appropriate low impact development.

7.2 Durham Regional Official Plan

The majority of subject lands are designated as “Living Areas” with a “Regional Corridor” overlay in the Durham Regional Official Plan (ROP). Natural Areas are designated as “Major Open Space”. Kingston Road is identified as a Rapid Transit Spine with some of the major north-south intersecting roads identified as High Frequency Transit Networks. High Frequency Transit Networks consist of buses in planned High Occupancy Vehicle (HOV) lanes, or buses in mixed traffic, with transit signal priority at major intersections and other measures to ensure fast and reliable transit service. Planned HOV lanes may be converted to dedicated bus lanes as growth in ridership warrants.

Living Areas shall be developed to incorporate the widest possible variety of housing types, sizes and tenure to provide living accommodations that address various socio-economic factors. These areas shall be developed in a compact form through higher densities and by intensifying and redeveloping existing areas, particularly along arterial roads and with particular consideration for supporting and providing access to public transit. In addition to residential uses, office development and limited retailing of goods and services, in appropriate locations, as components of mixed-use developments are permitted within Living Areas. In Corridor locations, major retail uses and major office uses are also permitted.

Regional Corridors are recognized and identified as key focus areas for intensification. Regional Corridors shall be planned and developed in accordance with the underlying land use designation, as people-oriented places that are accessible by public transit and an extensive pedestrian network, including civic squares, parks and walkways. Corridors shall generally be developed to promote public transit ridership through well designed development, having a mix of uses at higher densities. Regional Corridors are intended to support an overall, long-term density target of at least 60 residential units per gross hectare and a floor space index (FSI) of 2.5, with a wide variety of building forms, generally mid-rise in height, with some higher buildings, as detailed in municipal official plans. The ROP supports and promotes rejuvenation, development and renewal within Regional Corridors. Restoration of the historic integration of the shopping function with the other traditional functions, such as housing, employment, recreation, social activities and cultural facilities is supported.

Kingston Road is identified in the ROP as one of the most significant transit corridors within the Region which should be developed to its fullest potential. Development along Transit Spines and High Frequency Transit Networks shall provide for complementary higher density and mixed uses at an appropriate scale and context, buildings oriented towards the street to reduce walking distances, and facilities which support non-auto modes of transportation, limited surface parking, and the potential redevelopment of surface parking.

7.3 Pickering Official Plan

Schedule I: Land Use Structure to the Pickering Official Plan designates the subject lands as “Mixed Use Areas”, and “Open Space System – Natural Areas”:

- the “Mixed Use Areas” designation is further subcategorized into “Mixed Corridor” (along Kingston Road) and “Specialty Retailing Node” (the big box retail district east of Brock Road, south of Kingston Road and north of Highway 401);

- the “Open Space System – Natural Areas” designation is limited to various creeks/stream corridors along Kingston Road, including Petticoat Creek, Amberlea Creek and Pine Creek;

Schedule II: Transportation Systems to the Pickering Official Plan designates the roads inside or partially inside the subject area as follows:

- “Type A Arterial Roads” and “Transit Spine” – Whites Road and Brock Road
- “Type B Arterial Roads” and “Transit Spine” – Kingston Road
- “Type B Arterial Roads” – Altona Road
- “Type C Arterial Roads” – Pickering Parkway, Rosebank Road, Fairport Road and Dixie Road

while the remaining roads connecting to the Corridor and the Node consist of either “Collector Roads” or “Local Roads”.

Schedule III: Resource Management to the Pickering Official Plan designates natural areas, predominantly creeks and valleylands, along Kingston Road, as “Shorelines, Significant Valley Lands and Stream Corridors” and “Natural Heritage System” with key natural heritage features, including significant woodlands and permanent and intermittent streams identified throughout. Most of the lands are also identified as “High Aquifer Vulnerability Areas”.

As the current land use designations and certain associated policies are not consistent with the Council endorsed Intensification Plan and the new vision for the Corridor and Node, and the most recent provincial policy framework, staff is proposing certain amendments to the Official Plan, schedules, informational text and mapping, as discussed in Sections 4 and 5 of this report.

8. Additional Outstanding Implementation Matters

The following sections address key outstanding implementation matters that will be addressed at a later date:

8.1 Cultural Heritage

The Provincial Policy Statement and A Place to Grow require that cultural heritage resources be conserved in order to foster a sense of place and benefit communities, particularly in Strategic Growth Areas. The Kingston Road Corridor and Specialty Retailing Node Intensification Plan identified one designated heritage building, The Post Manor, located at the north west corner of Brock Road and Kingston Road, as well as four properties of heritage interest:

- 301 Kingston Road;
- 401 Kingston Road;
- 1 Evelyn Avenue; and
- 882 Kingston Road (St. Paul’s on-the-Hill Anglican Church).

Accordingly, the City retained Branch Architecture to undertake a review of the identified properties of potential significance. The Consultant's Report will be brought forward to a Heritage Committee Meeting this Fall. Any recommendations from the Heritage Committee and Council will be considered and changes will be incorporated, as appropriate, into the final recommended Official Plan Amendment that will be brought forward to Committee and Council.

8.2 Zoning By-law Amendment

The subject lands within the Intensification Areas are covered by Zoning By-law 3036. City staff will be bringing forward a draft zoning by-law amendment for the Intensification Areas at a future date, following consultation on proposed Official Plan Amendment 38, in order to reflect any revised policy directions. This Zoning By-law Amendment will contain more prescriptive, site-specific regulations around matters such as height, parking, and setbacks. Staff are also working to ensure alignment with the Comprehensive Zoning By-law Update exercise that is also currently underway.

8.3 Draft Urban Design Guidelines

The Council endorsed Draft Kingston Road Corridor and Specialty Retailing Node Urban Design Guidelines will be reviewed and updated to ensure alignment with the final recommended Official Plan Amendment 38. The recommended final urban design guidelines will be brought forward for endorsement by Committee and Council at the same time as the recommended Official Plan Amendment 38.

8.4 Provincial Plan Conformity

Notwithstanding the policies of the Durham Regional Official Plan and the Pickering Official Plan, all decisions of Council regarding planning matters must conform to or not conflict with the Provincial Policy Statement and Provincial Plans that are in effect at the time of consideration of the applications. The Kingston Road Corridor and Specialty Retailing Node Study, which led to the Council-endorsed Intensification Plan, was undertaken under the provincial policy framework of the Growth Plan, 2006. However, in accordance with the requirement for all planning decisions to conform with the Provincial Policy Statement, 2020 and A Place to Grow, 2019, proposed Official Plan Amendment 38 is considered to also conform with these newest policies.

8.5 Municipal Comprehensive Review of the Durham Regional Official Plan (Envision Durham)

It should be noted that the Region of Durham is currently undertaking a Municipal Comprehensive Review of the Durham Regional Official Plan, including a Growth Management exercise, to update policies and implement the most recent Provincial Policy Statement and Provincial Plans. City Development staff are working closely with the Region to ensure alignment with proposed new directions. However, further changes to the policies for the Kingston Mixed Corridor and Brock Mixed Node Intensification Areas may be required following the completion of Envision Durham and adoption of new Regional Official Plan policies. These would be considered through a subsequent City Initiated Amendment or as part of a comprehensive update to the Pickering Official Plan.

9. Consultation

The proposed amendment was prepared in consultation with staff from the Engineering Services Department (in particular with regard to stormwater management and transportation matters). The proposed amendment has been circulated to the Region of Durham, Toronto and Region Conservation Authority, and other prescribed agencies for their comment.

City Development staff will collaborate with the City's Community Services Department to determine the types of recreational and community uses that may be needed in relation to the intensification of the Corridor and Node, and with the City's Economic Development and Strategic Initiatives Department on steps or initiatives to stimulate economic growth and vitality within the intensification areas, including business retention and expansion needs.

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

An advertisement of the electronic open house and public meeting is scheduled to appear in the local newspaper for 2 consecutive weeks on October 8, 2020 and October 15, 2020. An electronic open house is also scheduled for October 22, 2020.

Since the writing of this report predates public notification, an overview of comments received will be presented by staff at the public information meeting on November 2, 2020.

10. Procedural

10.1 General Public Participation

- written comments regarding this proposal should be directed to the City Development Department;
- oral comments may be made at the Electronic Statutory Public Meeting;
- all comments received will be noted and used as input to a Planning Report prepared by the City Development Department for a subsequent meeting of Council or a Committee of Council;
- any member of the public who wishes to reserve the option to appeal Council's decision must provide comments to the City before Council adopts any by-law for this proposal; and
- any member of the public who wishes to be notified of Council's decision regarding this proposal must request such in writing to the City Clerk.

10.2 Official Plan Amendment Approval Authority

- the Region of Durham may exempt certain local official plan amendments from Regional approval if such application is determined to be locally significant, and do not exhibit matters of Regional and/or Provincial interest; and
- the Region has not yet advised whether or not the amendment will be exempted from Regional approval.

11. Next Steps

Following the public meeting, all comments received either through the public meeting or through written submissions, will be considered by Planning staff in its review and analysis of the proposed amendment. At such time as input from the public, agencies and departments have been received and assessed, a recommendation report will be brought forward to the Planning & Development Committee for consideration.

Attachments

1. Location Map
 2. Privately-Initiated Development Applications Map
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Appendices

Appendix I Proposed Amendment 38 to the Pickering Official Plan

Appendix II Proposed Informational Revision 26 to the Pickering Official Plan

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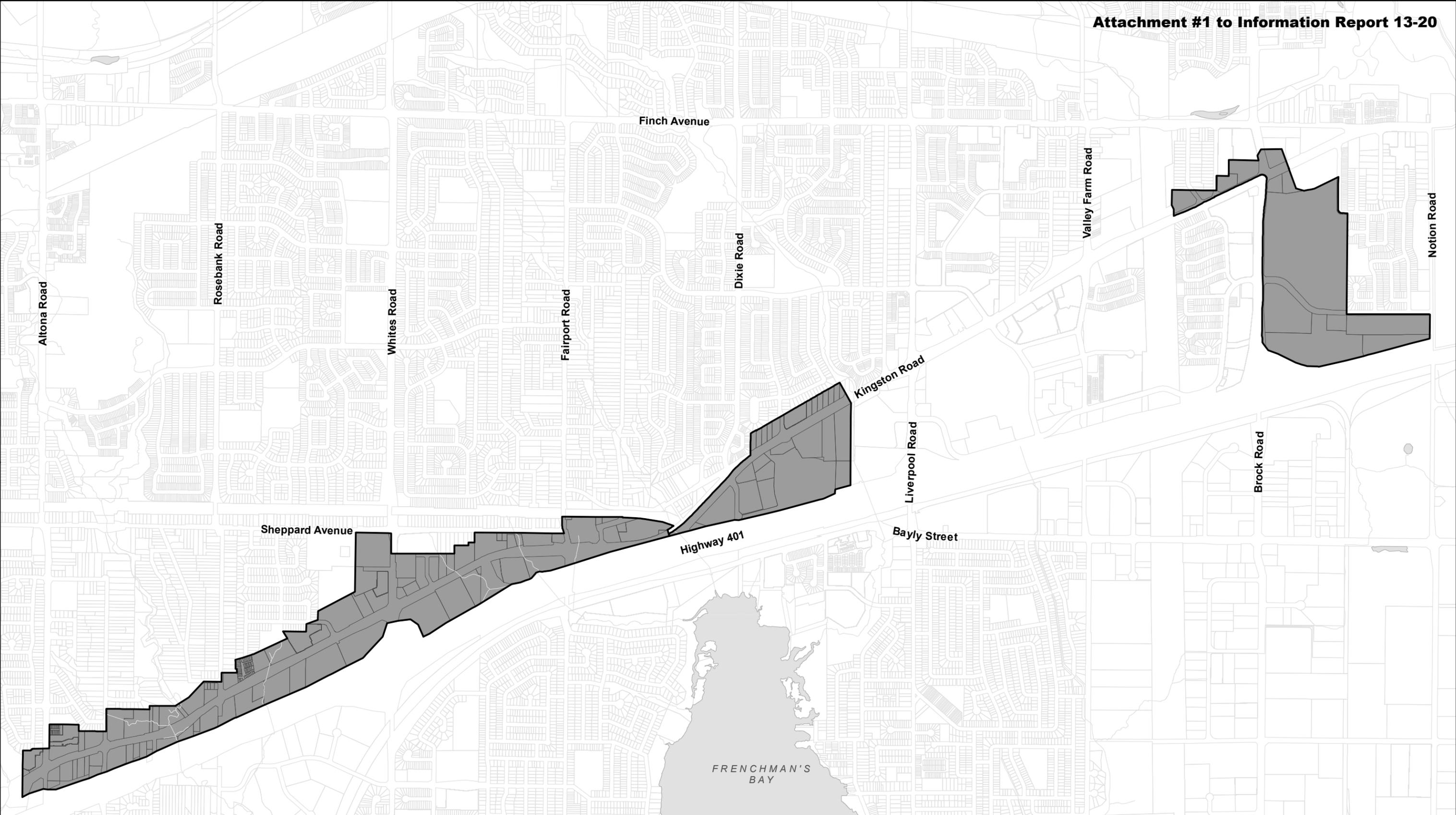
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Date of Report: October 8, 2020

Approved/Endorsed By:

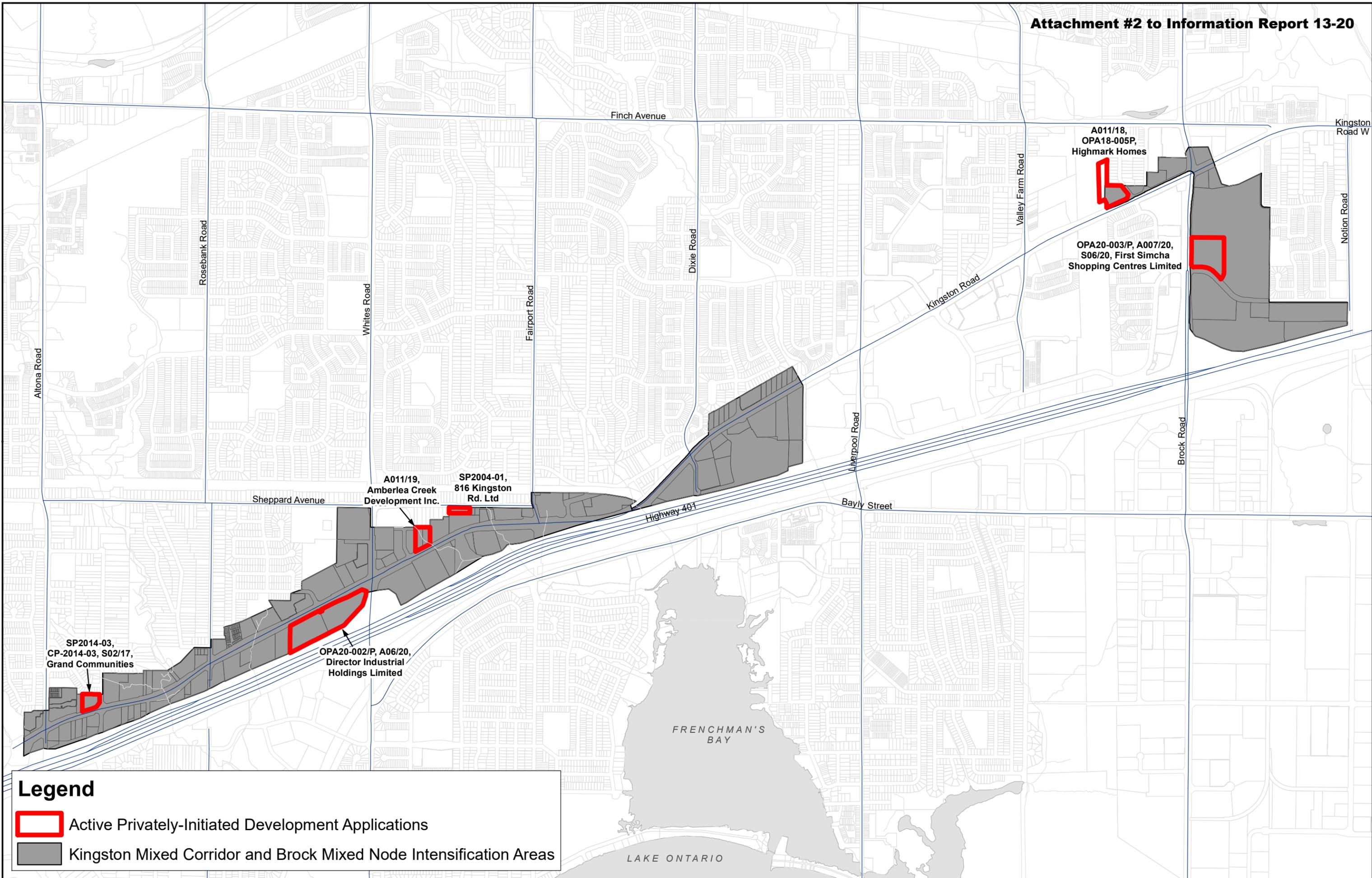


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City of
PICKERING
City Development
Department

Location Map	
File: OPA 20-004/P - Kingston Mixed Corridor and Brock Mixed Node Intensification Areas	
Applicant: City of Pickering	
	Date: Oct. 05, 2020
	SCALE: 1:16,500 <small>THIS IS NOT A PLAN OF SURVEY.</small>



A011/18,
OPA18-005P,
Highmark Homes

OPA20-003/P, A007/20,
S06/20, First Simcha
Shopping Centres Limited

A011/19,
Amberlea Creek
Development Inc.

SP2004-01,
816 Kingston
Rd. Ltd

SP2014-03,
CP-2014-03, S02/17,
Grand Communities

OPA20-002/P, A06/20,
Director Industrial
Holdings Limited

Legend

-  Active Privately-Initiated Development Applications
-  Kingston Mixed Corridor and Brock Mixed Node Intensification Areas

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

Proposed Amendment 38 to the Pickering Official Plan

- Purpose:** The purpose of this Amendment is to add new policies and change existing policies 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; 1380, 1384, 1386, 1388 Old Forest Road; 1460, 1467, 1475 Whites Road; 655 Sheppard Avenue; 823, 827 Sheppard Avenue; 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 are approximately 152 hectares in extent 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. 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, 2019, 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 population target for the Kingston Mixed Corridor and Brock Mixed Node Intensification Areas of 22,000 people for the year 2041.”

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 an employment target for the Kingston Mixed Corridor and Brock Mixed Node Intensification Areas of 8,100 jobs for the year 2041; 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) ...;

(hi) ...”

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

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

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

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

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

“(f) despite Section 3.6(c)(ii) and Table 6, for the Kingston Mixed Corridor and Brock Mixed Node Intensification Areas, may permit floorspace indexes (FSI) up to and including 5.0, where appropriate, through a site-specific zoning by-law amendment; and

(g) within the Specialty Retailing Node:

- (i) prior to zoning for significant retail floor space, shall require the submission of a retail impact study justifying, to the City’s satisfaction in consultation with the Region of Durham, that the addition of such floor space will not adversely affect the planned function of the City Centre, the Community Nodes, and nearby Main Central Areas in other municipalities in the Region;**
- (ii) for lands north of Pickering Parkway, shall establish a minimum gross leasable floor area of 500 square metres for any permitted individual retail unit, except that up to an aggregate of 1,400 square metres of gross leasable floor area may be devoted for any permitted individual retail unit of less than 500 square metres of gross leasable floor area, but not less than 300 square metres of gross leasable floor area;**

- ~~(iii) for lands north of Pickering Parkway, shall establish a maximum aggregate gross leasable floor area of 55,000 square metres for all special purpose commercial uses permitted by Table 5;~~
- ~~(iv) shall not permit an enclosed shopping centre or pedestrian mall; and~~
- ~~(h) for the purposes of Table 5, shall define “large format discount stores” to include a discount department store as defined by Statistics Canada, such as but not limited to Zellers and Walmart, engaged in general merchandising of a wide range of commodities and services which may include, but is not limited to, apparel, hardware and household goods, garden supplies, automotive supplies, leisure, pet and drug items and toys, but shall not include a major department store as defined by Statistics Canada, such as but not limited to, Eatons, Sears, and The Bay.~~
- (fg) shall ensure Mixed Use Areas are designed and developed consistent with:
- (i) the community design provisions of this Plan (Chapters 9 and 14);and
- (ii) any development guidelines that may be established in a Part 3 Neighbourhood Plan (Chapter 12);and
- (iii) the policies of Chapter 11A, for lands within the Kingston Mixed Corridor and Brock Mixed Node Intensification Areas.”
11. Revising Table 5, Mixed Use Areas: Permissible Uses By Subcategory, in Chapter 3 – Land Use, to add a new category for the “Kingston Mixed Corridor”, amend the name of the Mixed Corridors subcategory, and amend the “Specialty Retailing Node” subcategory and permissible uses so that it reads as follows: (Excerpt from Table 5)

Table 5	
Mixed Use Areas Subcategory	Permissible Uses (Restrictions and limitations on the uses permissible, arising from other policies of this Plan, will be detailed in zoning by-laws.)
<u>Kingston Mixed Corridor</u>	<u>Limited medium density residential, as part of a mixed use development;</u> <u>High density residential;</u> <u>Retailing of goods and services;</u> <u>Offices and restaurants;</u> <u>Hotels;</u> <u>Community, cultural and recreational uses;</u> <u>Community gardens;</u> <u>Farmers’ markets.</u>

Table 5	
<u>Other Mixed Corridors</u>	Community gardens; Farmers’ markets; All uses permissible in Local Nodes and Community Nodes, at a scale and intensity equivalent to Community Nodes; Special purpose commercial uses.
<u>Specialty Retailing Brock Mixed Node</u>	<u>Limited medium density residential, as part of a mixed use development;</u> <u>High density residential;</u> <u>Retailing of goods and services;</u> <u>Offices and restaurants;</u> Hotels; 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; Limited offices; Community, cultural and recreational uses; Community gardens; Farmers’ markets; Limited residential development at higher densities as an integral part of an overall development scheme.

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)

Table 6			
Mixed Use Areas Subcategory	Maximum and Minimum Net Residential Density (in dwellings per hectare)	Maximum Gross Leasable Floorspace for the Retailing of Goods and Services (in square metres)	Maximum Floorspace Index (total building floorspace divided by total lot area)
<u>Kingston Mixed Corridor</u>	<u>over 60</u>	<u>determined by site-specific zoning</u>	<u>over 0.75 and up to and including 2.5 FSI</u>
<u>Other Mixed Corridors</u>	over 30 and up to and including 140	determined by site-specific zoning	up to and including 2.5 FSI
<u>Specialty Retailing Brock Mixed Node</u>	<u>over 80 and up to and including 180</u>	determined by site-specific zoning	<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 2-metre wide 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.14.3, to read as follows:

“11A.1 The design of compatible and attractive built forms, streetscapes and sites will be promoted within the 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 as a whole 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 Kingston Mixed Corridor and Brock Mixed Node 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 Kingston Mixed Corridor and Brock Mixed Node 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 neighborhoods to the north;**
- (b) urban design that contributes to the urban village character of the precinct, particularly achieving a village-like main street character along Kingston Road, will be encouraged and supported;**
- (c) 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 and minimizing adverse lighting impacts;**
- (d) the consolidation of driveways and access points to improve safety and traffic circulation is encouraged; and**
- (e) 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).**

11A.3.1 City Council,

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

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

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

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

- (a) the greatest densities and building heights shall be directed to the south of the intersection of Kingston Road and Dixie Road and south of Kingston Road along Highway 401;**
- (b) development 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;**
- (c) the establishment of multi-modal connections to the City Centre will be encouraged;**
- (d) new buildings will be encouraged to establish primary frontages at grade with enhanced boulevards onto the new proposed Public Street as shown on Schedule XIV;**
- (e) development of a pedestrian and cycling connection utilizing the existing rail bridge and underpass over the highway, as shown on Schedule XIV, will be supported, in collaboration with Canadian Pacific Railway, to provide a north-south connection, with an eventual connection to the Waterfront Trail;**

- (f) 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; and
- (g) in consultation with the Toronto and Region Conservation Authority, the preparation of a plan to rehabilitate Pine Creek, to enhance the natural heritage features and to design, align and construct a multi-modal bridge across Pine Creek will be required, where applicable.

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 along Brock Road and south of Pickering Parkway, along Highway 401;
- (b) the greatest mix of uses within the precinct will be encouraged to be located within proximity of Brock Road and Kingston Road and at the Brock Road and Pickering Parkway intersection, in particular, the development of major office uses is encouraged in these locations;
- (c) support the development of the Brock Precinct as a complete community with transit-supportive densities, and a distinct community character;
- (d) 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;
- (e) 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;
- (f) 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;
- (g) 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; and

(h) 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 along the south side of the private street to provide a green connection from Brock Road to the public parkland to the east.

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 conformity with the Ontario Heritage Act with regard to cultural heritage and conservation of cultural heritage resources within the intensification areas; and**
- (c) shall encourage any redevelopment of cultural heritage resources or adjacent to cultural heritage resources to be in accordance with the Kingston Mixed Corridor and Brock Mixed Node 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 Kingston Mixed Corridor and Brock Mixed Node Urban Design Guidelines; and**
- (e) require 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) promote higher intensity employment and residential uses, within close proximity to transit stops as identified on Schedule XIV;**
 - (d) where multi-residential development is proposed, support the inclusion of community gardens for those residents, particularly where private outdoor amenity space is limited;**
 - (e) promote and encourage the establishment of community services 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) where appropriate, encourage community facilities to be integrated into multi-storey, mixed use developments;**
 - (ii) 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**
 - (iii) encourage development to accommodate temporary community facilities until such time as permanent community facilities are constructed and/or outfitted.**
 - (f) in accordance with the policies of Sections 7.11-7.12 of this Plan, require all development to be designed to provide, where feasible, for the implementation of leading edge technologies and a robust Information and Communication Technology infrastructure;**
 - (g) support the establishment of physical and visual connections with natural areas and greenspaces wherever appropriate; and**
 - (h) 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 stand alone large format retail stores, and other auto-oriented retail and commercial uses;**
- (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 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 institutional uses, to be located in Mixed Use Type A Areas. 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;**
- (c) will seek to require the accommodation of a minimum amount of office space as part of the total floor area of buildings on site. 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**
- (d) in addition to the complete application requirements in Section 16 of this Plan, for proposals within the Mixed Use Type A designation in the intensification areas, may require the submission of an Office Demand Study, where office floor space is not being proposed.**

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, schools, 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 while respecting the character and scale of established neighbourhoods through proper transitioning, and careful building design and placement;**
- (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) similar built form and height on both sides of the street will be encouraged, where appropriate, to create a coherent and cohesive public realm;**

- (d) 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;
- (e) new development shall be designed, located and massed in such away that it limits any shadowing on 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;
- (f) angular plane, building design, landscaping, setbacks, and other requirements will be applied, as appropriate, to ensure compatibility with adjacent development; and
- (g) all urban design matters regarding built form, including appropriate separation distances, floor areas, street walls, and podium heights, should be addressed in accordance with the applicable policies of Chapters 9 and 14 of this Plan, the implementing zoning by-law, and the Kingston Mixed Corridor and Brock Mixed Node Urban Design Guidelines.

11A.10.1 City Council shall,

- (a) direct high-rise buildings, consisting of buildings 13 storeys to a maximum of 45 storeys in height, to generally be located within appropriate gateway locations and at the intersection of transit spines and major arterials, along the 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 height to 25 storeys in the Rougemount Precinct on the south side of Kingston Road, along Highway 401 to reflect the precinct character;
- (e) further limit building heights, where appropriate, to provide transition immediately adjacent to existing low-rise residential areas and along streets without active frontages, particularly along the north side of Kingston Road;
- (f) 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;
- (g) 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
- (h) in accordance with Section 16.18 of this Plan, consider, where appropriate, flexibility in massing and height, if the general intent of the Plan is met.

11A.10.2 City Council shall,

- (a) require front yard setbacks to be kept a minimum, in accordance with the Kingston Mixed Corridor and Brock Mixed Node Urban Design Guidelines, so that an urban streetwall condition can be achieved along all streets; and**
- (b) 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 primary frontages, as indicated in the Kingston Mixed Corridor and Brock Mixed Node Urban Design Guidelines, to be developed with the highest levels of active uses such as retail that generates pedestrian activity; and**
- (c) encourage secondary frontages, as indicated in the Kingston Mixed Corridor and Brock Mixed Node Urban Design Guidelines, 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 the location of public parks and privately-owned publically accessible spaces such as an urban square, courtyard, parkette, green space, or community garden, within a 5 minute walk (400 metres) of all residences and places of employment within the intensification areas;**
- (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) 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;
- (f) 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;
- (g) 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;
- (h) prioritize municipal capital projects within the intensification areas that contribute to the public realm;
- (i) in consultation with the Toronto and Region Conservation Authority, require the proponents of new development adjacent to creeks within the Kingston Mixed Corridor Intensification Area to enhance natural heritage features and incorporate passive recreational uses such as walking paths and seating areas, where appropriate;
- (j) in consultation with the Durham District School Board, investigate opportunities for community access and use of school properties outside of school hours for active and passive community recreational needs; and
- (k) In addition to the complete application requirements in Section 16 of this Plan, require the submission of a Facility Fit Plan for proposals within the intensification areas to support the provision of suitable public 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 Kingston Corridor and Brock Mixed Node Urban Design Guidelines, as applicable.

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 Kingston Mixed Corridor and Brock Mixed Node 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 Kingston Mixed Corridor and Brock Mixed Node 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 and reduce traffic collisions;**
- (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 Kingston Mixed Corridor and Brock Mixed Node 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 Kingston Mixed Corridor and Brock Mixed Node 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 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 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 Kingston Mixed Corridor and Brock Mixed Node 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;**
- (b) incorporates an integrated treatment approach to minimize stormwater flows and reliance on stormwater ponds, which includes appropriate low impact development and green infrastructure; and**
- (c) establishes planning, design, and construction practices to minimize vegetation removal, grading and soil compaction, sediment erosion, and impervious surfaces; and aligns with the stormwater master plan or equivalent for the settlement area, where applicable.**

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, encourage the consideration of financial front-ending agreements to expedite infrastructure delivery. Agreements for cost-sharing should 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 and other agencies as appropriate, respecting various development related matters including but not limited to:**
 - (i) servicing or relocation of infrastructure;**
 - (ii) requiring a multi-modal transportation study for proposed developments that are anticipated to generate 100 or more vehicle peak hour trips (two-way), or where site and design characteristics may result in traffic or transportation concerns, to assess the impact on the transportation system and the timing and need for future improvements;**
 - (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 for large sites.

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 and/or encourage the provision of indoor storage;
- (c) discourage the development of new, land intensive, auto-oriented stand alone retail and commercial uses; and
- (d) seek to ensure redevelopment adjacent to existing incompatible uses balance the mitigation of impacts with the integration and future redevelopment of such sites through building, site and streetscape design strategies.

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; and
- (b) will initiate a program to engage local businesses in the area to consider matters such as business retention and expansion needs in a changing retail environment.

11A.14.3 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.

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 south 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;~~
- ~~(viig) ...;~~
- ~~(viih) ...;~~
- ~~(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) ...;~~
- ~~(ivk) ...;~~
- ~~(g)~~ to provide direction for environmental and stormwater management matters respecting the Amberlea Creek tributary ~~that flows through lands covered by the Northeast Quadrant Development Guidelines:~~
- (i) support the principle of piping the Amberlea Creek tributary 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) 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.”

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~~

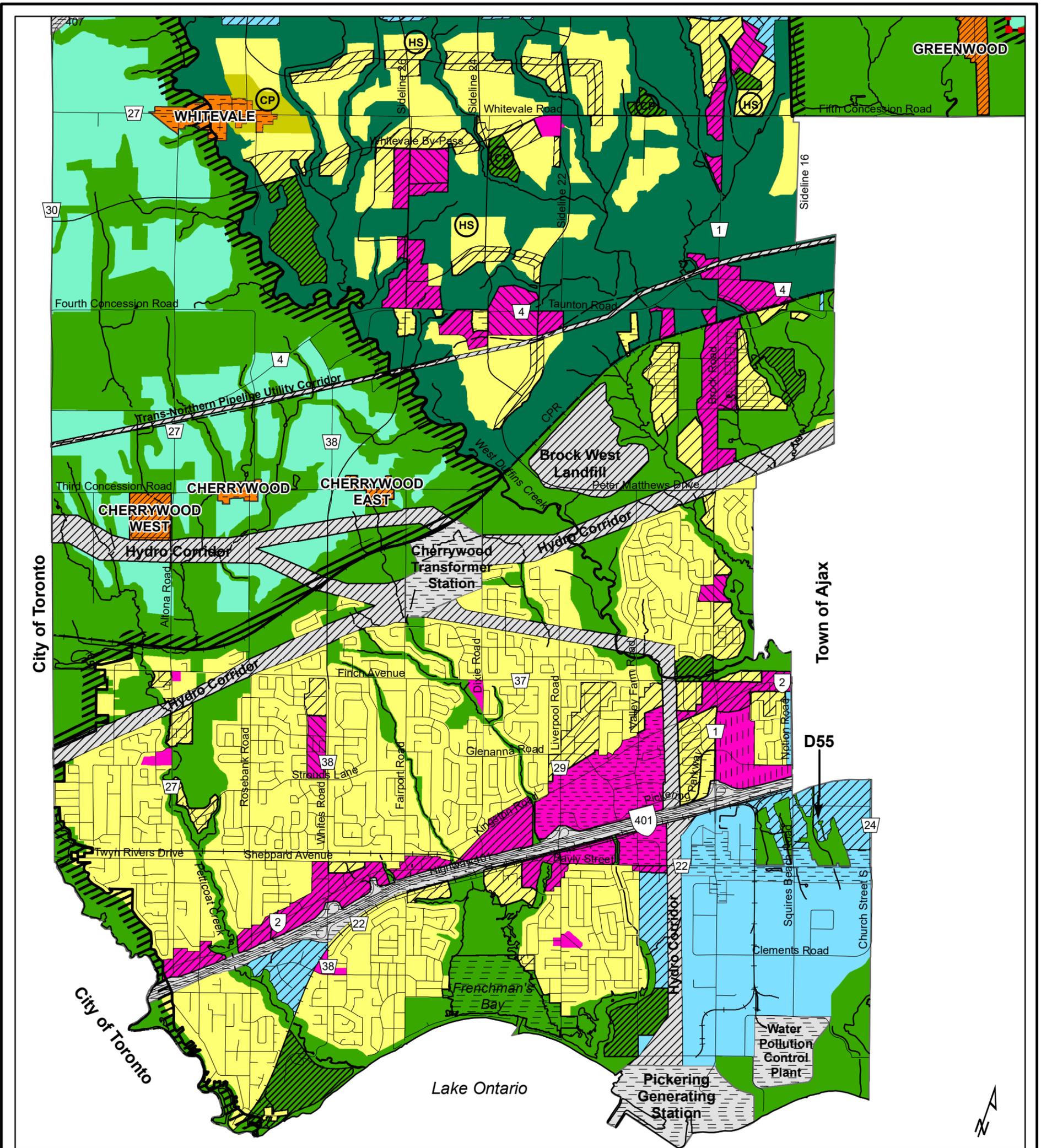
(f) require new development within the Detailed Review Area boundary that encompasses Kingston Mixed Corridor to be in accordance with Chapter 11A of this Plan.”

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. 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) and (xxxviii) to read as follows:
- “(xxxv) ...; and**
- (xxxvi) ...;**
- (xxxvii) Facility Fit Plan; and**
- (xxxviii) Office Demand Study.”**
24. Revising City Policy 16.5B, Required Studies for Site Plan Approval, in Chapter 16 – Development Review, by adding new sub-sections (xxvii) and (xxviii) to read as follows:
- “(xxv) ...; and**
- (xxvi) ...;**
- (xxvii) Facility Fit Plan”**
- (xxviii) Office Demand Study”**
25. 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:”**
26. 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.



Extract of
Schedule I to the
**Pickering
Official Plan**

Edition ?



Sheet 1 of 3

City of Pickering
City Development Department
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This Map Forms Part of Edition ? of the Pickering Official Plan and
Must Be Read in Conjunction with the Other Schedules and the Text.

Open Space System

- Seaton Natural Heritage System
- Natural Areas
- Active Recreational Areas
- Marina Areas
- Hamlet Heritage Open Space

Rural Settlements

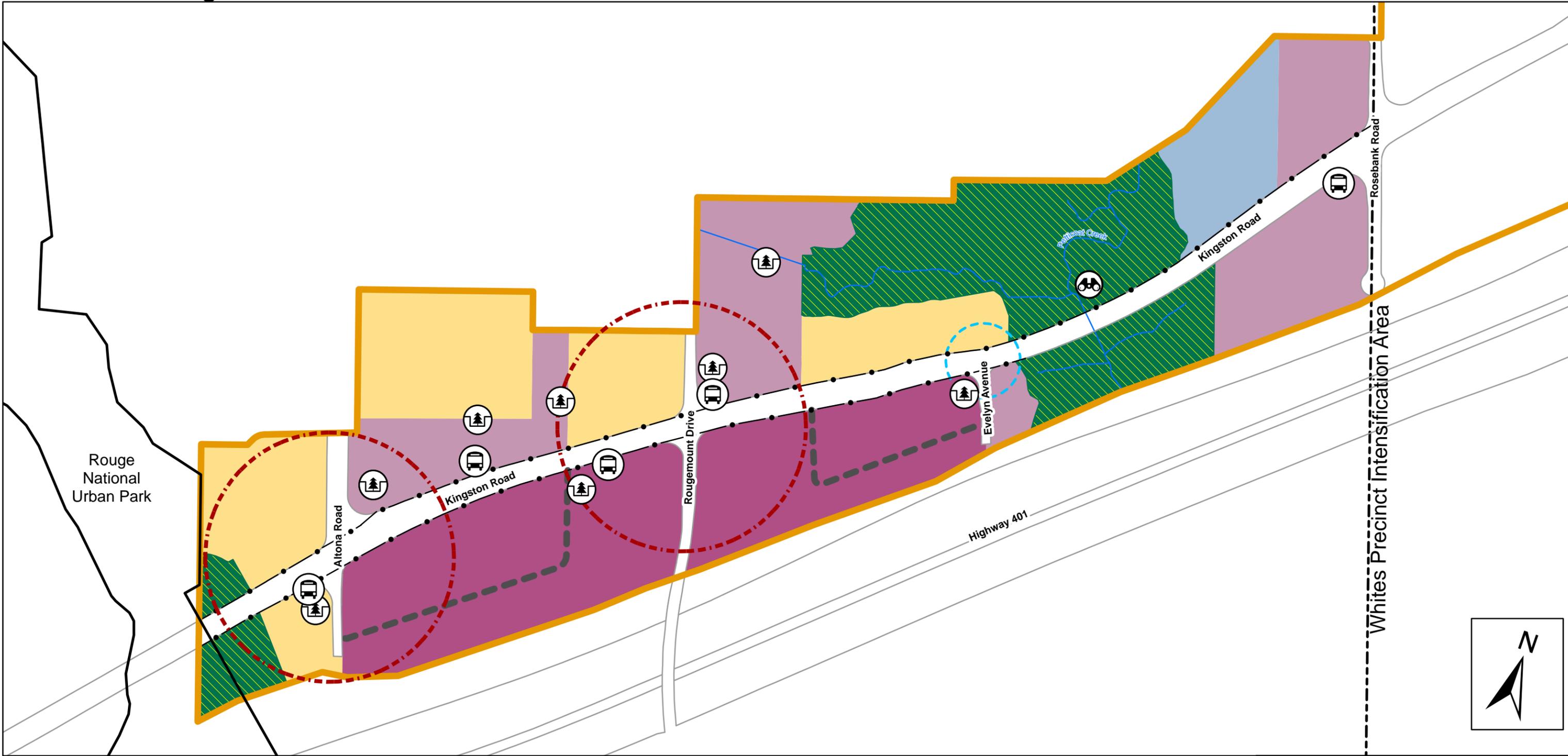
- Rural Clusters
- Rural Hamlets

Land Use Structure

- Urban Residential Areas**
 - Low Density Areas
 - Medium Density Areas
 - High Density Areas
- Mixed Use Areas**
 - Local Nodes
 - Community Nodes
 - Mixed Corridors
 - Brock Mixed Node
 - City Centre
- Employment Areas**
 - General Employment
 - Prestige Employment
 - Mixed Employment

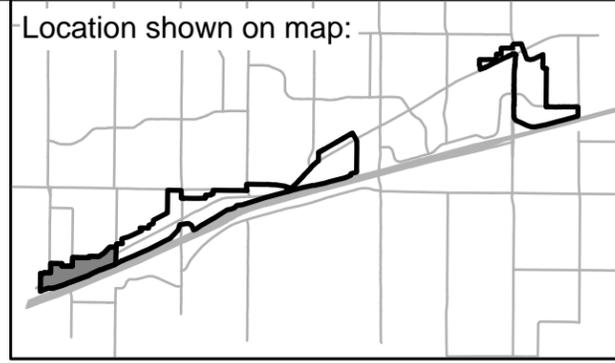
Freeways and Major Utilities

- Controlled Access Areas
- Potential Multi Use Areas
- Seaton Symbols**
 - District Park
 - Community Park
 - High School
- Other Designations**
 - Prime Agricultural Areas
 - Deferrals
 - Greenbelt Boundary



Legend

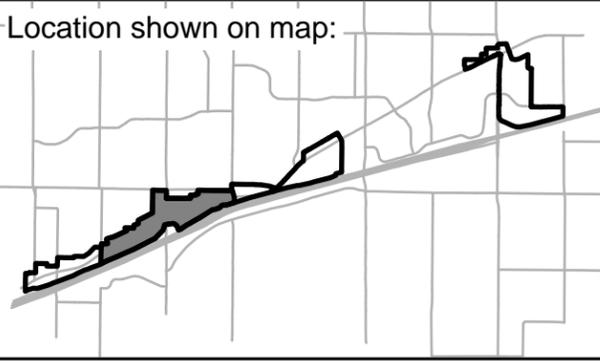
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|------------------|---------------|--------------------------------|-----------------------|--------------------------------------|
| Mixed Use Type B | Community Use | Proposed Signaled Intersection | Future Private Street | Privately Owned Public Spaces (POPS) |
| Mixed Use Type C | Natural Areas | Heritage Path | Watercourses | Public Lookout |
| Residential | Gateways | Rail Road | Transit Stop | |



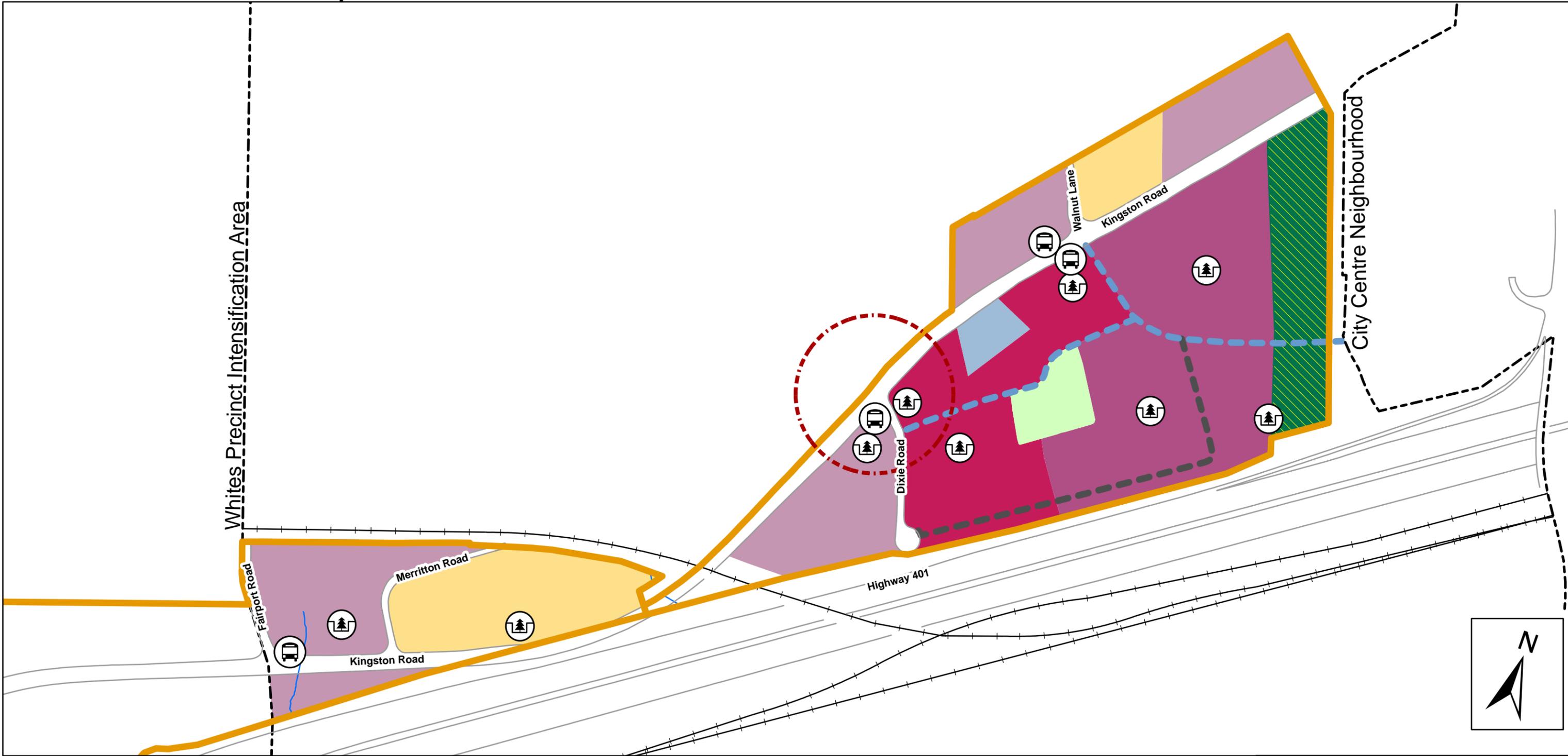


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|------------------|---------------|----------------------------------|-----------------------|--------------------------------------|
| Mixed Use Type A | Community Use | Gateways | Future Public Street | Transit Stop |
| Mixed Use Type B | Public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



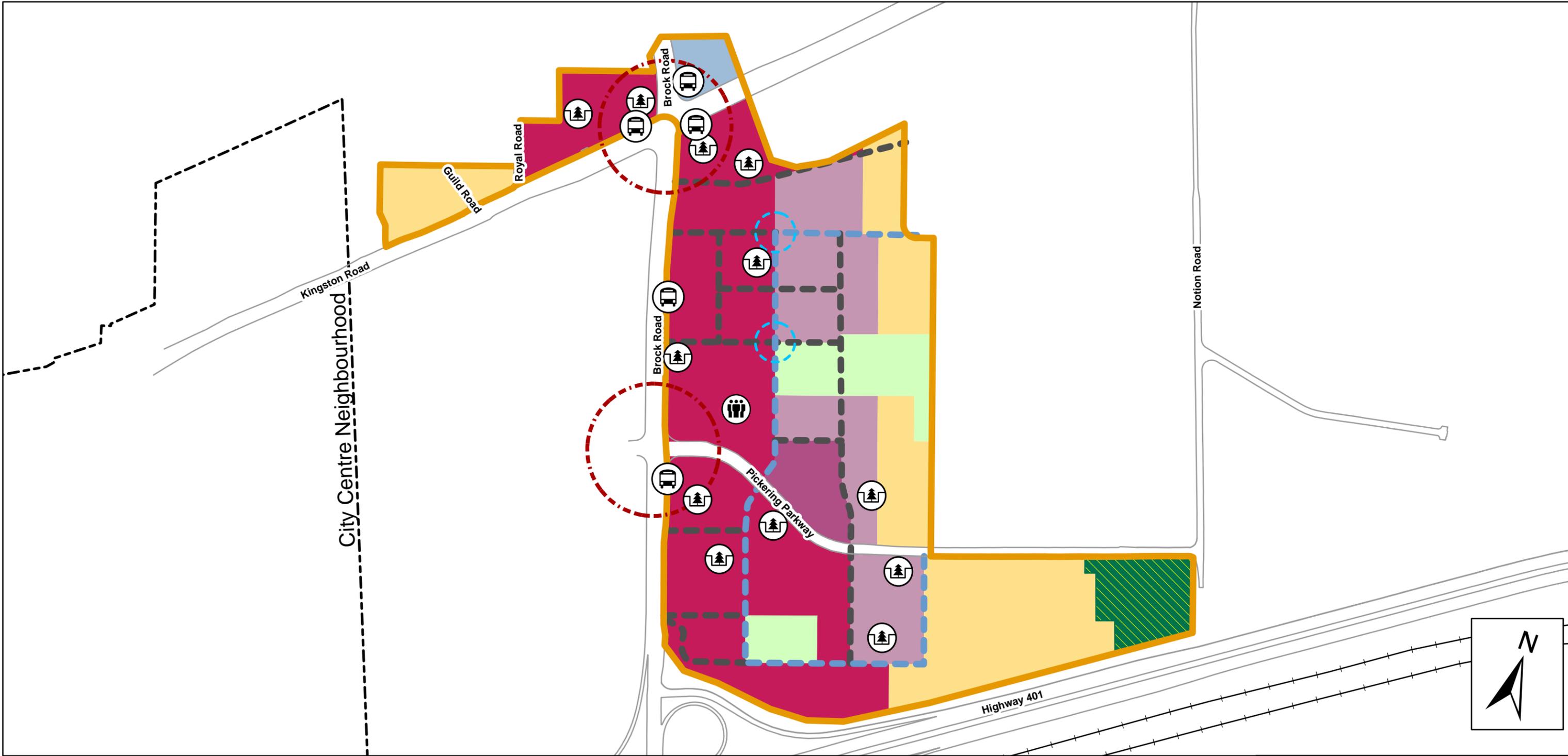
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 Read in Conjunction with the Other Schedules and the Text.



Legend

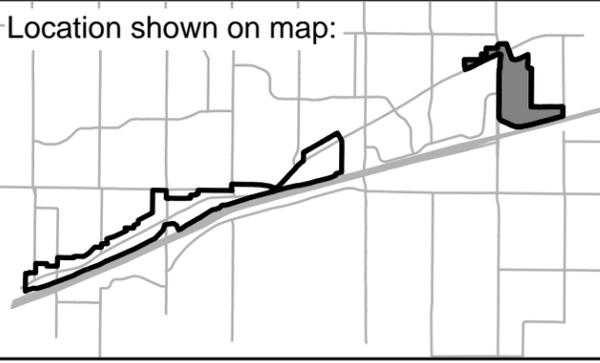
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|------------------|---------------|---------------|-----------------------|--------------------------------------|
| Mixed Use Type A | Residential | Natural Areas | Future Public Street | Transit Stop |
| Mixed Use Type B | Community Use | Gateways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





Legend

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



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 City Development Department
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**Proposed Informational Revision 26
to the Pickering Official Plan**

Proposed Informational Revision 26 to the Pickering Official Plan

Purpose: The purpose of this Revision is to change the informational text contained within the Pickering Official Plan in order to provide context to the policies introduced as part of the Official Plan Amendment to implement the Intensification Plan for the Kingston Road Corridor and Specialty Retailing Node, endorsed in principle by the Council of the City of Pickering on December 16, 2019.

Location: Numerous references through the Official Plan.

Basis: In reviewing the informational text contained in the Official Plan, various technical revisions have been determined to be necessary and appropriate to assist users with understanding the changes to the Official Plan text implemented through the associated Official Plan Amendment.

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

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

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

Strategic Growth Areas

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

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

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

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

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

4. Adding the following informational sidebar, which relates to major office uses, referred to in new Section 5.2 (e):

<p><u>Major Office</u></p> <p><u>Freestanding office buildings of approximately 4,000 square metres of floor space or greater, or with approximately 200 jobs or more. (A Place to Grow)</u></p>

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

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

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

- an urban, livable, transit-supportive community, with a higher density mix of uses, located in buildings that are pedestrian oriented, and that transition in height and mass to the scale of adjacent established neighborhoods, particularly to the north of the Corridor and to the east of the Node
- a sustainable place that embraces its significant natural heritage assets, connecting to the valleys and creeks that the corridor crosses, mitigating greenhouse gas emissions and adapting to climate change, and building communities centred on new public open spaces in both the Corridor and Node

- a walkable place, with safe, comfortable and green boulevards and pedestrian connections on both sides of Kingston Road, and within larger parcels that are likely to redevelop with an internal street network, particularly within the Node
- a place that continues to serve as both a destination for shopping and a place of employment, with retail, commercial services and offices within mixed use buildings or on mixed use sites, and generally fronting directly onto Kingston Road, Whites Road, Brock Road and onto new internal streets on larger parcels, to provide active uses at grade that encourage pedestrian traffic
- a corridor that serves as a regional and local multi-modal connector, with regional gateways at Altona Road and Brock Road, and with gateways to the neighborhoods north and south of the corridor at Rougemount Drive, Whites Road, Dixie Road and Brock Road”

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

Population Projection	
2020 Estimated Population	1,290
Projected Growth	20,570
2031 Estimated Population	21,860

Employment Projection	
2020 Estimated Jobs	5,570
Projected Growth	2,540
2031 Estimated Jobs	8,110

- 7. Adding a subtitle “**City Policy** Placemaking” for newly added Section 11A.1;
- 8. Adding the following informational sidebar, which relates to transit-supportive areas, referred to in new section 11A.1 (e):

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. (A Place to Grow)

9. Adding a subtitle “**City Policy Gateway**” for newly added Section 11A.2;
10. Adding the following informational sidebar, which relates to Gateways, referred to in new Section 11A.2:

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

11. Adding a subtitle “**City Policy Rougemount Precinct**” for newly added Section 11A.3;
12. Adding a subtitle “**City Policy Heritage Path**” for newly added Section 11A.3.1;
13. Adding a subtitle “**City Policy Whites Precinct**” for newly added Section 11A.4;
14. Adding a subtitle “**City Policy Dunbarton-Liverpool Precinct**” for newly added Section 11A.5;
15. Adding a subtitle “**City Policy Brock Precinct**” for newly added Section 11A.6;
16. Adding a subtitle “**City Policy Cultural Heritage**” for newly added Section 11A.7;
17. Adding a subtitle “**City Policy Sustainability and Climate Resiliency**” for newly added Section 11A.8;
18. Adding a subtitle “**City Policy Land Use**” for newly added Section 11A.9;
19. Adding a subtitle “**City Policy Prohibited Uses**” for newly added Section 11A.9.1;
20. Adding the following sub-heading and informational paragraph before Policy 11A.9.2 in Part 2, “Chapter 11A – Kingston Mixed Corridor and Brock Mixed Node Intensification Areas”:

“Mixed Use Type A

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

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

Mixed Use Type B

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

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

Mixed Use Type C

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

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

Residential

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

27. Adding a subtitle “**City Policy Residential**” for newly added Section 11A.9.5;
28. Adding a subtitle “**City Policy Community Uses**” for newly added Section 11A.9.6;
29. Adding the following informational sidebar, which relates to community hubs, referred to in new Section 11A.9.6(c):

Community Hubs

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. (A Place to Grow)

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

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

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

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

39. Adding a subtitle “**City Policy** Privately-owned Publically Accessible Spaces” for newly added Section 11A.11.2;
40. Adding a subtitle “**City Policy** Public Lookouts” for newly added Section 11A.11.3;
41. Adding a subtitle “**City Policy** Parkland Acquisition” for newly added Section 11A.11.4;
42. Adding a subtitle “**City Policy** Mobility” for newly added Section 11A.12;
43. Adding the following informational sidebar, which relates to complete streets, referred to in new Section 11A.12 (b):

Complete Streets

Streets planned to balance the needs of all road users, including pedestrians, cyclists, transit-users, and motorists. (A Place to Grow)

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

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

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

53. Adding a subtitle “**City Policy** Implementation” for newly added Section 11A.14;
54. Adding a subtitle “**City Policy** Transition” for newly added Section 11A.14.1;

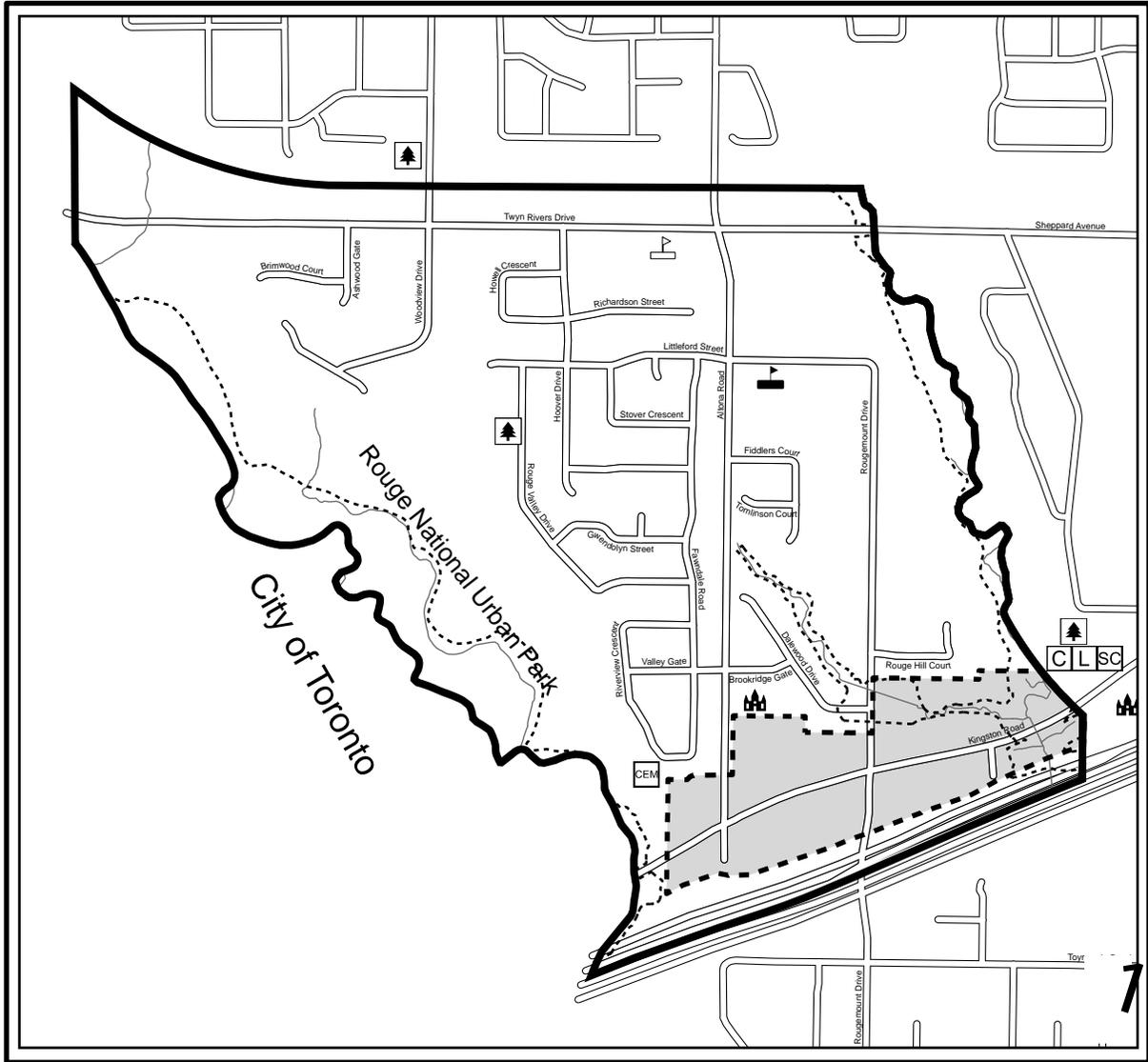
55. Adding a subtitle “**City Policy** Economic Development” for newly added Section 11A.14.2;
56. Adding a subtitle “**City Policy** Community Improvement Plan” for newly added Section 11A.14.3;
57. Adding a new sentence after the 2nd paragraph at the beginning of Part 3, Chapter 12 – Urban Neighbourhoods, to indicate that neighbourhood population targets will be updated through the City’s conformity amendment for A Place to Grow, to read as follows:
- “Note: The year increments and the population targets for the Neighbourhoods will be adjusted and updated through the completion of the City’s Growth Plan conformity amendment.”
58. Revising the informational paragraphs below the Description of Neighbourhood 5: Rougemount, in Part 3, Chapter 12 – Urban Neighbourhoods, 3rd and 7th bullets to read as follows:
- Consists of primarily detached dwellings on large lots north of the Kingston Mixed Corridor; a transitioning Intensification Area along Kingston Road; and also includes two an elementary schools, a two neighbourhood parks, two and a places of worship and a library.
 - City Council has adopted “Kingston Mixed Corridor and Brock Mixed Node Urban Design Road Corridor Development Guidelines”, which guidelines apply to the lands along Kingston Road Corridor through this Neighbourhood.”
59. Revising Map 15, Neighbourhood 5: Rougemount, as illustrated on Appendix I to this Revision.
60. Revising the informational paragraphs below the Description of Neighbourhood 6: Woodlands, in Part 3, Chapter 12 – Urban Neighbourhoods, 1st through 4th and 7th and 8th bullets to read as follows:
- “Is bounded by Petticoat Creek, the C.N. rail line, an open space area associated with the Amberlea Farms Watercourse east of the Highway 401 ramps to Kingston Road, and Highway 401.
 - Old Forest Road, Highbush Trail and Rosebank Road originally settled between 1900 and 1940; ~~more recent subdivisions activity occurred~~ were developed east of Rosebank Road in the 1980s; an apartment building was constructed at the northeast corner of Whites Road and Kingston Road in the 1990s; properties along Kingston Road and a segment of Whites Road are recognized as an Intensification Area.

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

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

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

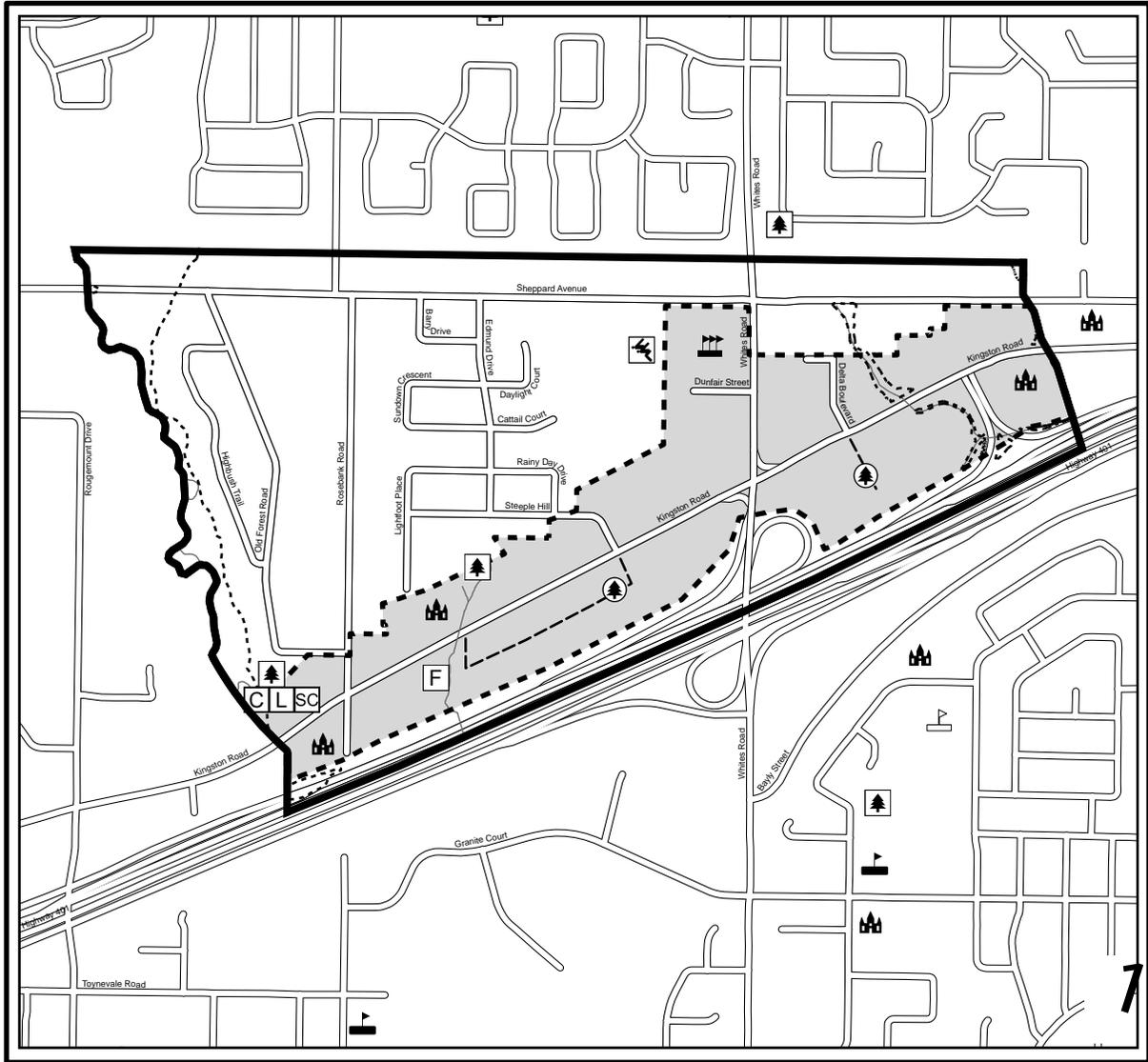
Map 15: Neighbourhood 5: Rougemount



Legend

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

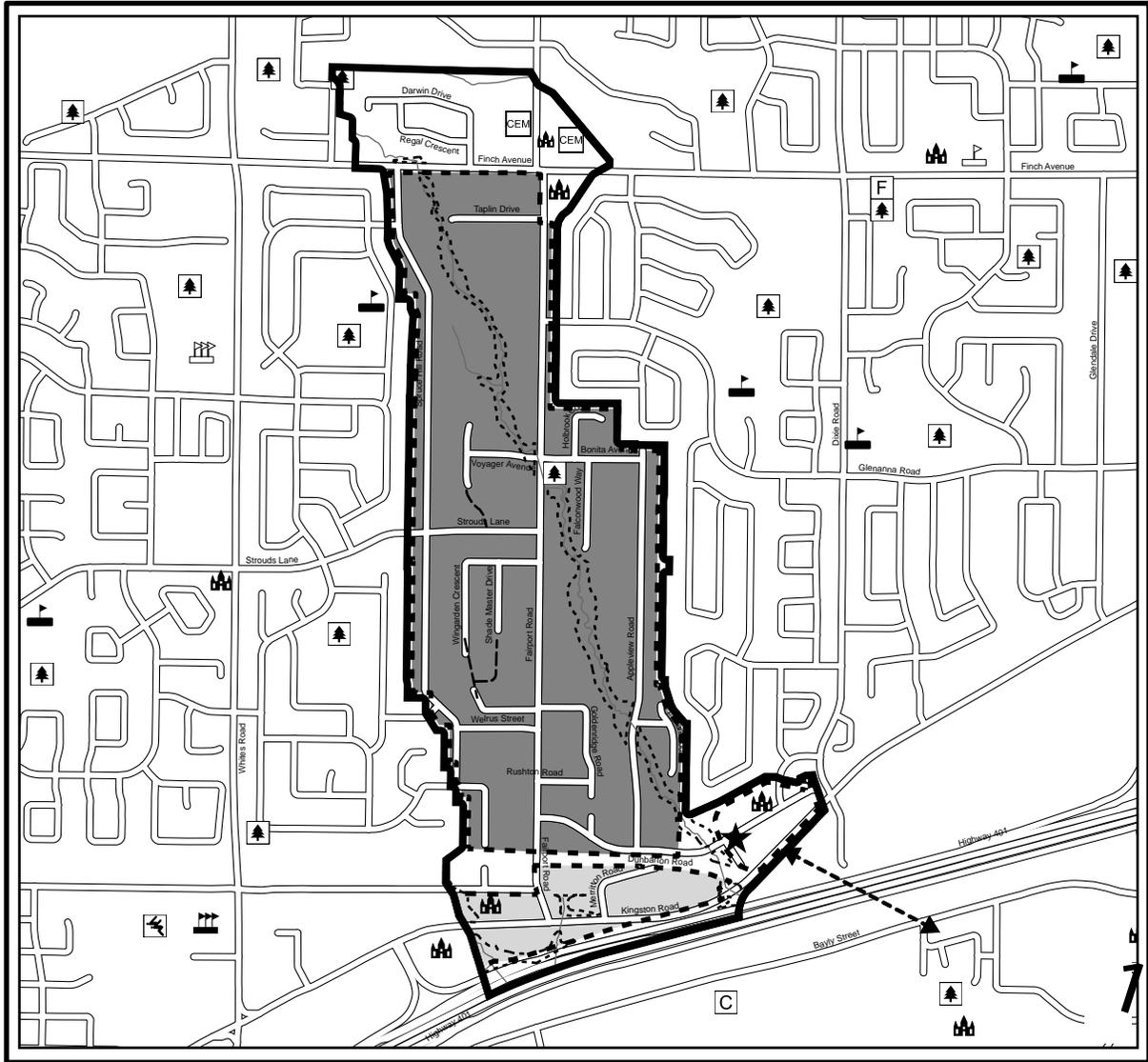
Map 16: Neighbourhood 6: Woodlands



Legend

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

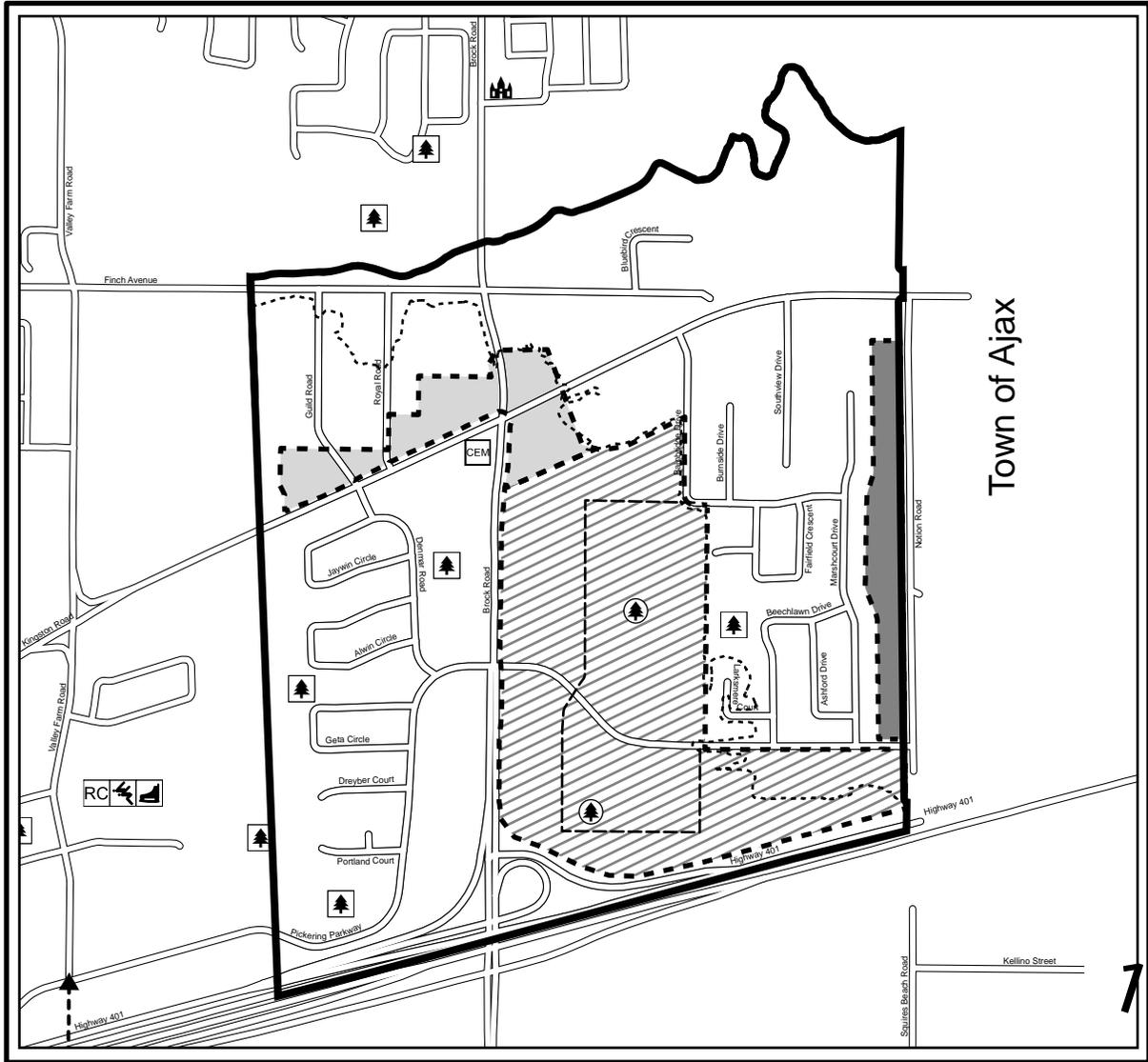
Map 17: Neighbourhood 7: Dunbarton



Legend

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

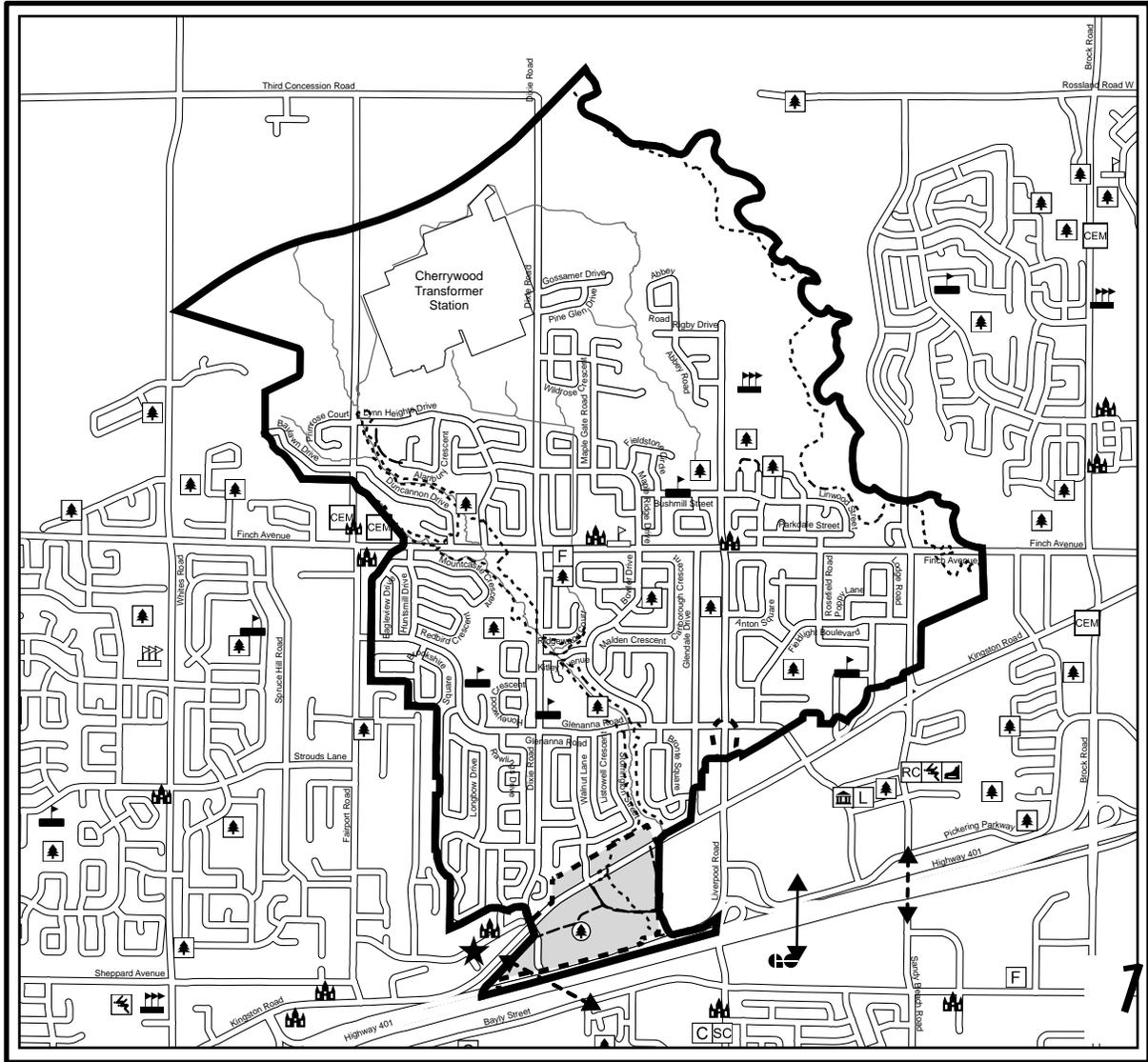
Map 19: Neighbourhood 9: Village East



Legend

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

Map 22: Neighbourhood 12: Liverpool



Legend

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