

This document contains excerpts of proposed text and mapping changes to the Pickering Official Plan to implement the Council-endorsed Kingston Road Corridor and Specialty Retailing Node Intensification Plan. Other than headings which are shown in bold for ease of reading, proposed new or changed text is identified in **bold**.

This is a consolidation of the proposed Official Plan Amendment 38 and Informational Revision 26 to the Pickering Official Plan and illustrates the resulting proposed Official Plan text and mapping for associated sections within the Pickering Official Plan. This is for convenience purposes only. For detailed information on specific changes and deletions, please refer to the official proposed Official Plan Amendment and Informational Revision (Appendix I & II to Information Report 13-20).

Draft

Excerpts from Chapter 2 – The Planning Framework

South Pickering Urban Area

By the beginning of 1996, the South Pickering Urban Area had a population of over 70,000 people, and an estimated 25,000 jobs. At around that time, forecasts undertaken for the Greater Toronto Area (GTA) and the Region of Durham projected an increase of about 30,000 people and 24,500 jobs in South Pickering by 2021.

The time horizon for this Plan is 20 years (up to the year 2016). Over this period of time, and consistent with the GTA and Durham projections, it is estimated that an additional 31,000 people and 26,000 jobs will be accommodated in the South Pickering Urban Area. Properly planned, this increase in people and jobs will help produce a more “complete” and liveable urban area.

City Policy

South Pickering Urban Area
Population Target

2.10 City Council:

- (a) adopts a population target for the South Pickering Urban Area of 100,500 people for the year 2016; and
- (b) shall endeavour to accommodate this population over the time frame of the Plan generally as set out in Table 1;
- (c) despite Sections 2.10(a) and (b), adopts a population target for the City Centre of 13,500 people for the year 2031; and
- (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.**

The residential population in the City Centre was approximately 5,100 for the year 2011

City Policy

South Pickering Urban Area
Employment Target

2.11 City Council:

- (a) adopts an employment target for the South Pickering Urban Area of 51,200 jobs for the year 2016;
- (b) despite Section 2.11(a) adopts an employment target for the City Centre of 13,500 jobs for the year 2031; 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**
- (d) shall endeavour to accommodate urban employment in the South Pickering Urban Area as follows:
 - (i) primarily in Mixed Use Areas and Employment Areas as designated on Schedule I to this Plan; and
 - (ii) as home occupations in Urban Residential Areas;

Draft

Excerpts from Chapter 3 – Land Use

City Policy

Land Use Objectives

3.2 City Council shall:

- (a) establish appropriate land use designations and policies for all lands in the City;
- (b) promote Kingston Road as the City's "mainstreet";
- (c) promote the City Centre as the City's main focus for business, employment, entertainment, shopping, major community and cultural uses, major indoor recreational facilities, high density residential accommodation, and as an Anchor Mobility Hub for integrated transit service including GO transit, regional rapid transit and local bus service;
- (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;**
- (e) promote a land use pattern in urban areas in support of compact urban form, active transportation, placemaking, public transit and energy conservation;
- (f) while maintaining the character of stable residential neighbourhoods, increase the variety and intensity of land uses and activities in the urban area, particularly on lands designated Mixed Use Areas, and Employment Areas;

Metrolinx's Regional Transportation Plan identifies the City Centre as an Anchor Mobility Hub - a major transit station area that includes the Pickering GO Station and bus bays for Durham Transit, and which is recognized and planned as a place of connectivity between regional and rapid transit services and where different modes of transportation come together.

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)

- (g) while maintaining rural character and preserving agricultural land, increase the variety and intensity of land uses and activities in the rural area, particularly in Rural Hamlets;
- (h) protect the significant and sensitive natural resources within and outside the City's Natural Heritage System from inappropriate land uses and activities; and
- (i) involve residents, business-people, landowners, relevant public agencies, and other interested groups and individuals in land use decisions affecting the City.

City Policy

Table 2: Land Use Categories and Subcategories

Table 2		
Land Use Category	Criteria for Determining Subcategories	Land Use Subcategories
Open Space System	The area's ability to withstand human activity without impairing significant ecological functions or endangering human life/property and locations within the Oak Ridges Moraine Natural Linkage and Core Areas and the Greenbelt Natural Heritage System, and the Natural Heritage System outside the Oak Ridges Moraine and the Greenbelt Plan.	Natural Areas Active Recreational Areas Marina Areas Oak Ridges Moraine Natural Core Areas Oak Ridges Moraine Natural Linkage Areas Seaton Natural Heritage System
Mixed Use Areas	The location, scale and relative number of people served by the Mixed Use Area	Local Nodes Community Nodes Mixed Corridors Kingston Mixed Corridor Brock Mixed Node City Centre
Employment Areas	The intended mix of uses, operational requirements, and design/performance standards of the area	General Employment Prestige Employment Mixed Employment
Urban Residential Areas	The minimum and maximum number of residential dwellings permissible in the area	Low Density Areas Medium Density Areas High Density Areas
Rural Settlements	The relative size, mix of uses, and character of the settlement and locations within the Oak Ridges Moraine	Country Residential Rural Clusters Rural Hamlets Oak Ridges Moraine Rural Hamlets
Freeways and Major Utilities	The opportunity to accommodate additional uses or activities in the area	Potential Multi-Use Areas Controlled Access Areas

Table 2		
Land Use Category	Criteria for Determining Subcategories	Land Use Subcategories
Prime Agricultural Areas	Areas where prime agricultural lands predominate. Prime agricultural lands include specialty crop areas and/or Canada Land Inventory Classes 1, 2 and 3 lands, in this order of priority for protection. Prime Agricultural Areas also include Canada Land Inventory Class 4 through 7 lands, and additional areas where there is a local concentration of farms which exhibit characteristics of ongoing agriculture.	Prime Agricultural Areas
Oak Ridges Moraine Countryside Areas	not applicable	no subcategories
Hamlet Heritage Open Space	not applicable	no subcategories
Proposed Airport Site	not applicable	no subcategories
Study Areas	The location of the area, either urban or rural	Urban Study Areas Rural Study Areas

Mixed Use Areas

Mixed Use Areas are areas and corridors of development having the highest concentration of activity in the City and the broadest diversity of community services and facilities. Mixed Use Areas permit a wide variety of uses for residents, business-people and visitors, including residential, retail, commercial, business, office, service, recreational, community and cultural uses.

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 three primary Mixed Use Areas: the City Centre; Brock Mixed Node; and the Mixed Corridor along Kingston Road, the City’s mainstreet.**

City Policy

Table 4: Relationship Between Regional Official Plan and Pickering Official Plan – Mixed Use Areas

Table 4	
Regional Plan Categorization	Pickering Plan Designation
Urban Growth Centres	City Centre
Community Centres	Community Nodes
Neighbourhood Centres	Local Nodes
Corridors	Mixed Corridors
	Kingston Mixed Corridor
	Brock Mixed Node

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.

To ensure the Mixed Use Areas are appropriately sized relative to the people and area intended to be served, minimum and maximum residential densities, maximum floorspace limits for the retailing of goods and services, and maximum building floor space indices are established for each of the subcategories.

City Policy

Mixed Use Areas

3.6 City Council:

- (a) shall recognize as Mixed Use Areas on Schedule I, lands that have or are intended to have the widest variety of uses and highest levels of activities in the City;
- (b) may zone lands designated Mixed Use Areas for one or more purposes as set out in Table 5, and in so doing will apply appropriate performance standards, restrictions and provisions, including those set out in Table 6;
- (c) in establishing performance standards, restrictions and provisions for Mixed Use Areas, shall have particular regard to the following:

Development is controlled through the use of performance standards, restrictions and other provisions. Development controls generally fall into two categories:

- (i) **specification controls** that spell out precisely how a property may be used or developed (e.g., a zoning by-law); and
- (ii) **performance controls** that provide information on how a property must function or “perform” regardless of use (e.g., a noise by-law).

Both types of controls are needed to effectively regulate development.

- (i) encouraging development in an integrated manner for a wide variety of uses and purposes; and
 - (ii) encouraging intensification over time, up to the maximum net residential densities and maximum floorspace indices;
- (d) despite Section 3.6(c)(ii) and Table 6, may limit net residential densities, floorspace indices, and gross leasable floorspace for the retailing of goods and services below the maximums set out in the Table:
- (i) to address concerns related to such matters as design, compatibility and scale of development; and
 - (ii) in response to provisions specified in a Part 3 Neighbourhood Plan (Chapter 12);
- (e) despite Section 3.6(c)(ii) and Table 6, may permit net residential densities and floorspace indices below the minimums set out in the Table, 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 the Table;
- (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) shall ensure Mixed Use Areas are designed and developed consistent with:
- (i) the community design provisions of this Plan (Chapters 9 and 14);
 - (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."**

City Policy

Table 5: Mixed Use Areas:
Permissible Uses by Subcategory

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.)
Local Nodes	Residential; Retailing of goods and services generally serving the needs of the surrounding neighbourhoods; Offices and restaurants; Community, cultural and recreational uses; Community gardens; Farmers' markets.
Community Nodes	Community gardens; Farmers' markets; All uses permissible in Local Nodes, at a larger scale and intensity, and serving a broader area.
Kingston Mixed Corridor	Limited medium density residential, as part of a mixed use development; High density residential; Retailing of goods and services; Offices and restaurants; Hotels; Community, cultural and recreational uses; Community gardens; Farmers' markets.
Other Mixed Corridors	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.
Brock Mixed Node	Limited medium density residential, as part of a mixed use development; High density residential; Retailing of goods and services; Offices and restaurants; Hotels; Community, cultural and recreational uses;

Table 5	
	Community gardens; Farmers' markets;
City Centre	High density residential; Retailing of goods and services; Offices and restaurants; Hotels; Convention Centres; Community, cultural and recreational uses Community gardens; Farmers' markets.

City Policy

Table 6: Mixed Use Areas: Densities and Floor Areas by Subcategory

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)
Local Nodes	over 30 and up to and including 80	up to and including 10,000	up to and including 2.0 FSI
Community Nodes	over 80 and up to and including 140	up to and including 20,000	Up to and including 2.5 FSI
Kingston Mixed Corridor	over 60	determined by site-specific zoning	over 0.75 and up to and including 2.5 FSI
Other Mixed Corridors	over 30 and up to and including 140	determined by site-specific zoning	up to and including 2.5 FSI
Brock Mixed Node	over 80	determined by site-specific zoning	over 0.75 and up to and including 2.5 FSI
City Centre	over 80	up to and including 300,000	over 0.75 and up to and including 5.75

Excerpts from Chapter 4 – Transportation

City Policy

Priority Pedestrian/Cyclist Connections

- 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.**

City Policy

Provincial Assistance

- 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 overpass** for pedestrians and cyclists near the foot of Dixie Road to link Frenchman's Bay with the Dunbarton Neighbourhood; and
 - (b) to assist, financially and otherwise, in constructing an additional pedestrian/cyclist bridge over Highway 401 to support the Anchor Mobility Hub;
 - (c) to minimize the potential barrier effect of the proposed Highway 407/Transitway by providing for appropriate vehicular, cyclist and pedestrian crossings at all existing north south roads in Pickering;
 - (d) to complete the route planning study of the proposed freeway link between Highway 401 and Highway 407/Transitway in the vicinity of Durham Regional Road 23, and to ensure the expeditious construction of that link; and
 - (d) as an immediate priority, fund the completion of an Environmental Assessment to determine the technically preferred alignment for a freeway connection between Highways 401 and 407, west of the Rouge River.

Excerpts from Chapter 5 – Economic Objectives

City Policy

Economic Objectives

5.2 City Council shall:

- (a) support local businesses, create more local jobs, and diversify the City's economic base;
- (b) identify, attract and support businesses that can provide local employment opportunities that are socially and ecologically responsible, and that operate in a global economic setting;
- (c) provide a wide range of locations for economic activities;
- (d) improve the balance between the City's residential and commercial-industrial tax base; and
- (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.**

Major Office

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)