

**AMENDMENT 18 TO THE**

**PICKERING OFFICIAL PLAN**

**(REVISED BY COUNCIL ON MAY 19, 2009 AND APPROVED BY THE  
ONTARIO MUNICIPAL BOARD ON NOVEMBER 4, 2009)**

## AMENDMENT 18 TO THE PICKERING OFFICIAL PLAN

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- PURPOSE:** The purpose of the amendment is to implement City Council's endorsement of the recommendations of the Final Duffin Heights Environmental Servicing Plan (ESP) that include: widening and reconfiguring the natural heritage system, changing the designation from *Low Density Areas* to *Medium Density Areas* for lands located west of Tillings Road, replacing the *Type C arterial road* network with a *Collector road* network, realigning the configuration of the future extension of Valley Farm Road to connect to Brock Road, replacing the designation of *Prestige Employment* with *Natural Areas* for lands north of Taunton Road, recognizing the Pickering Golf Course and incorporating sustainability and urban design objectives.
- LOCATION:** The Duffin Heights Neighbourhood, as defined by the Pickering Official Plan, is approximately 516 hectares in size and is bordered by the Canadian Pacific Railway line to the north, Ontario Gatineau Hydro Corridor to the south, the Pickering-Ajax boundary to the east and the West Duffins Creek to the west.
- BASIS:** On October 20, 2008, City Council endorsed the recommendations of the Final Duffin Heights ESP prepared by Sernas Associates on behalf of Mattamy Homes, Cougs (Tillings) Investments Limited and the Ontario Realty Corporation. The completion of the ESP is a necessary prerequisite to the consideration and approval of development applications in Duffin Heights.
- The ESP provides detailed information on the development limits, servicing requirements and recommendations to protect and enhance the natural heritage system including appropriate ecological buffers and water management.
- Also, City staff, in consultation with the Planning Partnership, has revised the Development Guidelines for the Duffin Heights Neighbourhood. These revisions include enhanced environmental resources, urban design and community planning principles. Revision to the tertiary maps include: reducing the number of schools and neighbourhood parks, identifying the general location of stormwater management facilities, village greens and pedestrian routes.

**ACTUAL  
AMENDMENT:**

The Pickering Official Plan is hereby amended by:

1. **Amending Schedule I – Land Use Structure by:**
  - **increasing the amount and revising the configuration of the “Open Space System - Natural Areas” designation;**
  - **replacing “Urban Residential Areas - Low Density Areas” designation with the “Urban Residential Areas – Medium Density Areas” designation for lands west of Tillings Road;**
  - **reducing the amount and revising the configuration of the “Urban Residential Areas – Medium Density Areas” designation for lands north of Old Taunton Road;**
  - **replacing the “Urban Residential Areas – Low Density Areas” designation with the “Urban Residential Areas – Medium Density Areas” designation and “Open Space System - Natural Areas” designation for lands south of Old Taunton Road;**
  - **replacing the “Employment Areas – Prestige Employment” designation with the “Open Space System - Natural Areas” designation for lands north of Taunton Road;**
  - **replacing the “Urban Residential Areas - Low Density Areas” designation and a portion of the “Open Space System - Natural Areas” designation with “Open Space System - Active Recreational Areas” designation to reflect the Pickering Golf Course;**

**as illustrated on Schedule ‘A’ attached to this Amendment.**

2. **Amending Schedule II - Transportation System for the roads subject to the proposed amendment by deleting segments of two Type ‘C’ arterial roads, realigning the configuration of the future extension of Valley Farm Road and adding a grid network of collector roads as illustrated on Schedule ‘B’ attached to this Amendment.**

**3. Amending the text of the Official Plan by:**

(NEW TEXT SHOWN AS UNDERLINED TEXT, DELETED TEXT SHOWN AS STRIKOUT TEXT AND RETAINED TEXT SHOWN AS UNCHANGED TEXT)

**3.1 Revising Section 2.10 by replacing “...102,400 people...” with “...100,500 people...”**

**3.2 Revising Table 1 by striking out the population targets for the years 2006, 2011 and 2016 for “Duffin Heights” and “Total Population Targets: South Pickering Urban Area” and replacing the targets as follows:**

TABLE 1					
SOUTH PICKERING URBAN AREA	POPULATION TARGETS BY YEAR				
Neighbourhood	1996	2001	2006	2011	2016
15 Duffin Heights	100	100	<del>3100</del> 100	<del>5,800</del> 500	<del>9,500</del> 2,500
Total Population Targets: South Pickering Urban Area	71,350	78,100	<del>87,900</del> 84,900	<del>97,200</del> 91,900	<del>107,500</del> 100,500

**3.3 Revising Section 11.17 by deleting existing subsections (b), (c), (f), (i), (j)(i) and (j)(ii); revising existing subsections (d) and (h); adding new subsections (e), (f), (g), (i), (j), (k), (l), (m), (n) and (o); and renumbering the remaining subsections such that section 11.17 now reads as follows:**

“11.17 City Council shall,

- (a) encourage the appropriate and timely disposition of Provincially-owned lands that are not environmentally sensitive;
- ~~(b) support and encourage the Region of Durham, in co-operation with C.P. Railway, to construct a grade separation between Brock Road and the rail line;~~
- ~~(c) require that Old Taunton Road remain a through road prior to, during, and following construction of the grade separation between Brock Road and the rail line;~~
- ~~(d)~~ (b) consider establishing, by amendment to this Plan, alternate land uses for tablelands in the vicinity of Valley Farm Road and the Third Concession Road, so long as these lands are not used for the receipt or disposal of waste, and providing an appropriate study is done to the satisfaction of the City, which shall include:
  - (i) a planning/design review that addresses the compatibility of the proposed alternate land uses with abutting land uses, both existing and proposed;
  - (ii) an environmental review that identifies significant natural features and functions, and defines developable limits;
  - ~~(iii) a transportation review that assesses the feasibility of a proposed northerly extension of Valley Farm Road through the lands, and if feasible, determines an appropriate corridor for this extension;~~
  - (iv) an archaeological assessment that identifies whether any significant archaeological resources are present on the land, and recommends appropriate measures to protect, excavate, or otherwise deal with these resources; and
  - (v) any other matters Council deems appropriate;

- (e) (c) despite section 11.2 (a) of this Plan, require the completion of development guidelines for the westerly Detailed Review Area prior to permitting new uses within the Area;
- (f) ~~recognize that significant water supply, sanitary sewerage and arterial road infrastructure is required for the development of this neighbourhood. Further, such infrastructure will service designated development area elsewhere in the Pickering urban area. In consideration of this, development is permitted in the Duffin Heights Neighbourhood subject to the following:~~
- (i) ~~development in this neighbourhood shall be serviced with water, sewer and arterial road infrastructure that is provided in a fiscally responsible manner;~~
  - (ii) ~~development in this neighbourhood will be undertaken through sequential extension of water and sewer infrastructure. Road infrastructure will be provided in a manner that supports the development of this neighbourhood as well as the needs of the overall arterial road network;~~
  - (iii) ~~prior to the approval of one or more of the following development applications:~~
    - (A) ~~Plan of Subdivision;~~
    - (B) ~~Condominium Description;~~
    - (C) ~~Consent;~~
    - (D) ~~Part Lot control;~~
    - (E) ~~Zoning By-law amendment;~~
- ~~the Region will be satisfied that such applications will not cause an undue impact on the financial ability of the Region to provide such infrastructure, including the impact on Development Charges, General Tax Levy and User Rates;~~

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- (iv) ~~the Region will be satisfied that the cost of the development are within the financial capability of the Region through a number of mechanisms which may include but are not limited to:~~
    - (A) ~~conditions to be included in any of the above noted development applications, where applicable;~~
    - (B) ~~satisfactory financial arrangements which may include agreements with the City of Pickering, landowners, the Provincial Government or others; and~~
    - (C) ~~the implementation of satisfactory arrangements under the Development Charges Act (1997);~~
  - ~~(g)~~ (d) require that an appropriate right-of-way be protected to accommodate a future continuous (free-flow) east-west traffic movement for Third Concession/Rossland Extension west from Brock Road over the West Duffins Creek;
  - (e) require a broad mix of housing by form, location, size, and affordability within the neighbourhood;
  - (f) require road designs to be consistent with the road profiles identified in the Duffin Heights Development Guidelines;
  - (g) prohibit individual private driveway access from lands on either side of collector roads in the neighbourhood, and from local roads adjacent to the Mixed Corridor for grade-related dwelling units;
  - (h) for lands designated Mixed Use Areas – Mixed Corridor,

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- (i) require new development to provide a strong and identifiable urban image by establishing buildings closer to the street, providing safe and convenient pedestrian access, and encourage requiring all buildings to be the construction of multi-storey buildings;
  - (ii) require commercial development to provide a second storey functional floor space with three storey massing;
  - (iii) require higher intensity multi-unit housing forms on lands adjacent to Brock Road and restrict grade related residential development to lands adjacent to collector or local roads;
  - (iv) support shared access points between properties along Brock Road in order to minimize access points along Brock Road, in consultation with the Region of Durham;
  - (v) may require a Trip Generation Study, an Internal Traffic Flow Plan and Access Management Plan subject to the satisfaction of the Region of Durham and City;
  - (vi) despite section (g)(iii) above, provisions for higher intensity residential development do not apply to lands adjacent to the C.P. Railway underpass;
  - (vii) require applicants of new development to submit a Development Concept Report illustrating interim and final plans to accommodate intensification over time and ultimate build-out;

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- (viii) despite sections 3.6 (a) and Table 5 of Chapter 3, not permit the establishment of:
- single or semi detached dwelling units; and
  - drive-through facilities, either stand-alone or in combination with other uses;
- (ix) despite sections 3.6(b), 11.17 (e)(ii) and 15.38, and Table 5 of Chapter 3, in addition to the existing zoned vacant Petro-Canada lands, being Plan 40R-6962, Part 2, permit the establishment of only one retail gasoline outlet inclusive of gas bars and associated car washes for lands designated Mixed Used Area - Mixed Corridors;
- (ii) ~~identify 'Neighbourhood Focal Points' on the Tertiary Plan contained within the Council-adopted Duffin Heights Neighbourhood Development Guidelines;~~
- (iii)(x) require development within the Focal Points as identified on the Tertiary Plan contained within the Council-adopted Duffin Heights Neighbourhood Guidelines to contribute to the prominence of the intersection; in order to achieve this, Council shall require:
- initial development on each property to occur at the corner of the intersection;

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- ~~(A) shall require the implementing zoning by-laws for developments within Focal Points to include~~ the inclusion of appropriate provisions in the implementing zoning bylaws to addressing such matters as the location and extent of build-to-zones, ~~minimum building height,~~ mix of permitted uses, and required building articulation; ~~and~~
  - ~~(B) in addition to section (A) above, shall utilize the use of~~ other site development features such as building design, building material, architectural features or structures, landscaping, public art and public realm enhancements such as squares or landscaped seating areas to help achieve ~~intersection focal point~~ prominence; and;
  - despite section (g)(ii), all buildings to be a minimum of three functional storeys with four storey massing;
- (xi) require the development of future roads adjacent to the Mixed Corridor designation on both sides of Brock Road to provide alternative access, potential transit routes, and boundaries for the land use designations and; on the east side of Brock Road this will consist of a Collector Road (William Jackson Drive) between Taunton Road and Brock Road; and on the west side of Brock Road, this will consist of a local road between the new northerly east/west Collector Road and the extension of Valley Farm Road and;

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- (i) ~~designate the tableland coniferous and mixed forest located between the valley corridor of the Ganatskaigon Creek and Brock Road as Open System on Schedule I, while recognizing that the exact boundaries of the Open Space System shall be established following the results of an environmental report, in accordance with section 14.4; and~~
- (j) (i) require any developer of lands adjacent to the proponents of new development abutting or containing existing naturalized open space features designated tableland coniferous and mixed forest located between the valley corridor of the Ganatskaigon Creek and Brock Road Natural Areas, to submit an Environmental Report Edge Management Plan to the satisfaction of the City, in consultation with the Toronto and Region Conservation Authority, that must:
- (i) ~~describe and assess the features and functions of the tableland coniferous and mixed forest;~~
- (ii) ~~define the exact boundaries of the Open Space System;~~
- (iii) (i) addresses the protection of the natural heritage features and functions from the impacts of any new development through such matters mechanisms such as appropriate setbacks and/or buffers, tree management, tree preservation, invasive species management, environmental construction management, and stormwater management; and
- (iv) (ii) identifies road and engineering designs that maintain the ecological integrity of the tableland coniferous and mixed forest;
- (j) in the design of stormwater management facilities include where feasible:

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- (i) walking and cycling facilities;  
(ii) rest areas;  
(iii) wildlife passages; and  
(iv) innovative design features such as wetland forebays and outlets;
- (k) in the consideration of development proposals within the neighbourhood:
- (i) where development proposals abut existing uses expected to remain in the long term, the following matters shall be addressed:
- mitigation measures such as grading, tree preservation and edge protection;
  - implementation of the above measures through conditions of draft plan approval, zoning by-law amendments, site plan approvals and other Planning Act tools; and
  - consultation with the adjacent landowner(s) prior to approval of the implementation measures set out above;
- (ii) require conveyance to the City of lands for active transportation uses (e.g. sidewalks, walkways, bike lanes), and shall not consider such conveyance as parkland dedication;
- (iii) encourage rear lanes for residential units at appropriate locations such as major streets to provide streetscapes uninterrupted by garages, driveways and improved safety for multi-use trail users;
- (iv) require residential lots with frontages of 6.0 metres or less to be accessed from rear lanes;

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- (v) require a fine-grain mix of housing types, forms and tenures on a variety of lot frontages to prevent concentrations of lots with small frontages and private driveways in order to create opportunities for improved streetscapes, massing and on-street visitor parking;
- (vi) may reduce local street right-of-way widths to less than 20.0 metres provided the following matters are addressed:
- the proposed right-of-way and pavement width accommodates vehicular needs, services and utilities;
  - the street width is appropriate for the use and form of adjacent development;
  - the street width accommodates the appropriate number of sidewalks (i.e on either one side or both sides of the street) based upon the design of the plan, street function and abutting development;
- (vii) require the submission of a Sustainability Report that demonstrates how the proposal is consistent with the City's Sustainable Development Guidelines;
- (ix) design the local street pattern and walkway connections to enable residents to be within 400 metres walking distance of an existing transit stop/planned transit stop;

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- (x) require the submission of a Functional Servicing and Stormwater Management Report that demonstrates how the proposal is consistent with the Duffin Heights Environmental Servicing Plan to the satisfaction of the Region, City and the Toronto and Region Conservation Authority;
  - (xi) ensure that adequate utility networks are/will be established to serve the anticipated development and phased in a way that is cost-effective and efficient; and
  - (xii) determine appropriate locations for larger, above-ground utility locations and require utilities to be clustered, grouped or imported within streetscape features where possible to minimize visual impact;
  - (l) require applicants to submit a Compensation Report that demonstrates how compensation for areas identified in the Duffin Heights Environmental Servicing Plan has been addressed and how any environmental impacts can be mitigated through the use of best management practices and other appropriate sustainable measures to the satisfaction of the City, in consultation with the Toronto and Region Conservation Authority;
  - (m) despite section 3.5 (a) and Table 3 of Chapter 3, permit only a golf course use or Natural Area use on lands identified as Active Recreational Areas;

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- (n) require the preparation of a Golf Course Environmental Management Plan prior to changing the configuration of the existing golf course that describes the use of best management practices and other appropriate measures to enhance the natural environment to the satisfaction of the City, in consultation with the Toronto and Region Conservation Authority;
- (o) despite section 3.5 (a) and Table 3 of Chapter 3, permit the establishment of a cemetery, mausoleum, columbarium, visitation centre, chapel and reception facility, funeral establishment, crematorium, and related buildings and structures for the existing zoned Duffin Meadows Cemetery located east of Brock Road that is designated Open Space System – Natural Areas;
- (p) require, as a condition of site plan, subdivision or any other development approval, that landowners:
- (i) provide contributions calculated on a per hectare basis of the developable lands to a Fish Habitat Restoration Fund administered by the City for restoring fish habitats as identified in the Duffin Heights Environmental Servicing Plan, in consultation with the Toronto and Region Conservation Authority;
  - (ii) enter into an agreement with the City committing to undertake a monitoring program as outlined in the Duffin Heights Environmental Servicing Plan; and

(iii) become a party to the cost sharing agreement for Duffin Heights or receive an acknowledgement from the Trustee of the Duffin Heights Landowners Group Inc. that the benefitting landowner has made satisfactory arrangements to pay its proportion of the shared development cost;

**IMPLEMENTATION:** The provisions set forth in the Pickering Official Plan, regarding the implementation of the Plan shall apply in regard to this Amendment.

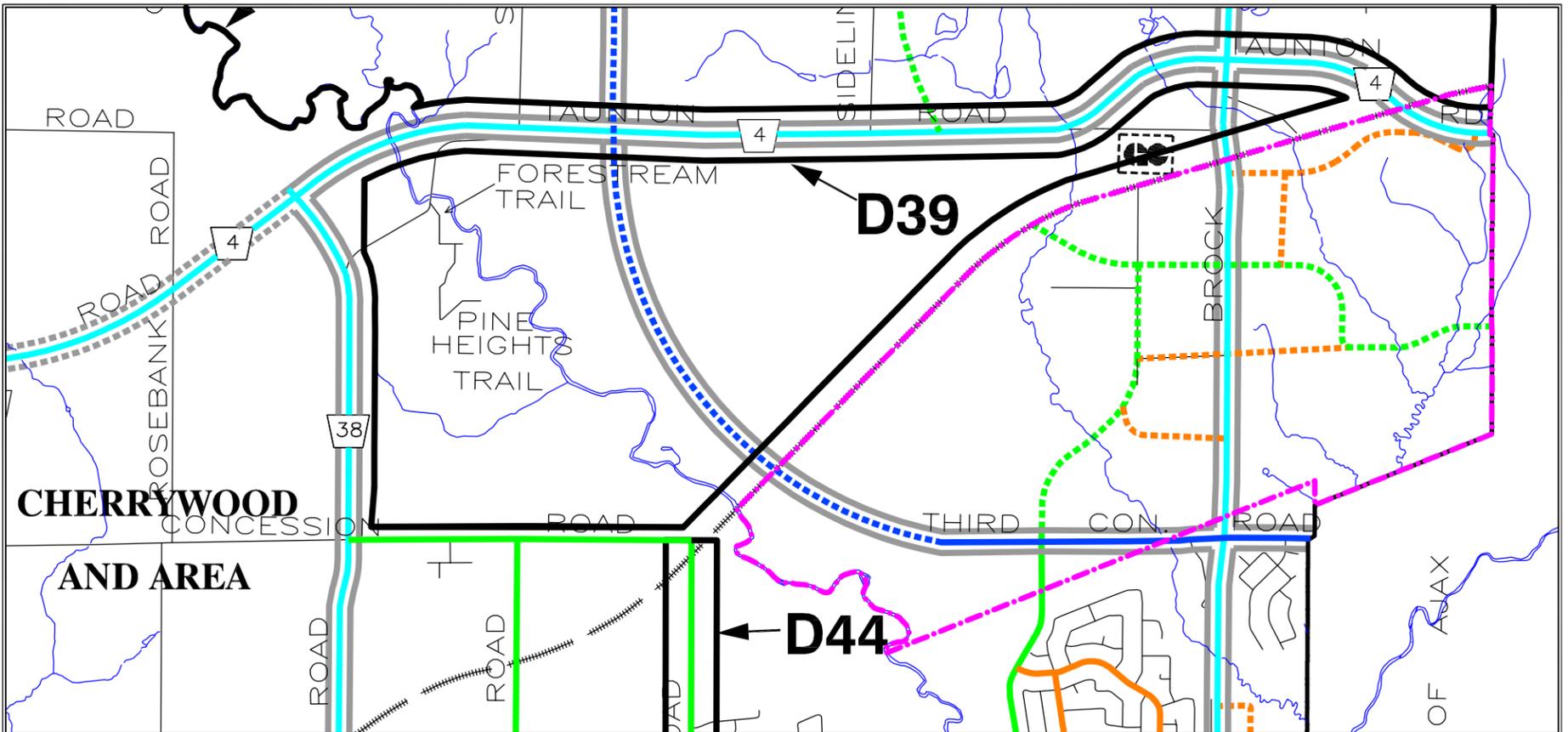
**INTERPRETATION:** The provisions set forth in the Pickering Official Plan regarding the interpretation of the Plan shall apply in regard to this Amendment.

<sup>1</sup> NOTE: For reference, the existing *Schedule I, Land Use Structure*, to the Pickering Official Plan is also attached.

<sup>2</sup> NOTE: For reference, the existing *Schedule II, Transportation System*, to the Pickering Official Plan is also attached.



**SCHEDULE 'A'**  
**EXISTING OFFICIAL PLAN**



**EXTRACT OF**  
**SCHEDULE I TO THE**  
**PICKERING**  
**OFFICIAL PLAN**

**EDITION 5**



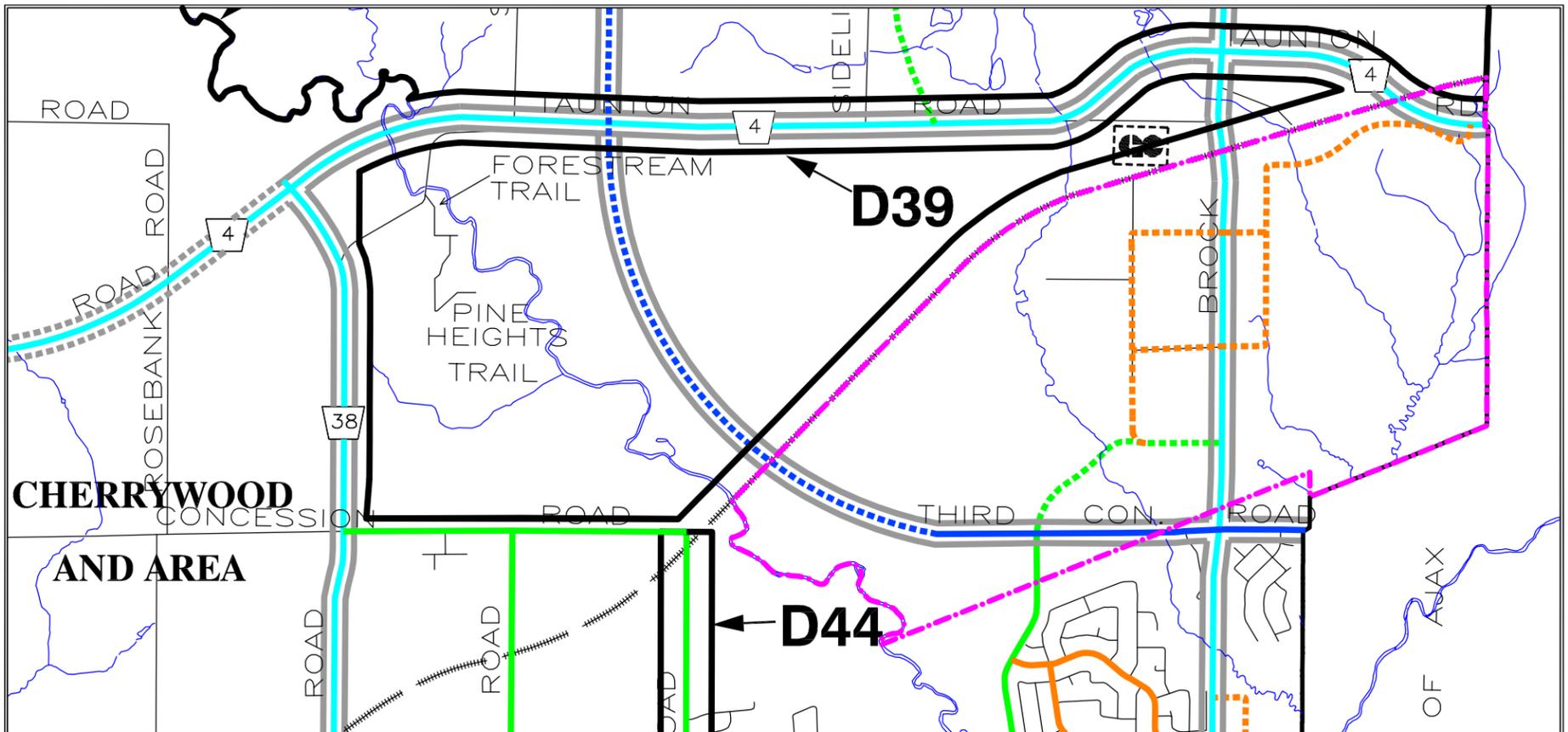
CITY OF PICKERING  
PLANNING & DEVELOPMENT DEPARTMENT  
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THIS MAP FORMS PART OF EDITION 5 OF THE PICKERING OFFICIAL PLAN AND  
MUST BE READ IN CONJUNCTION WITH THE OTHER SCHEDULES AND THE TEXT.

**TRANSPORTATION SYSTEM**

EXISTING		FUTURE	EXISTING	FUTURE
	FREEWAYS			FREEWAY INTERCHANGES
	TYPE A ARTERIAL ROADS			UNDERPASSES/OVERPASSES
	TYPE B ARTERIAL ROADS			RAILWAYS
	TYPE C ARTERIAL ROADS			GO RAIL
	COLLECTOR ROADS			GO STATIONS
	LOCAL ROADS			TRANSIT SPINES
	DUFFIN HEIGHTS			TRANSIT FEEDER SERVICE
				DEFERRALS

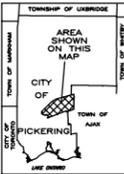


**PROPOSED AMENDMENT- DUFFIN HEIGHTS**



**EXTRACT OF**  
**SCHEDULE I TO THE**  
**PICKERING**  
**OFFICIAL PLAN**

**EDITION ?**



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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.

**TRANSPORTATION SYSTEM**

EXISTING		FUTURE	EXISTING	FUTURE
	FREEWAYS			FREEWAY INTERCHANGES
	TYPE A ARTERIAL ROADS			UNDERPASSES/OVERPASSES
	TYPE B ARTERIAL ROADS			RAILWAYS
	TYPE C ARTERIAL ROADS			GO RAIL
	COLLECTOR ROADS			GO STATIONS
	LOCAL ROADS			TRANSIT SPINES
	DUFFIN HEIGHTS			TRANSIT FEEDER SERVICE
				DEFERRALS

