

PLANNING JUSTIFICATION REPORT

December 2024

DRAFT PLAN OF SUBDIVISION &
ZONING BY-LAW AMENDMENT

TACCGATE Developments Inc.

Part of Lot 22, Concession 4
City of Pickering

PREPARED FOR:
TACCGATE Developments Inc.

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Whitevale Rd

Whitevale Rd

Alexander Knox Rd

Peter Walker

1.0

INTRODUCTION

1.0 INTRODUCTION

Korsiak Urban Planning has been retained by TACCGATE Developments Inc. (TACCGATE) to prepare this Planning Justification Report. Zoning By-law Amendment and Draft Plan of Subdivision applications are required to implement the Pickering Official Plan and permit the development of the lands. The lands are located along the east side of Peter Matthews Drive, south of Alexander Knox Road, within the Wilson Meadows Neighbourhood of Seaton Community (Figure 1 – Aerial Photo), legally referred to as Parcel 24, City of Pickering (hereinafter the “subject property”). TACCGATE has retained the assistance of additional specialized consultants. Our opinions rely on the conclusions of the materials prepared by those specialized consultants. The following plans and reports have been prepared under separate cover in support of the proposed applications, as required following the Pre-Consultation on March 19, 2024, in support of the Zoning By-law Amendment and Draft Plan of Subdivision applications:

- Functional Servicing Report/Preliminary Stormwater Management Report SMD Consultants Inc.
- Traffic Impact Study BA Group
- Noise Study YCA Engineering
- Geotechnical & Hydrogeological Investigation Soil Engineers Ltd.
- Archaeological Assessment ACC (Archaeological Consultants Canada)
- Tree Management Plan R.J. Burnside & Associates Limited
- Environmental Site Assessment Soil Engineers Ltd.

1.1 PURPOSE OF THE REPORT

This Planning Justification Report aims to support the proposed Draft Plan of Subdivision and associated Zoning By-law Amendment for a residential community. The report evaluates its merits in the context of the related planning policies of the Planning Act, the Provincial Planning Statement, the Region of Durham Official Plan, and the City of Pickering Official Plan.

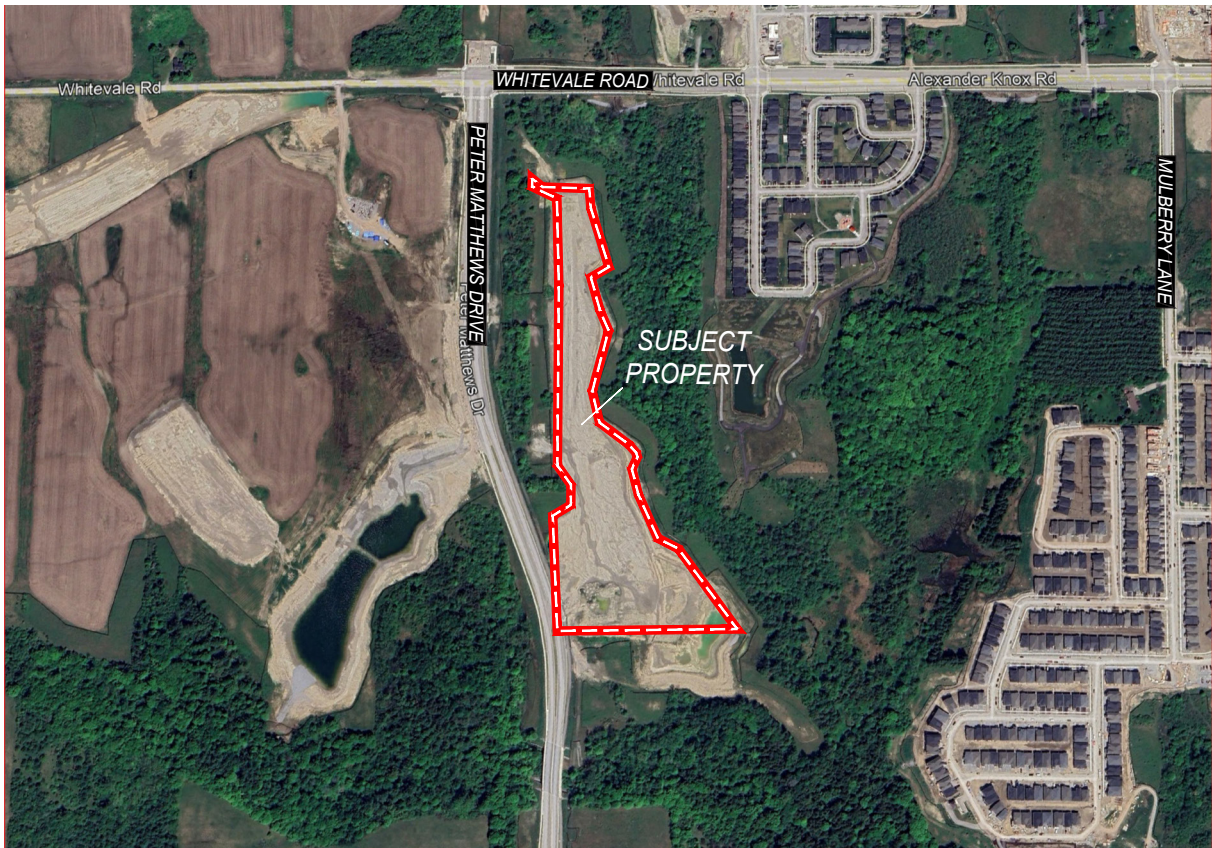


FIGURE 1 - Aerial Photo

1.2 SITE DESCRIPTION AND CONTEXT

The subject property is located along the east side of Peter Matthews Drive, south of Alexander Knox Road, within the Wilson Meadows Neighbourhood of Seaton Community, as shown in Figure 1 - Aerial Photo. The property has an area of approximately 5.47 hectares, is irregular in shape and is vacant.

The subject property is bordered by Natural Heritage System lands to the north, west, and east. At the southern corner is part of an existing stormwater management (SWM) pond. Peter Matthews Drive is located west of the subject property and will provide access to the site. Northeast of the subject property, Mattamy (Seaton) Limited residential subdivision straddles Alexander Knox Road. Lands on the west side of Peter Matthews Drive is a draft-approved mixed-use subdivision also owned by TACCGATE.

Whitevale Rd

Whitevale Rd

Alexander Knox Rd



2.0
PROPOSED
DEVELOPMENT

2.0 PROPOSED DEVELOPMENT

TACCGATE is proposing to develop a low-rise residential subdivision that is consistent with the Pickering Official Plan. Parcel 24 is designated as “Low Density Type 1 Areas” on Seaton Neighbourhood 19: Wilson Meadows Neighbourhood Plan, which permits low density residential uses, including single-detached and street townhouse dwellings. As illustrated in Figure 2 - Draft Plan of Subdivision, the proposed development includes 76 detached dwelling units, 28 street townhouse dwelling units, a stormwater management (SWM) pond, and three open spaces. The primary access to the proposed development is provided from Peter Matthews Drive.

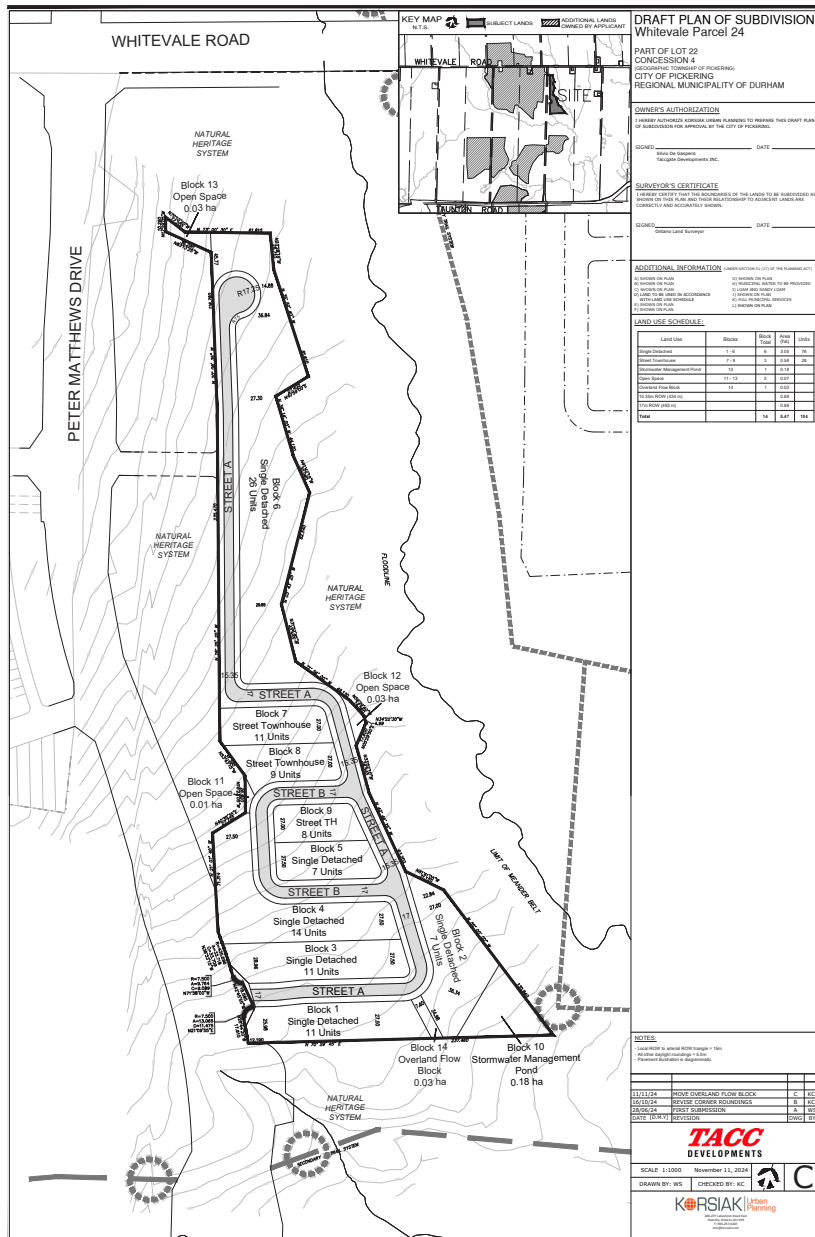


FIGURE 2 - Draft Plan of Subdivision

As illustrated in Figure 2 – Draft Plan of Subdivision, the land uses are as follows:

Land Use	Number of Units	Area (Hectares)
Single Detached	76	3.05
Street Townhouse	28	0.58
Stormwater Management Facilities	N/A	0.18
Open Space	N/A	0.07

Low Density Type 1			
Unit Type	Number of Units	Area (Hectares)	Overall Density (per Hectare)
Single Detached	76	3.05	
Street Townhouse	28	0.58	
Total	104	3.63	29 uph

Open Space Block

Three Open Space Blocks (Blocks 11 to 13), totalling 0.07 hectares, are proposed within the development. These Open Space Blocks located along the boundary of the subject property provide a natural buffer and connections to the adjacent Natural Heritage System. There has been a discussion between TACCGATE and the City regarding the possibility of shifting the proposed Trailhead location (East of the SWM Pond) to the open space block on the east side of Street A that will provide the community a connection to the Seaton trails. These details will be finalized through the Draft Plan Application stage.

Stormwater Management Ponds

A partial SWM pond block (0.18 hectares) is located at the southern corner of the subject property. The pond is existing and provides access to the adjacent trailhead. The SWM Pond is a natural transition to the adjacent Natural Heritage System, protecting its long-term vitality.

Whitevale Rd

Whitevale Rd

Alexander Knox Rd

Peter Matthews Ltd

3.0 POLICY FRAMEWORK

3.0 POLICY FRAMEWORK

3.1 PLANNING ACT, R.S.O, 1990, c.P.13

The Planning Act is provincial legislation that establishes the rules for land use planning in Ontario. The purpose of the Planning Act is to create transparent, efficient and fair planning processes, to promote sustainable development, provide a land use planning system led by Provincial policy, integrate matters of provincial interest into all planning decisions, encourage cooperation and recognize the decision-making authority and accountability of municipal councils. It provides the basis for matters of provincial interest, preparing official plans, regulating and controlling land uses, the division of land, consultation requirements and other planning tools. Planning Act policies applicable to the proposal are described in Appendix A.

The proposal has regard to the matters of Provincial interest under the Planning Act for the following reasons:

- The proposal protects the Natural Heritage System by locating compatible uses (stormwater management and residential) adjacent;
- The proposal directs growth to a Settlement Area and Designated Greenfield Area;
- The proposal makes efficient use of planned infrastructure and service upgrades;
- The proposal adds to the range and type of housing options in the City of Pickering to serve households of different sizes and incomes;
- The proposal connects to proposed roads to the west, and is compatible with adjacent lands;

- The proposal provides a road network supportive of active transportation and connection to the adjacent trails; and
- The proposed development will provide a high quality housing form that promotes a sense of place.

s.51 Plan of Subdivision Approvals

The proposed Plan of Subdivision was evaluated under Section 51 (24) of the Planning Act and satisfies the necessary considerations for a draft plan of subdivision for the following reasons:

- The proposal has regard to matters of Provincial interest by ensuring the orderly development of the community, adding to the available housing, and promoting a well-designed built form;
- The proposal is not premature as it is located within a Settlement Area that is identified for growth;
- The proposal meets the intent of the City of Pickering Official Plan and connects to the proposed road network;
- The proposal facilitates the development of a stormwater management (SWM) pond to meet the servicing needs of the community;
- Adequate public services exist or are planned to service the proposed development; and,
- The proposal makes efficient use of land, infrastructure and services.

3.2 PROVINCIAL PLANNING STATEMENT, 2024

The Provincial Planning Statement (PPS) came into effect on October 20, 2024, replacing the Provincial Policy Statement and the Growth Plan for the Greater Golden Horseshoe. The PPS provides policy direction for municipalities as they make and implement land use and development decisions.

PPS 2024 focuses on the following key matters:

- Building more housing where it's needed
- Making land available for development
- Creating opportunities for economic development and job creation
- Planning for the appropriate transportation, water, sewer and other infrastructure necessary to accommodate current and future needs
- Protecting the environment and important resources including: farmland, water, archeology, cultural heritage, mineral aggregates and petroleum
- Protecting people, property and community resources by directing development away from natural or human-made hazards, such as flood prone areas

The relevant policies are appended to this report (Appendix B), and include excerpts from Sections 2.1 Planning for People and Homes, 2.2 Housing, 2.3 Settlement Areas and Settlement Area Boundary Expansions, 3.1 General Policies for Infrastructure and Public Service Facilities, 3.2 Transportation Systems, 3.9 Public Spaces, Recreation, Parks, Trails and Open Space, and 4.1 Natural Heritage.

The proposed development conforms with the Provincial mandate as set out in the Provincial Policy Statement for the following reasons:

- The proposed development is within a defined Settlement Area;
- The proposal establishes a mix of low densities housing options that efficiently use land, infrastructure and public service facilities;
- The proposed development recognizes the importance of the NHS by locating compatible land uses adjacent; and
- The proposed development connects to a Primary Bikeway and Transit Spine, as well as connects pedestrians to a recreational trail in the NHS.

3.3 ENVISION DURHAM - REGION OF DURHAM OFFICIAL PLAN, 2024

The Region of Durham Official Plan provides policies to ensure an improved quality of life and secure the health safety, convenience and well-being of the present and future residents of the Region. The Plan establishes a future development pattern through the articulation of goals, policies and implementation mechanics. The Region's new Official Plan was approved by the Ministry of Municipal Affairs and Housing on September 3, 2024, replacing the former Official Plan, which was approved in 1993. As shown on Map 1 Regional Structure – Urban & Rural Systems (Figure 3), the subject lands are designated 'Community Areas' and 'Specific Policy Areas' (Specific Policy Area A).

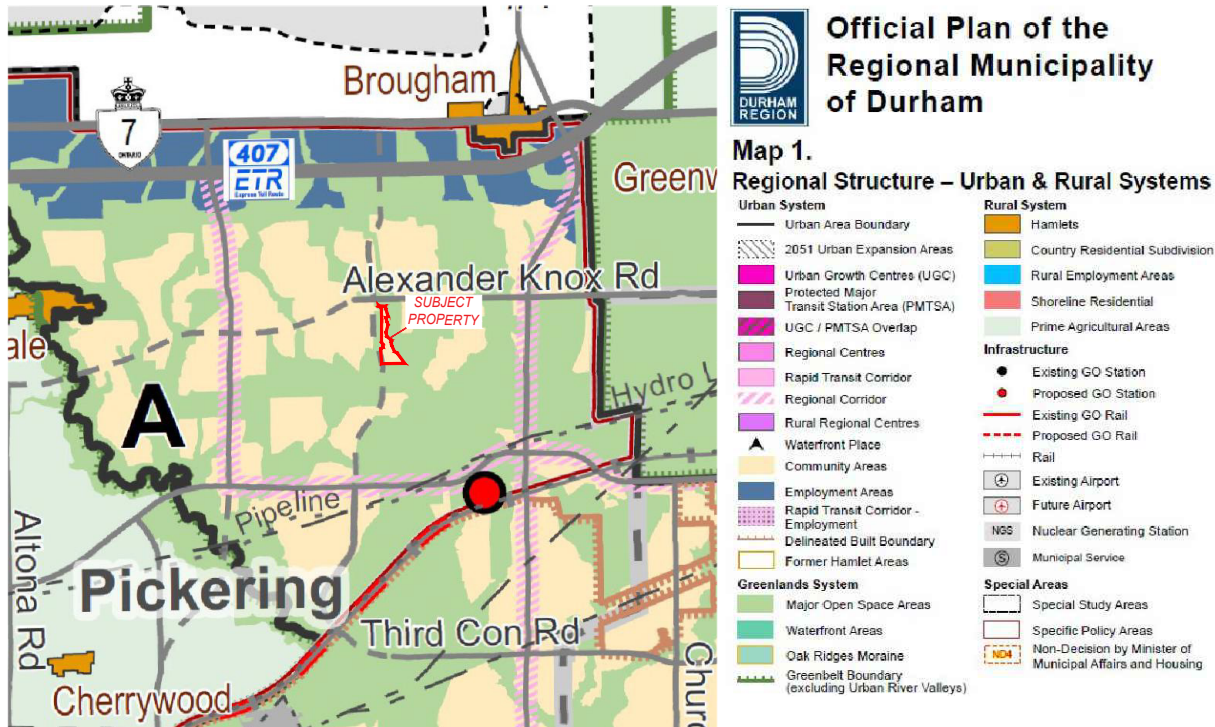


FIGURE 3 - Regional Structure

The Regional policies applicable to this proposal are further described in Appendix C, which includes Section 1.1 General Regional Structure Policies, 3.1 Diverse & Available Supply of Housing, 3.3 Complete Community, 5.1 General Urban System Policies, 5.4 Community Areas, 5.6 Seaton Community, and 9.2 Specific Policy Areas.

The proposed development conforms to the aforementioned policies of Envision Durham for the following reasons:

- The proposal will aid in reaching the population and household numbers outlined in Figure 2 and in Section 5.6.3;
- The proposed development adds to the range of housing options within the Region;
- The proposed development protects the natural environment;
- The proposed development provides appropriate density to support future transit and utilize infrastructure and public service facilities;

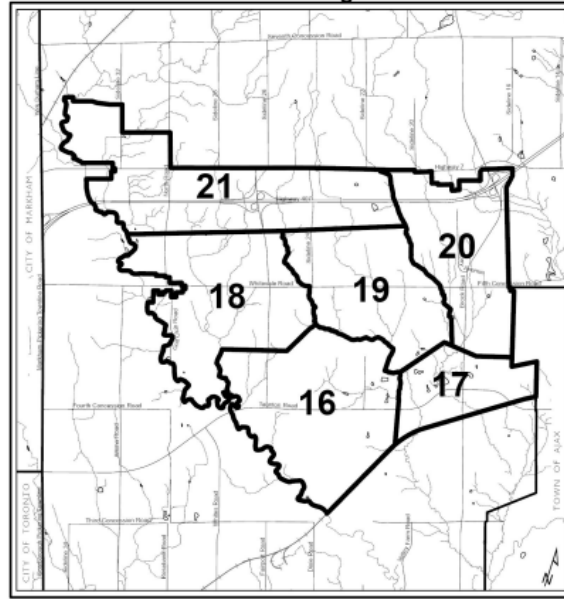
- The proposed development conforms to the Community Areas requirements which provide a range of housing, transportation and lifestyle choices for the Seaton Community; and
- The proposed development also meets the requirements of the Specific Policy Areas by protecting the NHS, providing a range of housing options and using existing infrastructure.

3.4 PICKERING OFFICIAL PLAN

The Pickering Official Plan, Edition 9, was released in March 2022. The Plan provides a vision for the City of Pickering, identifies how the vision can be achieved and presents city policies in order to guide development to fulfill this vision. The subject lands are located within the 'Seaton Urban Area', in 'Neighbourhood 19: Wilson Meadows', as shown on Map 3-B – Central Pickering Seaton Urban Area Neighbourhoods (Figure 4 & Figure 5).

Map 3-B

Central Pickering
Seaton Urban Area Neighbourhoods



- Legend
- | | |
|-------------------|------------------------|
| 16 Lamoureux | 19 Wilson Meadows |
| 17 Brock-Taunton | 20 Thompson's Corners |
| 18 Mount Pleasant | 21 Innovation Corridor |

FIGURE 4 - Central Pickering Seaton Urban Area Neighbourhoods

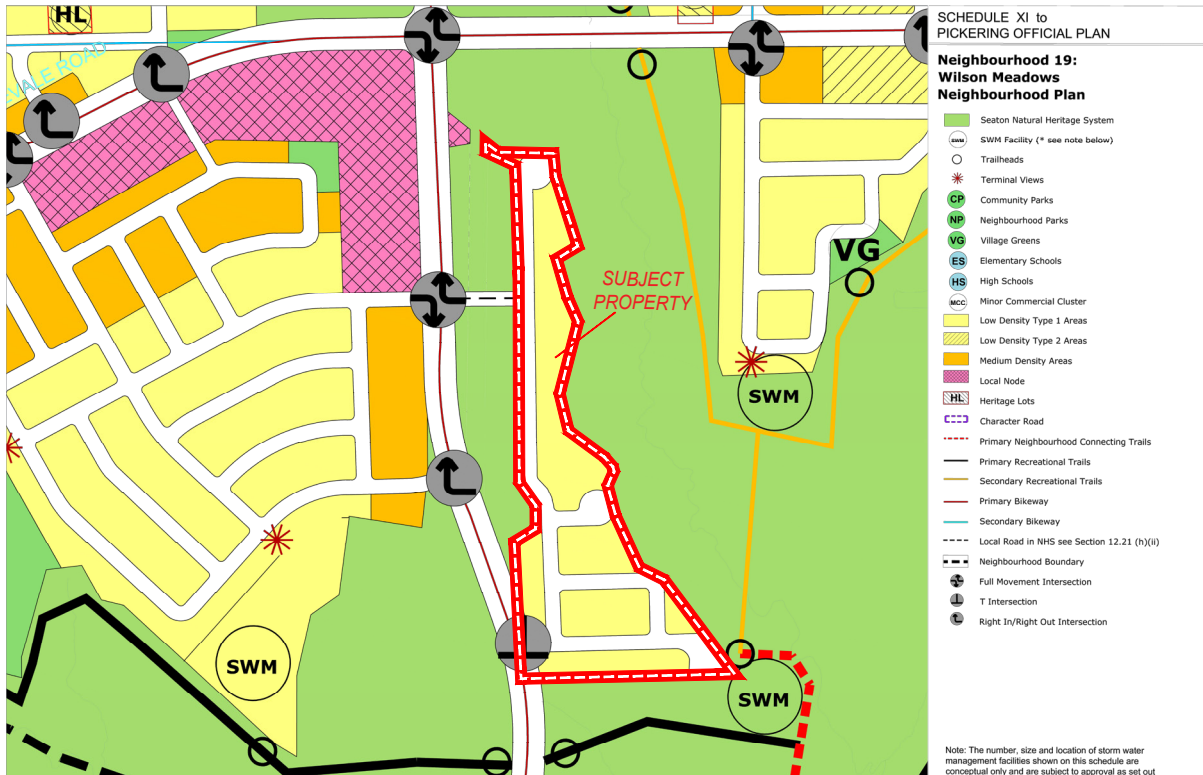


FIGURE 5 - Neighbourhood 19: Wilson Meadows

As shown on Schedule I – Land Use Structure (Figure 6), the subject lands are designated ‘Urban Residential Areas,’ broken down into ‘Low-Density Areas,’ surrounded by the Seaton Natural Heritage System. Whitevale Road (Alexander Knox Road) and Peter Matthews Drive are existing Type B Arterial Roads. Peter Matthews Drive is a ‘Primary Bikeway’ and serves as a ‘Transit Spine’ on Schedule II – Transportation Systems (Figure 7).

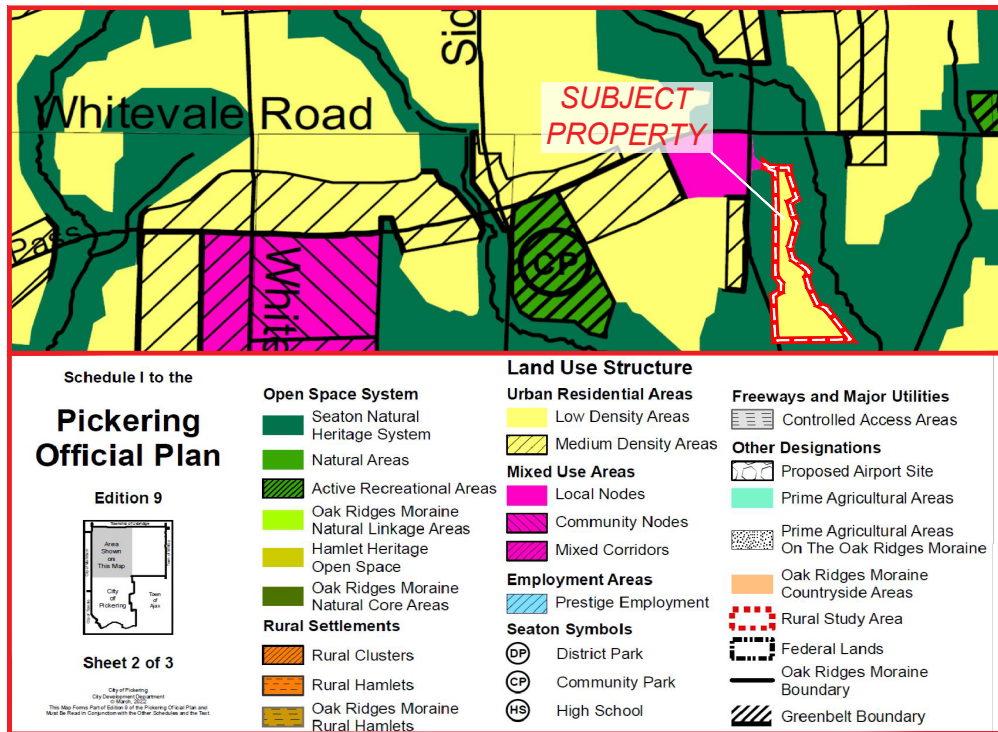


FIGURE 6 - Schedule I - Land Use Structure

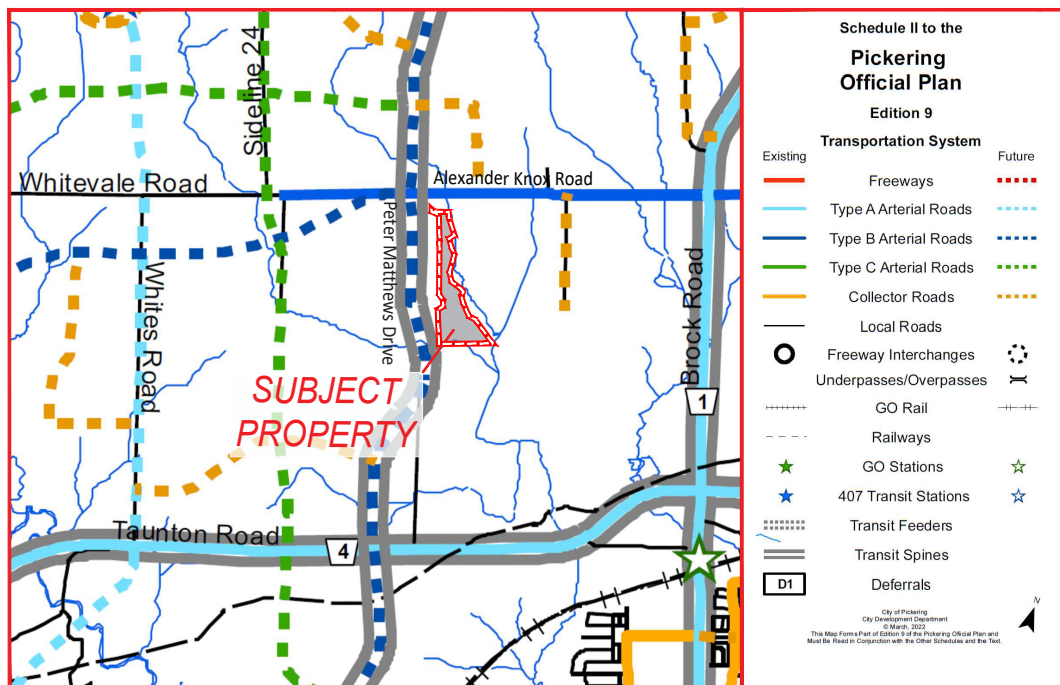


FIGURE 7 - Schedule II - Transportation Systems

The Pickering Official Plan policies applicable to this proposal include the following:

Pickering's Urban System

2.6 City Policy - Urban Goals

City Council adopts the following as its goals for its urban system:

(a) To establish and encourage a "complete" urban area with a wide mix and diversity of uses, activities, experiences and opportunities;
[...]

(c) To provide an adaptable, durable, safe and accessible urban environment; and

(d) To involve residents, business-people, land-owners, relevant public agencies, and other interested groups and individuals in making decisions concerning the urban system.

2.7 City Policy - Urban System

City Council shall:

(a) Encourage a variety of uses in close proximity to one another through a well designed, compact urban form;

(b) Make efficient use of infrastructure, land and services, and facilitate the local economic and social interactions between people;

(c) Increase overall the number and variety of housing, employment, educational, cultural, recreational, and other opportunities and experiences within the urban area;

(d) Direct new residents, jobs and activities to areas where adequate amenities, services and facilities either exist or will be provided; and
[...]

The Urban System comprises three adjoining areas in Pickering as shown on Map 2: Pickering's Urban System, at the end of this Chapter:

[...]

- The Seaton Urban Area, extending northerly from the C.P. (Belleville) rail line to Highway 7, generally between the West Duffins Creek and the 16th side road but also including lands north of Highway 7 generally between the West Duffins Creek and North Road as shown on Map 2.

2.8 City Policy - Urban System Areas

For planning purposes, City Council shall consider the following areas as Pickering's urban system:

(b) Lands between the C.P. (Belleville) rail line and up to the Federal Airport lands (generally Highway 7), west of Sideline 16/Ajax-Pickering boundary, east of the West Duffins Creek, generally known as the Seaton Urban Area. [...]

The proposed development makes efficient use of infrastructure, land and services through a mix of housing types and densities that achieve and not exceed the maximum required densities for Low Density Areas. These appropriate densities will locate residents near parkland across Peter Matthews Drive and provide convenient access to the Natural Heritage System through a modified grid network that supports transit, cycling, and walking on Peter Matthews Drive as suitable alternatives to private automobile use.

Seaton Urban Area

2.12 City Policy - Sustainable Principles

City Council shall plan the Seaton Urban Area as a sustainable urban community which shall be compact, walkable and pedestrian focused and contain a mix of

uses that can adapt and evolve over time. It shall be based on the following key sustainability principles:

(a) Create walkable, transit supportive neighbourhoods through compact development; integration of mixed use development; and distribution of parks and recreational facilities;

(b) Create a transit, cycling and pedestrian supportive urban system with pedestrian oriented roads, and fully integrated cycling and walking networks;

(e) Provide for a range of housing types and densities that meet the needs of a diverse population; and

(f) Protect the Seaton Natural Heritage System and integrate it into the neighbourhoods. [...]

2.13 City Policy - Seaton Urban Area - Population and Employment

City Council supports:

(a) The development of an urban community that will accommodate 61,000 people by 2031 and be planned to accommodate up to 70,000 people through long-term intensification. This population is based on policy direction for compact development, higher densities and the direction to use land and services more efficiently. The Community Nodes and to a lesser extent the Mixed Corridors may develop first with primarily commercial uses and intensify over time with a broader mix of uses, which will contribute to long-term intensification. The 2031 population by Neighbourhood, within the Seaton Urban Area, is set out in Table 1B. [...]

Table 1B		
Seaton Urban Area Neighbourhoods		2031 Population
16	Lamoreaux	17,500
17	Brock-Taunton	5,000
18	Mount Pleasant	18,000
19	Wilson Meadows	15,000
20	Thompson's Corners	5,500
21	Pickering Innovation Corridor	0

The proposed development provides more housing options for the increasing population target for the Wilson Meadows neighbourhood. According to the City of Pickering's 2022 Development Charges Background Study by Watson & Associates Economists Ltd., the persons per unit for single-detached dwellings is 3.561, while for townhouses (multiples), it is 2.743. Using these assumptions, it is projected that the proposed development will accommodate approximately 348 residents.

Chapter 3 – Land Use

Urban Residential Areas

3.9 City Policy - Urban Residential Areas

City Council:

(a) Shall recognize as Urban Residential Areas on Schedule I, those areas in the City intended primarily for housing and related uses and activities, including group homes and home occupations; and

b) May zone lands designated Urban Residential Areas for one or more purposes as set out in Table 8, and in so doing will apply appropriate performance standards, restrictions and provisions, including those set out in Table 9.

Table 8: Urban Residential Areas: Permissible Uses

Table 8	
Designation	Permissible Uses (Restrictions and limitations on the uses permissible, arising from other policies of this Plan, will be detailed in zoning by-laws.)
Urban Residential Areas	Residential uses, home occupations, limited offices serving the area, and limited retailing of goods and services serving the area; Community, cultural and recreational uses; Community gardens; Farmers' markets; Compatible employment uses, and compatible special purpose commercial uses serving the area.

Table 9: Urban Residential Areas: Residential Density Ranges By Subcategory

Table 9	
Residential Area Subcategory	Maximum and Minimum Net Residential Density (in dwellings per net hectare)
Low Density Area	up to and including 30
Medium Density Area	over 30 and up to and including 80
High Density Area	over 80 and up to and including 140

The proposed development respects the Urban Residential Areas designation by proposing appropriate uses within this development, as generally envisioned by the Wilson Meadows Neighbourhood Plan. The proposal included an open space block to strengthen the connections between the Natural Heritage System and the neighbourhood. The proposal also increases the intensity of residential land uses in appropriate locations while recognizing and maintaining the desired character for the Wilson Meadows residential neighbourhood. As previously mentioned, the proposed development is within the maximum net residential density desired for the Low Density Area subcategory, as further outlined in Section 11.2, discussed below.

Chapter 4 - Transportation

4.2 City Policy - Transportation Objectives

City Council shall:

(b) Use existing and future transportation infrastructure efficiently;

(e) Gradually shift the City's transportation focus to an increased north south orientation while recognizing a strong east west orientation will continue; and [...]

4.4 City Policy - Integrated Transportation Systems

City Council [...] shall:

(a) Plan and protect for an integrated transportation system as shown on Schedule II to this Plan and on the Part 3 Neighbourhood and Settlement Plans, recognizing interrelationships between:

iii) Arterial and collector roads; [...]

v) Local roads, pedestrian and bicycle connections, and trails.

(b) Endeavour to enhance the quality, safety and convenience of the transportation system by requiring neighbourhood, site and road designs that support pedestrians, permit cycling and encourage local transit use, while accommodating vehicular traffic. [...]

4.6 City Policy - Transit

City Council shall:

(c) recognize corridors for:

(i) transit spines where a higher level of transit service is to be encouraged within the City's urban area; and [...]

4.7 City Policy – Sidewalks, Walkways, Trails and Bike-ways

City Council shall endeavour to: *(a) maintain an interconnected system of sidewalks and walkways within the urban area; and (b) pursue and maintain an interconnected system of trails and bikeways within the urban and rural areas, consistent with the approved Pickering Trails and Bikeway Master Plan, including connections to the Lake Ontario Waterfront Trail, the Seaton Hiking Trail, the Oak Ridges Moraine, the City Centre, the GO Transit station, abutting municipalities and other important destinations.*

4.10 City Policy - Road Categories

City Council shall: [...]

(c) Recognize the following municipal road categories, wherein:

(ii) Local Roads: generally provide access to individual properties, to other local roads and to collector roads; carry local traffic; and generally have a right-of-way of up to 20 meters, with the exception of local roads serving industrial properties which may have a right-of-way up to 23 meters.

The proposed development works to achieve the City's desired shift to a north-south transportation orientation by focusing density along Peter Matthews Drive,

the future Type B Arterial Road within the neighbourhood. This development will support the Primary Bike-way and future transit service on the identified Transit Spine. The local roads use Seaton standard cross-sections with a right-of-way of 15.35 metres and 17 metres.

Chapter 6 – Housing

6.1 City Policy – Housing Goal

City Council shall encourage a broad diversity of housing by form, location, size, tenure, and cost within the neighbourhoods and villages of the City, so that the housing needs of existing and future residents can be met as they evolve over time.

6.2 City Policy - Housing Objectives

City Council shall:

(a) Encourage housing opportunities that respond to the existing and future needs and characteristics of the population; [...]

(c) Encourage the provision of an adequate range of housing and tenure types to be available and integrated within the City's neighbourhoods and villages to meet the needs of existing and future populations; and

(d) Encourage the provision of an adequate supply of housing throughout the City in terms of quantity, quality and diversity, including the provision of an adequate supply of affordable, rental, assisted and special needs housing.

The proposed development adds to the range of housing types by including both single detached and street townhouses. A mix of types and lot sizes serves a greater range of incomes and households while fulfilling the requirements of the Low Density designation.

Create Walkable, Transit Supportive Neighbourhoods Through Compact Development, Integration of Mixed Use Development and Distribution of Parks and Recreational Facilities

11.1 City Policy - Walkable, Transit Supportive Neighbourhoods

It is the objective of City Council to:

- (a) Develop urban neighbourhoods that create a sense of community, promote social interaction, and create an attractive destination for residents of the surrounding neighbourhood; [...]
- (c) Create a walkable and transit-supportive community from the earliest stages of development by establishing a minimum density for residential development through the creation of a vibrant and safe street life;
- (d) Ensure that neighbourhood plans define a street network based on a modified grid that provides a high degree of connectivity, permeability and access to key locations (parks, natural features, public features, landmarks), and supports pedestrian and bicycle movement;
- (e) Provide an appropriate number of facilities and potential locations to meet open space and recreational needs;
- (f) Ensure that facility locations are accessible by a variety of modes of transportation;
- (g) Ensure that facility locations are centrally located to the populations they are serving, wherever possible;
- (h) Use public facilities as gateways into the Natural Heritage System, wherever possible and appropriate, thereby linking the community with the Natural Heritage System, by providing trailheads, shared services such as parking, and other amenities for community residents; and

- (i) Establish physical connections and associations with the Natural Heritage System to provide education and recreational opportunities.

11.2 City Policy - Residential Density

City Council shall:

- (a) Despite the policies of 3.9 and Table 9, shall require the following residential densities (in units per net hectare) to apply within the Seaton Urban Area neighbourhoods:
 - (i) Low Density Area: over 25 and up to an including 40; and
 - (ii) Medium Density Area: over 40 and up to an including 80.
- (b) despite the Low Density Area density range, may establish, through the neighbourhood plans, a land use subcategory with a residential density of over 35 and up to and including 50 units per net hectare, provided the overall maximum density for the Low Density Area in Subsection (a) is not exceeded; and [...]

The proposed development meets the density requirement in Section 11.2 with an overall density of 29 UPH. The street townhouses are allocated in the middle of the site, on the main access to Peter Matthews Drive, and the single detached are distributed along the border, more sensitive to and compatible with the NHS. The proposed development also utilizes a modified grid network to support transit systems and provide efficient and easy movement for pedestrians and vehicles.

Create a Transit, Cycling and Pedestrian Supportive Urban System with Pedestrian-Oriented Roads, and fully integrated Cycling and Walking Networks

11.17 City Policy - Transit, Cycling and Pedestrian Supportive Urban System

It is the objective of City Council to:

(a) Enable the year-round movement of people, goods and services within the Seaton Urban Area in a manner that is safe, convenient, reliable and efficient; [...]

e) Link roads with trails to create an integrated pedestrian system and promote pedestrian use;

(f) create streets that are safe and comfortable for pedestrians and bicyclists; [...]

l) Develop a street structure based on a modified grid that provides a high degree of permeability, access to key open space, community and commercial locations and supports pedestrian and bicycle movements.[...]

Peter Matthews Drive, a Transit Spine and Type B Arterial Road, has two accesses from the site. The internal network is made up of local roads, with low traffic volumes, encouraging active transportation. Streets also connect people to the surrounding natural environment. Peter Matthews Drive is also a primary bikeway with an off-road path.

Provide for a Range of Housing Types and Densities that Meet the Needs of a Diverse Population

11.46 City Policy - Housing Types and Densities

It is the objective of City Council to:

a) Provide for an adequate range of housing opportunities that respond to existing and future needs and characteristics of the anticipated population in terms of form, location, size, cost and tenure; [...]

11.47 City Policy - Mix of Housing

City Council shall require a mix of housing be planned for the Seaton Urban Area with Neighbourhoods 16, 18, 19 and 20 providing for a mix of housing types and densities but with the higher densities oriented along the Transit Spines and at a lesser scale along the minor transit corridors along the collector and Type B and C arterial roads. The Seaton Urban Area shall be planned overall to achieve a target of approximately 40 percent of the housing in single and semidetached housing forms, approximately 40 percent in townhouse and similar low rise multiple unit housing and 20 percent in apartments, stacked townhouses and other innovative multi-unit housing forms with additional apartments being added through long-term intensification.

The development locates housing adjacent to Peter Matthews Drive, a Transit Spine, Primary Bikeway, and Type B Arterial Road. Single detached and street townhouses are the two housing types for this development which contribute to the housing target for Seaton Urban Area.

Protect the Seaton Natural Heritage System and Integrate it into the Neighbourhoods

11.56 City Policy - Development Adjacent to the Seaton Natural Heritage System

City Council shall require development on lands adjacent to the Seaton Natural Heritage System

to minimize impacts on the Seaton Natural Heritage System but also to integrate the Seaton Natural Heritage System as a key structural element of each neighbourhood through consideration of the following principles:

(a) The Seaton Natural Heritage System should be a strong design element for each neighbourhood and form part of everyday life in the

neighbourhood;

(b) Neighbourhood design shall provide appropriate views, vistas and connections to the Seaton Natural Heritage System; and

(c) The road pattern shall utilize terminal views at the ends of prominent streets, and where appropriate, windows streets to reinforce the importance of the Seaton Natural Heritage System. Trailheads and other public open spaces shall be positioned at the ends of streets that terminate at the Seaton Natural Heritage System.

(d) neighbourhood design shall provide for a range of development interfaces with the adjacent Natural Heritage System in order to provide opportunities for public visual and physical access from the neighbourhoods while also limiting access where necessary and restricting encroachments; and [...]

The proposed development respects the limits of the NHS by varying blocks and street orientations. The main street runs north-south, parallel to Peter Matthews Drive, and includes a portion of window street to enhance views. The secondary streets are arranged in an east-west direction to ensure the appreciation of the natural environment on the west and east of the site. The open space blocks at the end of the streets also provide interfaces between the community and the adjacent NHS.

Neighbourhood 19 - Wilson Meadows

12.21 City Policy - Wilson Meadows Neighbourhood Policies

City Council:

(a) Shall, as per Section 11.2(b), establish two additional subcategories to those set out in Ta-

bles 2 and 9 in the Low Density Area subcategory as follows:

(i) Low Density Area Type 1 with:

(A) a full range of unit types within the permitted density range for Low Density Areas as per Section 11.2, but consist primarily of single and semi-detached housing forms; and [...]

(d) Shall, along Type B Arterial Roads, as shown on Schedule II, not permit direct access to lots but will encourage the Region to allow for full movement intersections at the locations shown on Schedule XI – Neighbourhood 19: Wilson Meadows and allow for right-in/right-out intersections at a shorter intersection space in order to promote walkability and connectivity.

(f) shall establish a pedestrian and bicycle systems plan for the neighbourhood which is illustrated on Schedule XI - Neighbourhood 19: Wilson Meadows and consists of the road network, bikeways, trails and trailheads. Further detail on how pedestrians and cyclists will be accommodated in the road network shall be set out in the Sustainable Placemaking Guidelines; [...]

The proposed development meets the density requirement in Section 11.2 with an overall density of 29 UPH. The proposal also focuses on density in appropriate locations, specifically around the main intersection with Peter Matthews Drive, identified as a Transit Spine, to support future public transit. The development also provides a secondary connection to Peter Matthews Drive to facilitate connectivity while reducing traffic issues. Sidewalks are provided within the neighbourhood to form an active transportation network and connect to the adjacent trailhead through the pond.

Whitevale Rd

Whitevale Rd

Alexander Knox Rd

4.0
ZONING

Peter Walker

4.0 ZONING

Existing Zoning

As the subject property is currently zoned Agriculture (A) in Seaton Zoning By-law 3037 (Rural and Open Space areas), a Zoning By-law Amendment is required to implement the Wilson Meadows Neighbourhood Plan within the Pickering Official Plan and add the lands to Seaton By-law 7364/14 (Seaton Urban Area).

Proposed Zoning

The proposal seeks to amend the Zoning By-laws to rezone the subject lands to Special Provision Low Density Type 1 (LD1-#) Zone, Low Density Type 1 – Townhouse (LD1-T) Zone, Stormwater Management (SWM) Zone, and Open Space (OS) Zone, to implement the Pickering Official Plan. The proposed locations of each zone are outlined in the draft amending zoning by-law, which is appended as Appendix D.

Whitevale Rd

Whitevale Rd

Alexander Knox Rd

Peter Matthews

5.0

URBAN DESIGN BRIEF

5.0 URBAN DESIGN BRIEF

5.1 SEATON SUSTAINABLE PLACE-MAKING GUIDELINES

The vision, land use structure, neighbourhood plan, street network and development block design, and

open space system have already been evaluated above in the context of the Pickering Official Plan. The 2011 Seaton Sustainable Place-Making Guidelines “provide a greater level of guidance on urban design and sustainability performance measures and benchmarks” and are explored below:

Section 3.1 Street Network and Development Block Design

Section 3.1.1 Block Design

1. As required by Section 11.10 a) of the Official Plan, Neighbourhoods are “to be designed with a modified grid street pattern that provides for a high degree of permeability and connectivity, and which directs pedestrians out to collector and arterial roads through a fine grid of local streets and frequent local street connections along the collector or arterial roadways.”

The proposed development connects to Peter Matthews Drive and forms a modified grid street pattern.

2. As per Section 11.10 c) of the Official Plan, block lengths are to be generally in the range of 150 to 250 metres to promote walkability. Blocks longer than 250 metres may be considered on an individual basis where other block alternatives are not feasible. In such cases, publicly accessible pedestrian walkways should be provided (See Section 3.1.2) to facilitate pedestrian circulation and access.

The proposed blocks generally fall within this range.

3. Draft plans shall be designed to ensure that residences are generally located within a 200 – 400 metre radius (3 – 5 minute walk) to a village green (Section 11.13 (d) of the Official Plan), and should also consider other passive recreational elements, which are designed to provide similar functions where there is no village green, including a trailhead, neighbourhood park, community park, school or stormwater management facility to create a shorter walking distance to passive recreational features. Remnant blocks will not be considered as a passive recreational element.

There is no village green within this subdivision. However, passive opportunities are provided by the stormwater management (SWM) pond block, trailheads, and open spaces.

4. Draft plans shall be designed to ensure that residences are generally located within a 400 – 800 metre radius (5 - 10 minute walk) to a neighbourhood park (Section 11.13 (c) of the Official Plan), and also should consider other active recreational elements such as community parks or schools which serve similar functions where there is no neighbourhood park, to create a shorter walking distance to recreational features.

A 10-hectare community park will be located on the TACCGATE subdivision west of Peter Matthews Drive.

5. Draft plans should be designed to ensure that residences are generally located within an 800 metre walking distance (10 minute walk), measured as a radius, to retail uses or commercial services.

The proposed development is within 800 metres radius of the future Local Node Block at the corner of Peter Matthews Drive and Alexander Knox Road.

6. In order to minimize the visual impact of long blocks, lots located on the end of blocks should be turned 90-degrees to face the other road, where appropriate. However, a variety of lot facing conditions, in addition to flankage lots, should be considered along long stretches of collector and arterial roads. [...]

Variation in models will be used to minimize the appearance of long blocks.

9. Window streets along arterial roads are discouraged. Driveways and a variety of other alternative road layouts that can help reduce the number of driveways and locate buildings closer to the street are encouraged in residential areas and adjacent to primary locations such as parks and elementary school sites. These include, but are not limited to, the use of rear lanes, slip lanes, hybrid local roads, mutual drives, and flankage lots. Where use of rear lanes are provided adjacent to arterial roads, the City shall strongly encourage the Region to permit on-street parking in off peak periods on the arterial roads. [...]

The natural heritage system separates the proposed development from Peter Matthews Road.

12. The use of cul-de-sacs should be minimized, except where necessary due to grading and topography or at view terminus sites. Where cul-de-sacs are used for reasons other than grading and topography, a pedestrian and/or bicycle through connection to promote active transportation should be provided except where the cul-de-sac is shorter than 60 linear metres from the intersection (measured centre line to centre line distance).

A cul-de-sac is proposed at the north end where the site is narrowed by the NHS on the east and west sides.

13. Wherever possible, street and block alignments for grade related residential units are encouraged to be designed within 25-degrees of geographic east-west in order to maximize passive solar orientation of buildings. [...]

With the exception of blocks along Peter Matthews Drive, which is in a north-south direction, the blocks and streets are aligned east-west.

Section 3.1.2 Public Pedestrian Walkways

1. Public pedestrian walkway blocks should have a width of 3.0 to 6.0 metres.

The proposed overland flow connection to the pond is at least 6 metres wide.

2. In order to provide a safe and comfortable environment for pedestrians, public pedestrian walkways should be designed to include Crime Prevention Through Environmental Design (CPTED) principles,

No dedicated walkways are proposed.

Section 3.1.3 Streets

a) Type B Arterial roads

Type B arterial roads are designed to carry moderate volumes of traffic at moderate speeds. There are some access restrictions on Type B arterial roads.

The right-of-way cross-sections are consistent with the roads proposed on the draft plan.

Section 3.1.4 Streetscape Elements

a) Sidewalks

Seaton right-of-way standards were used in the design of the road network.

b) Street Trees

Guidelines will be reviewed at the detailed design stage.

c) Street Furniture

Not applicable.

d) Utilities

Guidelines will be reviewed at the detailed design stage.

e) Pedestrian Crossings

Guidelines will be reviewed at the detailed design stage.

f) On-Street Parking

A parking plan has been prepared as part of the draft plan submission.

Section 3.2 Transit Supportive/Active Transportation Infrastructure

Section 3.2.1 Transit Network

Peter Matthews Drive will be a transit spine, and residents will have access to it via Street A.

Section 3.2.2 Cycling Network

Peter Matthews Drive is a primary bikeway and residents will have access through two local road connections.

Section 3.2.3 Pedestrian Systems & Trails Network

Guidelines will be reviewed at the detailed design stage.

Section 3.3 Natural Heritage System

1. Physical barriers, such as lot fencing, should be reviewed and considered in areas where access and encroachment are to be restricted. Fencing should be coordinated as a condition of draft plan approval to ensure consistent fencing design is established.

Guidelines will be reviewed at the detailed design stage.

2. Homeowner education and stewardship should be encouraged through the distribution of a homeowner's pamphlet as a condition of draft approval. Information in the pamphlet may include conservation practices and protection of the surrounding Natural Heritage System, which include the identification of native plant species appropriate to the existing ecosystem, and the avoidance of organic waste dumping. [...]

This will be prepared ahead of sales.

Section 3.4 Parks [...]

3.4.7 Trail Head, 3.4.10 Stormwater Management Facilities

The stormwater management (SWM) pond has been located adjacent to the Natural Heritage System, and access to the trailhead is provided in conjunction with pedestrian access to the pond block.

Whitevale Rd

Whitevale Rd

Alexander Knox Rd

6.0

PLANNING OPINION

Peter White

6.0 PLANNING OPINION

The proposed Zoning By-law Amendment and Draft Plan of Subdivision are justified and represent good planning for the following reasons:

1. The proposed development is consistent with the Provincial Planning Statement, the Region of Durham Official Plan, and the Pickering Official Plan;
2. The proposed development implements Sea-ton Sustainable Place-Making Guidelines;
3. The proposed development is located within a Community Areas and Specific Policy Areas along a future Transit Spine/Corridor and will help to achieve the minimum density targets identified by the Province, Region and City;
4. The primary elements of the draft plan are generally consistent with the Pickering Official Plan Wilson Meadows Neighbourhood Plan;
5. The proposed development provides mix of housing options in the form of low density development;
6. The proposed densities are consistent with those required in the Pickering Official Plan;
7. The proposed development makes efficient use of existing and planned infrastructure;
8. The NHS is protected by appropriate neighbouring land uses;
9. The density of development and road fabric is supportive of transit use and active transportation; and
10. The modified grid street network will support transit systems and provide efficient and easy movement for pedestrians and vehicles, connecting residents to the Arterial Road and the surrounding Natural Heritage System and trail network.

Respectfully submitted,

KORSIAK URBAN PLANNING

PREPARED BY:



Jessica He, MSc (Planning)

REVIEWED BY:



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APPENDICES

APPENDIX A: PLANNING ACT

EXCERPT

The following sections and policies of the Planning Act are applicable to this proposal:

Provincial Interest

2 The Minister, the council of a municipality, a local board, a planning board and the Tribunal, in carrying out their responsibilities under this Act, shall have regard to, among other matters, matters of provincial interest such as,

(f) the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;

(g) the minimization of waste;

(h) the orderly development of safe and healthy communities;

(h.1) the accessibility for persons with disabilities to all facilities, services and matters to which this Act applies;

(i) the adequate provision and distribution of educational, health, social, cultural and recreational facilities;

(k) the adequate provision of employment opportunities;

(l) the protection of the financial and economic well-being of the Province and its municipalities;

(m) the co-ordination of planning activities of public bodies;

(n) the resolution of planning conflicts involving public and private interests;

(o) the protection of public health and safety;

(p) the appropriate location of growth and development;

(q) the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;

(r) the promotion of built form that,

(i) is well-designed,

(ii) encourages a sense of place, and

(iii) provides for public spaces that are of high-quality, safe, accessible, attractive and vibrant;

(s) the mitigation of greenhouse gas emissions and adaptation to a changing climate. 1994, c. 23, s. 5; 1996, c. 4, s. 2; 2001, c. 32, s. 31 (1); 2006, c. 23, s. 3; 2011, c. 6, Sched. 2, s. 1; 2015, c. 26, s. 12; 2017, c. 10, Sched. 4, s. 11 (1); 2017, c. 23, Sched. 5, s. 80.

s.34 Zoning By-laws

34(10) By-law may be amended

Despite any other provision of this section, any by-law passed under this section or a predecessor of this section may be amended so as to permit the extension or enlargement of any land, building or structure used for any purpose prohibited by the by-law if such land, building or structure continues to be used in the same manner and for the same purpose as it was used on the day such by-law was passed. R.S.O. 1990, c. P.13, s. 34 (10).

s.51 Plan of Subdivision Approvals

51(24) Criteria

In considering a draft plan of subdivision, regard shall be had, among other matters, to the health, safety, convenience, accessibility for persons with disabilities and welfare of the present and future inhabitants of the municipality and to,

(a) the effect of development of the proposed subdivision on matters of provincial interest as referred to in section 2;

(b) whether the proposed subdivision is premature or in the public interest;

(c) whether the plan conforms to the official plan and adjacent plans of subdivision, if any;

(d) the suitability of the land for the purposes for which it is to be subdivided;

(d.1) if any affordable housing units are being proposed, the suitability of the proposed units for affordable housing;

(e) the number, width, location and proposed grades and elevations of highways, and the adequacy of them, and the highways linking the highways in the proposed subdivision with the established highway system in the vicinity and the adequacy of them;

(f) the dimensions and shapes of the proposed lots;

(g) the restrictions or proposed restrictions, if any, on the land proposed to be subdivided or the buildings and structures proposed to be erected on it and the restrictions, if any, on adjoining land;

(h) conservation of natural resources and flood control;

(i) the adequacy of utilities and municipal services;

(j) the adequacy of school sites;

(k) the area of land, if any, within the proposed subdivision that, exclusive of highways, is to be conveyed or dedicated for public purposes;

(l) the extent to which the plan's design optimizes the available supply, means of supplying, efficient use and conservation of energy; and

(m) the interrelationship between the design of the proposed plan of subdivision and site plan control matters relating to any development on the land, if the land is also located within a site plan control area designated under subsection 41 (2) of this Act or subsection 114 (2) of the City of Toronto Act, 2006. 1994, c. 23, s. 30; 2001, c. 32, s. 31 (2); 2006, c. 23, s. 22 (3, 4); 2016, c. 25, Sched. 4, s. 8 (2).

APPENDIX B: PROVINCIAL PLANNING STATEMENT (PPS), 2024 EXCERPT

The following sections and policies of the PPS 2024 are applicable to this proposal:

2.1 Planning for People and Homes

[...]

4. To provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area, planning authorities shall:

a) maintain at all times the ability to accommodate residential growth for a minimum of 15 years through lands which are designated and available for residential development; and

b) maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned, including units in draft approved or registered plans. [...]

6. Planning authorities should support the achievement of complete communities by:

a) accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses (including schools and associated child care facilities, longterm care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs; [...]

2.2 Housing

1. Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by:

[...]

b) permitting and facilitating: 1. all housing options required to meet the social, health, economic and wellbeing requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities; [...]

c) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation; and

d) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations.

2.3 Settlement Areas and Settlement Area Boundary Expansions

2.3.1 General Policies for Settlement Areas

1. Settlement areas shall be the focus of growth and development. Within settlement areas, growth should be focused in, where applicable, strategic growth areas, including major transit station areas.

2. Land use patterns within settlement areas should be based on densities and a mix of land uses which:

a) *efficiently use land and resources;*

b) *optimize existing and planned infrastructure and public service facilities;*

c) *support active transportation;*

d) *are transit-supportive, as appropriate; and*

e) *are freight-supportive.*

[...]

5. *Planning authorities are encouraged to establish density targets for designated growth areas, based on local conditions. Large and fast-growing municipalities are encouraged to plan for a target of 50 residents and jobs per gross hectare in designated growth areas.*

2.3.2 New Settlement Areas and Settlement Area Boundary Expansions

1. *In identifying a new settlement area or allowing a settlement area boundary expansion, planning authorities shall consider the following:*

a) *the need to designate and plan for additional land to accommodate an appropriate range and mix of land uses;*

b) *if there is sufficient capacity in existing or planned infrastructure and public service facilities;*

c) *whether the applicable lands comprise specialty crop areas;*

d) *the evaluation of alternative locations which avoid prime agricultural areas and, where avoidance is not possible, consider reasonable alternatives on lower priority agricultural lands in prime agricultural areas;*

e) *whether the new or expanded settlement area complies with the minimum distance separation formulae;*

f) *whether impacts on the agricultural system are avoided, or where avoidance is not possible, minimized and mitigated to the extent feasible as determined through an agricultural impact assessment or equivalent analysis, based on provincial guidance; and*

g) *the new or expanded settlement area provides for the phased progression of urban development.*

2. *Notwithstanding policy 2.3.2.1.b), planning authorities may identify a new settlement area only where it has been demonstrated that the infrastructure and public service facilities to support development are planned or available.*

3.1 General Policies for Infrastructure and Public Service Facilities

[...]

3. *Infrastructure and public service facilities should be strategically located to support the effective and efficient delivery of emergency management services, and to ensure the protection of public health and safety in accordance with the policies in Chapter 5: Protecting Public Health and Safety.*

4. *Public service facilities should be planned and co-located with one another, along with parks and open space where appropriate, to promote cost-effectiveness and facilitate service integration, access to transit and active transportation.*

[...]

3.2 Transportation Systems

1. *Transportation systems should be provided which are safe, energy efficient, facilitate the movement of people and goods, are appropriate to address projected needs, and support the use of zero- and low- emission vehicles.*

2. *Efficient use should be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible.*
[...]

3.9 Public Spaces, Recreation, Parks, Trails and Open Space

1. *Healthy, active, and inclusive communities should be promoted by:*

a) *planning public streets, spaces and facilities to be safe, meet the needs of persons of all ages and abilities, including pedestrians, foster social interaction and facilitate active transportation and community connectivity;*

b) *planning and providing for the needs of persons of all ages and abilities in the distribution of a full range of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources;*

[...]

d) *recognizing provincial parks, conservation reserves, and other protected areas, and minimizing negative impacts on these areas.*

4.1 Natural Heritage

1. *Natural features and areas shall be protected for the long term.*

2. *The diversity and connectivity of natural features in an area, and the long-term ecological function and biodiversity of natural heritage systems, should be maintained, restored or, where possible, improved, recognizing linkages between and among natural heritage features and areas, surface water features and ground water features.*

[...]

4. *Development and site alteration shall not be permitted in:*

a) *significant wetlands in Ecoregions 5E, 6E and 7E1 [...].*

5. *Development and site alteration shall not be permitted in:*

[...]

d) *significant wildlife habitat;*

e) *significant areas of natural and scientific interest; [...]*

6. *Development and site alteration shall not be permitted in fish habitat except in accordance with provincial and federal requirements.*

7. *Development and site alteration shall not be permitted in habitat of endangered species and threatened species, except in accordance with provincial and federal requirements.*

8. Development and site alteration shall not be permitted on adjacent lands to the natural heritage features and areas identified in policies 4.1.4, 4.1.5, and 4.1.6 unless the ecological function of the adjacent lands has been evaluated and it has been demonstrated that there will be no negative impacts on the natural features or on their ecological functions. [...]

APPENDIX C: ENVISION DURHAM - REGION OF DURHAM OFFICIAL PLAN, 2024 EXCERPT

The following Regional Official Plan policies are applicable to this proposal:

1.1 General Regional Structure Policies

Policies

It is the policy of Council to:

[...]

1.1.5 Ensure that necessary regional services and infrastructure are in place to accommodate the provincial population and employment forecasts within the Regional Structure by 2051:

- a) 1,300,000 people; and
- b) 460,000 jobs.[...]

1.1.7 Plan for the required services and infrastructure in accordance with the following minimum population, employment and household allocations by area municipality:

Figure 2. – Population, employment and household allocations table:

Municipality	2021	2026	2031	2036	2041	2046	2051
Pickering							
Urban:	98,360	121,220	147,000	171,710	195,670	223,330	251,600
Rural:	4,580	4,610	4,650	4,690	4,710	4,740	4,770
Total Population:	102,940	125,830	151,650	176,400	200,380	228,070	256,370
Households:	33,430	41,310	50,360	59,230	68,010	78,200	88,590
Employment:	39,310	47,000	55,260	62,840	71,080	81,860	93,790

3.1 Diverse & Available Supply of Housing

Objectives:

- i. Ensure an adequate supply of housing units and land to accommodate growth in Durham.
- ii. Support the provision of an appropriate range and mix of housing options, including special needs housing, affordable housing and additional residential units.
- iii. Promote residential growth in the region by prioritizing intensification of existing residential areas.

[...]

Housing Supply

[...]

3.1.2 Provide a minimum of 15-year supply of land through residential intensification, redevelopment, on lands designated and available within Settlement Areas for residential development and through Urban Area Boundary expansions, in accordance with Section 5.7, if necessary.

[...]

3.1.4 Support opportunities to increase the supply of housing in Urban Areas to reflect market demand through intensification, considering the adequacy of municipal services and the physical potential of the housing stock.

Housing Options

There is a need to accommodate an appropriate range and mix of housing, including additional residential units, affordable, special needs, seniors' and rental housing. This Plan supports a diverse mix of housing options, especially for housing needs that are not generally met by the housing market.

3.3 Complete Communities

Objectives:

- i. Promote healthy, sustainable, complete communities for the enjoyment of present and future residents.*
- ii. Promote high-quality urban design and pedestrian-friendly communities that are safe, comfortable and conducive to active transportation, so that residents have a range of transportation options to meet their daily needs. [...]*

Policies:

It is the policy of Council to:

3.3.1 Support the development of healthy, sustainable and complete communities that incorporate:

- a) a mix of housing options, including affordable and market-based housing options, in accordance with Section 3.1; [...]*
- d) active transportation and the use of multi-modal transportation options; [...]*
- f) safe, publicly accessible recreation areas, parks, open spaces, trails and other recreation facilities; [...]*
- i) enhanced and protected natural environment; [...]*

5.1 General Urban System Policies

Objectives:

i. Plan for growth to create efficient, compact and complete communities within Urban Areas.

ii. Ensure strategic locations within the Urban System are planned, developed and serviced as transit-oriented communities.

Growth Management

It is the policy of Council to:

5.1.5 Plan, notwithstanding Policy 5.1.4, for population and employment growth based on the growth forecasts, including area municipal allocations contained in Policy 1.1.7.

5.1.6 Plan for a minimum of 50% of all new residential units across the region to be provided through intensification on an annual basis within the delineated built-up area. The boundaries of the delineated built-up area are shown on Map 1.

5.1.7 Plan for intensification based on the forecasts and area municipal intensification targets contained in Figure 9.

Figure 9. – Intensification targets table:

ND2 -
in grey

Municipality	Total Housing Unit Growth	Units allocated to intensification	% of Municipal total	% of Regional Intensification total
Ajax	32,140	27,690	86%	25%
Brock	2,930	570	20%	1%
Clarington	44,200	17,460	40%	15%
Oshawa	46,340	22,940	50%	20%
Pickering	55,150	21,790	40%	19%
Scugog	2,890	1,530	53%	1%
Uxbridge	2,900	1,440	50%	1%
Whitby	39,260	19,440	50%	17%
Durham	225,810	112,860	50%	100%

Development within Urban Areas

It is the policy of Council to:

5.1.15 Support the planning and development of Urban Areas as complete communities with consideration for long-term sustainability and adaptability. Development within Urban Areas will be supported on the basis of the following principles:

- a) the achievement of compact, urban and pedestrian-oriented built form, which promotes efficient use of infrastructure, active transportation and the achievement of transit supportive density;
- b) logical and sequential development patterns, with new development generally taking place adjacent to existing developed areas. The development of larger sites shall occur through detailed planning processes, in accordance with Policies 5.4.9 to 5.4.16;
- c) a mix and diversity of uses and amenities offering convenient access to local amenities, community hubs, parks, trails, open spaces and other recreational facilities, services, shopping, job opportunities and public service facilities;
- d) built form that considers social equity, human health and improves overall quality of life

by developing high-quality urban environments that are accessible to people of all ages, abilities and incomes, in accordance with Section 3.3; [...]

g) providing and enhancing convenient access to multi-modal transportation options, with priority given to active transportation options and transit connectivity, in accordance with Section 8.2; [...]

m) appropriate stormwater management techniques and low impact development measures, as implemented by area municipalities.

5.4 Community Areas

Objective:

i. Ensure Community Areas develop as complete communities, providing a range of housing, transportation and lifestyle choices, and creating opportunities for residents to live, shop, work and access services and amenities within their community.

Policies:

It is the policy of Council to:

5.4.1 Designate Community Areas on Map 1.

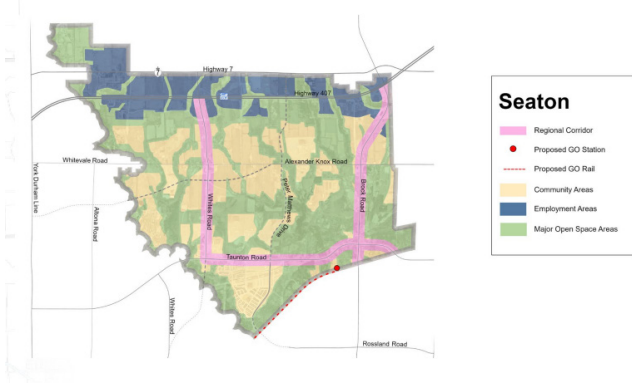
5.4.2 Plan Community Areas for a variety of hous-

ing types, sizes and tenures within connected neighbourhoods that include population-serving uses such as commercial, retail (including major retail), personal service uses, home businesses, recreational uses, public service facilities, institutional uses and office uses, provided such uses are appropriately located and compatible with their surroundings. [...]

5.6 Seaton Community

Lands located to the east of the West Duffins Creek that are within the Urban Area Boundary and north of the Canadian Pacific Rail line comprise the Seaton community, which are planned to develop as an urban community surrounded by a protected natural heritage system. The Policies in this section apply to the Seaton Urban Area.

Figure 14. – Map of Seaton (Pickering):



Objective:

i. Support and enable development within Seaton in accordance with the vision of the former Central Pickering Development Plan as a sustainable urban community.

Policies:

It is the policy of Council to:

5.6.1 Recognize that the lands within the Seaton Urban Area are to be developed in accordance with the City of Pickering Official Plan and associated neighbourhood plans.

5.6.2 Identify the limits of the Seaton Community on Map 1.

5.6.3 Plan and implement servicing and infrastructure arrangements for the Seaton Urban Area based on a population of 61,000 people and 30,500 jobs, and with the potential for up to 70,000 residents and 35,000 through intensification over the long-term.

9.2 Specific Policy Areas

There are four designated Specific Policy Areas in this Plan. These areas are all unique and require distinct policy frameworks to ensure the goals and challenges of these areas are met.

Policies:

It is the policy of Council to:

9.2.1 Identify Specific Policy Areas on Map 1.

Specific Policy Area A – Seaton Urban Area & Duffins Rouge Agricultural Preserve

It is the policy of Council to:

9.2.2 Support the development and protection of land in the Seaton Urban Area in accordance with this Plan and the City of Pickering Official Plan.

9.2.3 Acknowledge that the Natural Heritage System is based on the premise that natural features and functions can be protected while also providing a place for recreation, learning, mental and spiritual regeneration, interaction and movement. The Natural Heritage System has been delineated in the Pickering Official Plan to the satisfaction of the Ministry of Northern Development, Mines, Natural Resources and Forestry.

9.2.4 Designate Major Open Space Areas within the Seaton Urban Area in accordance with the Seaton Natural Heritage System, that is consistent with the approved neighborhood plans.

9.2.5 Develop the Seaton Urban Area based on the following:

a) the provision of a range of housing and employment that accommodates the population and employment forecasts included in Section 1.1 of this Plan;

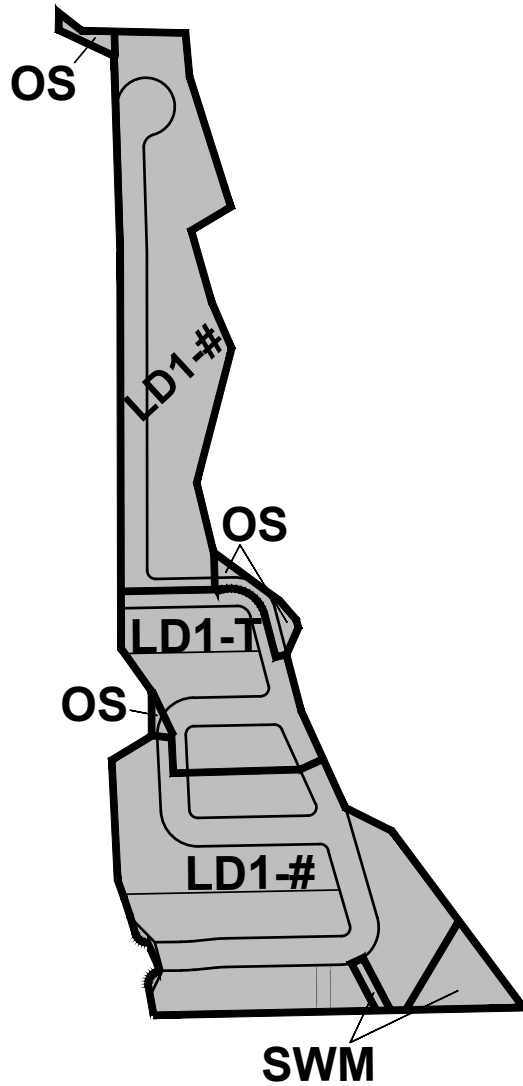
b) the provision of linkages for pedestrians and cyclists between neighbourhoods and communities, internally and externally, and to the public transit system;

[...]

APPENDIX D: AMENDING ZONING BY-LAW

By-Law Number: XXXX/24

SCHEDULE "I"
To By-Law XXXX/24



AMENDMENT TO BY-LAW 7364/14



Rezoned from Agriculture (A) to
Low Density Type 1 - Townhouse (LD1-T);
Low Density Type 1 (LD1-#);
Open Space (OS); and
Stormwater Management Pond (SWM)

EXCERPT FROM MAP
N19



1:4000