

7.26 Adding Policies for Neighbourhood 21: Pickering Innovation Corridor as follows:

NEIGHBOURHOOD 21: PICKERING INNOVATION CORRIDOR

Description

- Is bound by Duffins Creek to the west, the Federal lands (generally Highway 7) to the north, the Seaton Natural Heritage System east of Sideline 22 to the east, and the Seaton Natural Heritage System to the south
- Is planned to contain a broad range of employment uses as well as Hamlet Heritage Open Space, adjacent to Green River
- Highway 407 ETR/Transitway runs through the middle of the neighbourhood with two interchanges planned at Sideline 22 and Sideline 26
- The two proposed transitway stations at Sideline 22 and Sideline 26 will be located south of Highway 407

Text box: Neighbourhood Employment Projection	
<i>2031 Employment Lands Target</i>	14,300

CITY POLICY

Pickering Innovation Corridor Neighbourhood Policies

12.23 City Council,

(a) shall provide greater direction on employment uses and densities in the Prestige Employment Area designation by applying two subcategories to the Prestige Employment Area land use category set out in Tables 2 and 8 as follows:

(i) Prestige Employment General:

(A) in addition to the prohibited uses in section 11.32, warehousing shall be prohibited except for warehousing accessory to a permitted use;

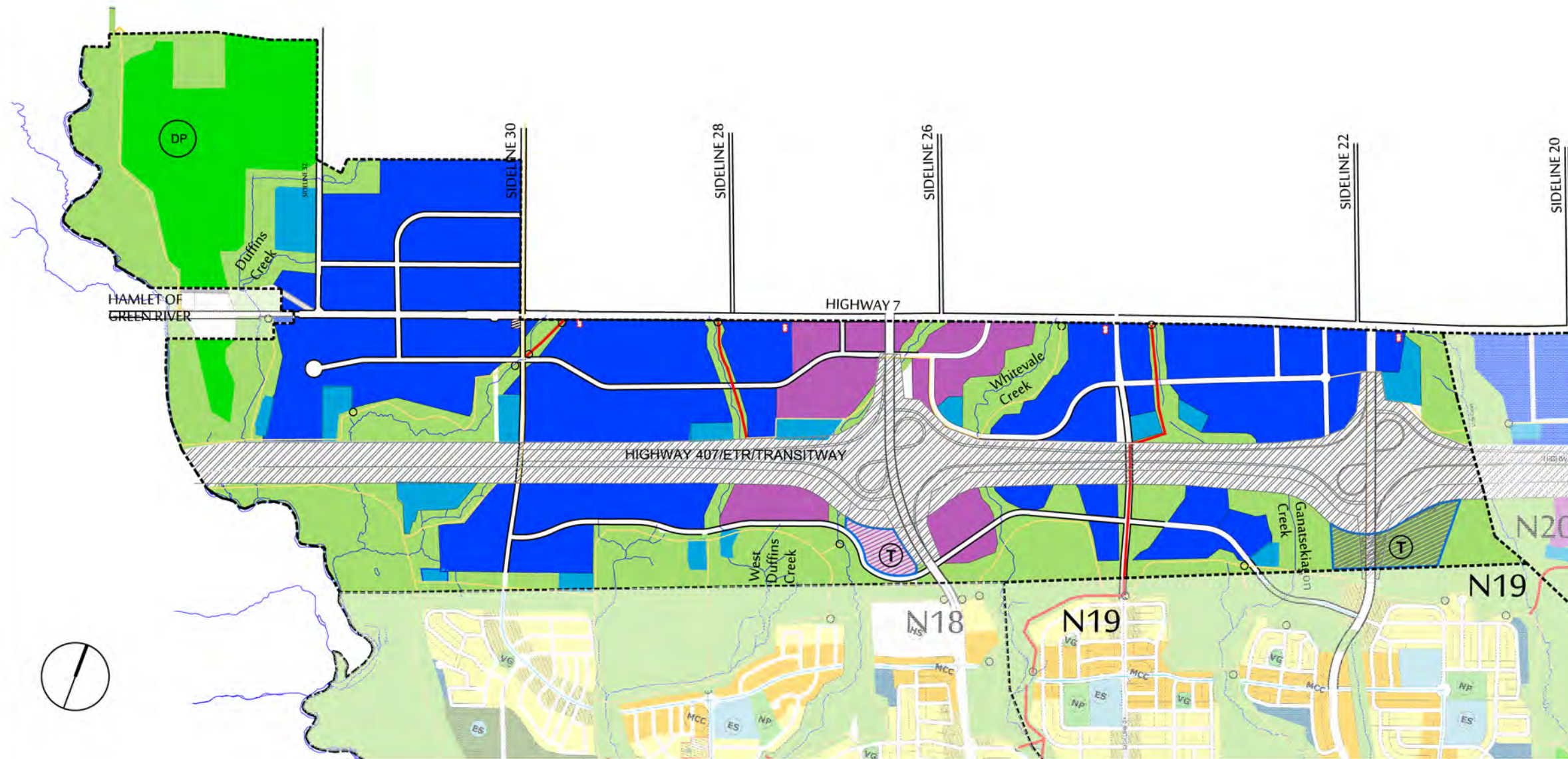
- (ii) **Prestige Employment Node:**
 - (A) in addition to the prohibited uses in section 11.32, warehousing, and light manufacturing, assembly and processing of goods shall be prohibited;
 - (B) a minimum density of 2.0 FSI shall be required, however interim development of no less than 0.5 FSI may be permitted provided a development concept and intensification plan is submitted demonstrating how the property can be intensified including:
 1. the siting and orientation of buildings which do not preclude future intensification;
 2. the location of parking for the initial development and changes to parking to accommodate the intensification process; and
 3. the phasing of the intensification of the site to realize the ultimate built form;
- (b) in addition to the uses as set out in Table 14, shall identify a District Park within the Hamlet Heritage Open Space designation north of Green River, and allow the use of the buffer within the adjacent Seaton Natural Heritage System for associated passive recreational uses. As per Section 11.17, adequate buffering and transition shall be incorporated into the design of the park adjacent to the existing residential homes along Highway 7 including directing lighting downwards and away from residential properties;
- (c) shall facilitate the long-term intensification of future transitway stations located at Sideline 26 and Sideline 22 based on the underlying land use of Prestige Employment Node;
- (d) shall require applicants for draft plan of subdivision approval to identify and reserve a location for a future fire station to the satisfaction of the fire chief generally along Highway 7 in the vicinity of the District Park;

- (e) shall identify the location of existing Heritage Lots on Schedule X Neighbourhood 21: Pickering Innovation Corridor and require Heritage Lots to be integrated into the design of the surrounding employment area through appropriate landscaping and built form transition as per the policies set out in Sections 11.62, 11.63 and 11.64 where applicable;
- (f) shall cooperate with the Province and the Region of Durham to identify appropriate sites for a future regional works depot and transit depot outside of the Phase 1 Prestige Employment Area lands;
- (g) shall, along Type A and Type B Arterial Roads, as shown on Schedule II, generally discourage direct access to parcels but will encourage the Region to allow for full turning movement intersections at the locations shown on Schedule X Neighbourhood 21: Pickering Innovation Corridor and allow for right-in/right-out intersections at a shorter intersection spacing in order to promote walkability and connectivity;
- (h) shall establish a pedestrian and bicycle systems plan for the neighborhood which is illustrated on Schedule X Neighbourhood 21: Pickering Innovation Corridor and consists of the road network, bikeways, trails and trailheads. Further detail on how cyclists will be accommodated in the road network shall be set out in the Sustainable Place-Making Guidelines;
- (i) recognizes that the locations of:
 - (i) Type A and Type B Arterial Roads are currently the subject of an environmental assessment and the road alignments will be confirmed through that process which may require further refinements to Schedule X Neighbourhood 21: Pickering Innovation Corridor;
 - (ii) local roads may be refined through the draft plans of subdivision without an amendment to this Plan provided the location, size and layout are consistent with the design intent shown on Schedule X Neighbourhood 21: Pickering Innovation Corridor and the policies of this Plan; and
 - (ii) the number, size and location of stormwater management facilities will be confirmed through the Neighbourhood Functional Servicing and Stormwater Report and may change without an amendment to this Plan; and

- (l) shall require applicants for draft plan of subdivision, rezoning or site plan approval to submit to the satisfaction of the City:
 - (i) a Sustainability Report that demonstrates how the proposal ranks against the sustainable checklist in the Sustainable Place-Making Guidelines; and
 - (ii) a Design Brief that demonstrates how the proposal is consistent with the urban design components of the Sustainable Place-Making Guidelines.

SCHEDULE ____ TO THE
PICKERING OFFICIAL PLAN

NEIGHBOURHOOD 21:
PICKERING INNOVATION CORRIDOR
NEIGHBOURHOOD PLAN



- SEATON NATURAL HERITAGE SYSTEM
- SWM FACILITY
- TRAILHEADS
- DP DISTRICT PARK
- PRESTIGE EMPLOYMENT NODE
- PRESTIGE EMPLOYMENT GENERAL
- HERITAGE LOTS
- T FUTURE TRANSITWAY STATIONS
- HIGHWAY 407/ETR/TRANSITWAY
- PRIMARY RECREATIONAL TRAILS
- SECONDARY RECREATIONAL NETWORK
- PRIMARY BIKE ROUTE
- SECONDARY BIKE ROUTE
- NEIGHBOURHOOD BOUNDARY

