

**DRAFT AMENDMENT**

**TO THE**

**CITY OF PICKERING OFFICIAL PLAN**

**Without Prejudice  
January 27, 2011**

# Draft Amendment to the Pickering Official Plan

**PURPOSE:** The purpose of this draft Amendment is to implement the Central Pickering Development Plan for the Seaton Urban Area. In addition, the proposed land use and transportation changes in the amendment will resolve Deferrals 8, 14, 24, 38, 42 and 48 and remaining parts of Deferrals 11, 31, and 39 to the Pickering Official Plan. These Deferrals generally relate to the various road and transit spine designations within the study area.

**LOCATION:** The Amendment affects an area bounded by the C.P. Rail line to the south, the West Duffins Creek to the west, Highway 7 including the Provincially-owned lands north of the Hamlet of Green River to the north, and Sideline 16/Pickering-Ajax boundary to the east.

**BASIS:** The Amendment Area has been largely designated urban in the Regional Municipality of Durham Official Plan since 1980 and as an urban study area within the City of Pickering Official Plan since 1997.

On April 17, 2003, the Minister of Municipal Affairs and Housing signed an order under the Ontario Planning and Development Act to establish a Development Planning Area covering Central Pickering including the Amendment Area.

In early 2005, the City of Pickering and the Province of Ontario agreed to work cooperatively to create a plan for the Seaton Urban Area. The Central Pickering Development Plan was approved in 2006. The portion of the Central Pickering Development Plan east of the West Duffins Creek is implemented through this Amendment to the City of Pickering Official Plan and as an Amendment to the Durham Regional Official Plan. Implementation of the Central Pickering Development Plan for the lands west of the West Duffins Creek will be addressed through a subsequent Amendment to the City of Pickering Official Plan.

**AMENDMENT:** The Pickering Official Plan is hereby amended by:

(NEW TEXT SHOWN AS UNDERLINED TEXT, DELETED TEXT SHOWN AS STRIKEOUT TEXT, RETAINED TEXT SHOWN AS UNCHANGED TEXT)

1. Amending *Schedule I – Land Use Structure* for the lands subject to the draft amendment by:

- replacing the “Seaton Urban Study Area” designation with the designations of “Community Nodes, Mixed Corridors, Prestige Employment, Low Density Areas Medium Density Areas and High Density Areas” for the Seaton lands;
- replacing the “Natural Areas” designation with the “Seaton Natural Heritage System” and increasing the amount and revising the configuration of the natural heritage system in the Seaton Urban Area;
- replacing the “Agricultural Areas” designation and the “Natural Areas” designation with the “Prestige Employment Areas” designation and “Hamlet Heritage Open Space” designation for lands northeast of the Hamlet of Green River;
- replacing the “Agricultural Areas” designation with “Seaton Natural Heritage System” designation for lands southeast of the Hamlet of Green River;
- replacing the “Agricultural Areas” designation east of the Hamlet of Whitevale with “Low Density Areas” designation and “Hamlet Heritage Open Space” designation;
- adding a “District Park” symbol northeast of the Hamlet of Green River within the “Hamlet Heritage Open Space” designation;
- adding “Community Park” symbols on the east side of Sideline 24, south of the proposed Whitevale Road by-pass and on the north side of Whitevale Road, west of Brock Road within the “Active Recreational Areas” designation and east of the Whitevale Hamlet within the Hamlet Heritage Open Space” designation;
- adding an “Active Recreational Areas” designation on the north side of Whitevale Road east of Brock Road;
- revising the “Active Recreational Areas” configuration for the existing zoned Whitevale Golf Club;
- adding “High School” symbols west of Sideline 26, north of the Whitevale Road; west of Sideline 24, north of Taunton Road; and west of Sideline 16, south of the proposed Brock Road by-pass;
- deleting the word “Study” from the “Seaton Urban Study Area” and adding the words “High School” and “Hamlet Heritage Open Space” under Other Designations in the Land Use Structure legend;
- adding the words “Seaton Natural Heritage System”, “District Park”, and “Community Park” under the Open Space System in the Land Use Structure legend;
- correct the labeling of the Highway 407 ETR/Transitway to distinguish between existing and proposed;
- delineating the Seaton Urban Area boundary;

- Adjusting the Federal Airport lands boundary to the north of Green River;

as illustrated on Schedule 'A' attached to this Amendment.

2. Amending *Schedule II - Transportation System* for the roads subject to the draft amendment by:
  - revising the pattern of Type A, B and C arterial roads;
  - deleting 3 Highway 407 ETR overpasses;
  - adding a collector road pattern;
  - changing the Highway 407 ETR /Townline Road Interchange from "proposed" to "existing";
  - changing the Highway 407 ETR/Transitway between Townline Road and Highway 7 from "proposed" to "existing";
  - adding a future GO station at Brock Road, north of the C.P. rail line;

as illustrated on Schedule 'B' attached to this Amendment.

3. Amending *Schedule III – Resource Management* for the Seaton Natural Heritage System as illustrated on Schedule 'C' attached to this Amendment
4. Amending *Schedule IV-3, Settlement 3: Green River* by deleting the proposed Highway 7 By-pass as illustrated on Schedule 'D' attached to this Amendment.
5. Amending *Schedule IV – 4, Settlement 4: Brougham* by deleting the proposed Highway 7 By-pass and realigning the proposed Brock Road By-pass as illustrated on Schedule 'E' attached to this Amendment.
6. Adding a new *Schedule VII – Seaton Urban Area Trail Network* as illustrated on Schedule 'F' attached to this Amendment.
7. Amending the text of the Official Plan by:
  - 7.1 Revising the 6th informational paragraph in Part One, Chapter 2, Pickering's Urban System, so that it now reads:

- ~~“The *Seaton Urban Study Area*, the exact boundary of which will be determined through a subsequent planning exercise. This area extends northerly from the C.P. (Belleville) rail line to Highway 7, generally between the West Duffins Creek and lands east of Brock Road.”~~

- “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 8.”

7.2 Revising section 2.8 (b) so that it now reads as follows:

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

(a) ...;

~~(b) lands between the C.P. (Belleville) rail line and Highway 7, east of the West Duffins Creek, generally known as the Seaton Urban Study Area; and~~

(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; and”

(c)...”

7.3 Revising the 9th informational paragraph in Part One, Chapter 2, Pickering’s Urban System, so that it now reads:

~~“For the Seaton Urban Study Area, urban neighbourhoods will be identified at a later date, through a subsequent planning exercise.”~~

“For planning purposes, the Seaton Urban Area is divided into 6 urban neighbourhoods (see Map 9b: Seaton Urban Area Neighbourhoods).”

Text box: The Central Pickering Development Plan identified 15 separate residential neighbourhoods and a large employment area along both sides of Highway 407 within the Seaton Urban Area. These areas have been condensed into six neighbourhood plan areas.

7.4 Changing the section Heading “Seaton Urban Study Area” in Part One, Chapter 2 to “Seaton Urban Area”.

7.5 Deleting the last two informational paragraphs under Part One, Chapter 2, “Seaton Urban Study Area” and replacing them with the following:

~~“In January 1996, the Province announced that it, in~~

~~conjunction with the City and Region, would be proceeding with a detailed community planning exercise for the Seaton lands. Among other matters, the exercise would be used to establish a precise boundary for the Seaton urban area, as well as the arrangement of land uses within the boundary and the layout of the required transportation network.~~

~~Appropriate amendments to this Plan will be made following the Seaton planning exercise to incorporate relevant land use, transportation, and other matters respecting this community. The following policies are provided as the City's initial input to the Seaton planning exercise."~~

"On April 17, 2003, the Minister of Municipal Affairs and Housing signed an order under the Ontario Planning and Development Act, 1994 establishing a Development Planning Area covering the Pickering portion of the Duffins Rouge Agricultural Preserve and the Seaton lands. On May 3<sup>rd</sup>, 2006, the Province released the Central Pickering Development Plan for this area. The Plan establishes a vision for a sustainable community and sets out broad goals, objectives and policies for this area. This Official Plan conforms to and implements the Central Pickering Development Plan for the Seaton Urban Area through additional detailed policies and land use schedules.

The policies of Chapter 11 set out more detailed policies specific for the Seaton Urban Area, which implement the goals, objectives and policies of the Central Pickering Development Plan. The Central Pickering Development Plan identified 15 separate residential neighbourhoods and a larger employment area along both sides of Highway 407 in the Seaton Urban Area. These areas have been condensed into six Neighbourhood Plan Areas. Further detailed area and site specific policies are found in the neighbourhood plans in Part Three, Chapter 12. As well, Development Design and Sustainability Guidelines for the neighbourhoods are found in the Compendium Document to the Pickering Official Plan."

- 7.6 Deleting the existing section 2.12 referencing the undertaking of a planning exercise for the Seaton Urban Study Area and replacing with the following:

~~"2.12 City Council shall work co-operatively with the Province, the Region and others, including existing~~

~~residents, business people and landowners within the City, in undertaking a planning exercise for the Seaton Urban Study Area.”~~

## 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:

- 1) Create walkable, transit supportive neighbourhoods through compact development; integration of mixed use development; and distribution of parks and recreational facilities;
- 2) Create a transit, cycling and pedestrian supportive urban system with pedestrian-oriented roads, and fully integrated cycling and walking networks;
- 3) Create opportunities for job creation particularly on the employment lands concurrent with residential growth;
- 4) Promote building and design practices, which are environmentally sustainable.
- 5) Provide for a range of housing types and densities that meet the needs of a diverse population;
- 6) Protect the Seaton Natural Heritage System and integrate it into the neighbourhoods;
- 7) Protect cultural heritage resources and archaeological resources; and
- 8) Create an adaptive and resilient urban community.”

- 7.7 Deleting the existing section 2.13 which identified interim and ultimate population and employment targets for the Seaton Urban Study Area, and replacing it with a new section so that it now reads as follows:

~~“2.13 For the Seaton Urban Study Area, City Council,~~

- ~~(a) supports the ultimate development of an urban community of up to 90,000 people and 45,000 jobs; and~~
- ~~(b) adopts an interim population target of 24,000 – 38,000 people for the year 2016, and an interim employment target of 12,000 – 19,000 jobs for the year 2016.”~~

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 target is based on the policy direction for compact development, higher densities and the direction to use land and services more efficiently. The Community and Local 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 targets by Neighbourhood, within the Seaton Urban Area, are set out in Table 1.”
- b) the development of an urban community that will accommodate 30,500 jobs by 2031 and be planned to accommodate 35,000 jobs through long term intensification. This employment shall be provided:
  - (i) in office, manufacturing and service industries in the Prestige Employment Area designation;
  - (ii) in office, retail and service industries in the Community Node and Mixed Corridor designations and in small commercial stores in the neighbourhood nodes;
  - (iii) in institutional and recreational facilities throughout the residential designations and mixed use designations; and
  - (iv) as home occupations in all residential and mixed use designations.”

7.8 Inserting a new Table 1b as follows:

<u>Seaton Urban Area Neighbourhoods:</u>	2031 Population Target
16. Lamoreaux	<u>To be added</u>
17. Brock-Taunton	<u>To be added</u>
18. Mount Pleasant	<u>To be added</u>
19. Wilson Meadows	<u>To be added</u>
20. Thompson's Corners	<u>To be added</u>
21. Pickering Innovation Corridor	<u>To be added</u>

- 7.9 Revising section 2.14, by deleting reference to Seaton Urban Study Area in the introduction and subsection a) and adding additional subsections to address integration with South Pickering so that it now read as follows:

- “2.14 As input to the planning exercise for the Seaton Urban Study Area, City Council supports,
- (a) ~~a compact urban area, the boundary of which, as a minimum, shall not extend beyond the limit of the lands designated as the Seaton Urban Study Area on Schedule I of this Plan;~~
  - (b) the identification of neighbourhoods, the preparation of neighbourhood plans, and the establishment of an appropriate neighbourhood phasing strategy; and
  - (c) the adoption of appropriate measures, incentives and controls to ensure the community,
    - (i) respects natural systems and processes
    - (ii) enhances local economic and employment opportunities;
    - (iii) reserves lands for a future university and/or Durham College campus if such lands not already identified elsewhere in the City;
    - (iv) uses existing resources, facilities, services and infrastructure efficiently, effectively and in an innovative manner;
    - (v) meets the diverse and evolving needs of its people and the marketplace;
    - (vi) is appropriately linked and integrated with the rest of Pickering;
    - (vii) does not cause a financial burden on the City or Region;
    - (viii) is built in such a way that adequate flexibility is provided to accommodate on-going community evolution and innovation;

- (ix) is planned to be a sustainable community with a balance of population and jobs;
- (x) is integrated with South Pickering and relies on South Pickering for a full range of commercial, institutional and government services; and
- (xi) supports and does not compete with the primacy of the Downtown for a full range of retail and service commercial uses.

7.10 **Deleting section 2.15 in its entirety.**

- ~~“2.15 City Council, by amendment to this Plan, shall,~~
- ~~(a) incorporate appropriate policies and designations for the Seaton Urban Study Area, including the establishment of the precise boundary for the urban community of Seaton; and~~
  - ~~(b) designate any lands not needed for the urban community of Seaton as part of the City’s rural area.~~

7.11 Revising existing section 2.16, so that it now reads as follows:

- ~~“2.16 Upon completion of the planning exercise for the Seaton Urban Study Area, City Council shall encourage the provincial government to dispose of its lands in Seaton in an appropriate and timely manner, provided,~~
- ~~(a) the lands are sold for uses consistent with the policies of this Plan and the Durham Regional Official Plan; and~~
  - ~~(b) lands that serve important public purposes, or contain significant natural or cultural resources are conveyed to the appropriate public agency.~~

7.12 Revising the 1<sup>st</sup> sentence of the 4<sup>th</sup> informational paragraph in Part Two, Chapter 3 so that it reads as follows:

“The City’s land use strategy provides for a compact urban area in southern Pickering and in Seaton that would extend to include Seaton and the Airport Site (if developed) and a large rural and open space area in west-central and northern Pickering as well as lands owned by the federal government for a potential airport if one is

developed or other alternative uses of no airport is developed.”

- 7.13 Revising the 5<sup>th</sup> informational paragraph in Part Two, Chapter 3 Introduction so that it reads as follows:

“The Land Use Structure is illustrated on Schedule I and is provided at the back of this Plan. For convenience and legibility, the Land Use Structure is shown in colour on four ~~three~~ separate sheets covering south, central, northwest and northeast Pickering”.

- 7.14 Revising Part Two, Chapter 3, Table 2 by:

- adding “Seaton Natural Heritage System” under land use subcategories for the Open Space System land use category
- adding as a new Land Use Category “Hamlet Heritage Open Space” with the Criteria for Determining Subcategories identified as “not applicable” and the Land Use Subcategory identified as “no subcategories”.
- Deleting “Seaton Urban Study Area”

- 7.15 Revising section 3.5 a) so that now it reads as follows:

(a) shall recognize as Open Space System on Schedule I, the City’s valley and stream corridors; shorelines; environmentally significant areas; areas of natural and scientific interest; wetlands; significant forested areas; major parks, recreational and conservation areas; major open space linkages, and other major blocks of land comprising natural core areas and corridors, and Natural Core Areas and Natural Linkage Areas on the Oak Ridges Moraine, and the Seaton Natural Heritage System within the Central Pickering Development Plan;”

- 7.16 Revising section 3.5 by adding a new sub-section “k” as follows:

“(k) shall recognize as part of the Open Space System the Seaton Natural Heritage System, additional policies for which are further set out under sections 11.55 through 11.64.”

7.17 Revising Part Two, Chapter 3, Table 3 by adding the following one additional row:

<p>Seaton Natural Heritage System</p>	<p><u>Passive recreational uses including:</u></p> <ul style="list-style-type: none"> <li><u>i) non-motorized trails, including chipped wood walking trails, boardwalks, cross-country skiing/snowshoeing trails, and paved, accessible multi-use trails;</u></li> <li><u>ii) associated with trails and trailheads such as rest areas, benches, and play equipment, where they do not negatively impact on the natural hazards and natural features or functions of the Natural Heritage System;</u></li> <li><u>iii) “fringe” lands associated with active recreational uses where the active use is located outside but immediately adjacent to the NHS such as lands associated with an actual soccer field, provided such “fringe” lands do not involve any structural facilities and do not impact on the natural hazards and natural features or functions of the Natural Heritage System; and</u></li> <li><u>iv) lands that serve as unorganized play or picnicking areas or defined “off leash” dog areas, where they do not impact on the natural hazards and natural features and functions of the Natural Heritage System.</u></li> </ul> <p><u>Community gardens;</u></p> <p><u>Restorative, scientific and educational uses, including forest, fish and wildlife management activities, conservation projects and flood or erosion control projects, undertaken by or under the supervision of the appropriate public authority, provided such activities respect the sensitivity of these lands and environmental integrity is maintained or enhanced;</u></p> <p><u>Residential use of existing dwellings and built heritage resources.</u></p> <p><u>Stormwater management facilities and related works provided they are not located in environmental features,</u></p>
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	<p><u>such as wetlands and woodlots, and natural hazards and are set back a minimum of 10 metres (or greater as determined by the MESP) from all natural heritage features and natural hazards except for outfalls or related LID works.</u></p> <p><u>Minor grading to accommodate development adjacent to the Natural Heritage System provided that:</u></p> <ul style="list-style-type: none"> <li><u>i) the extent of the grading in the Natural Heritage System is as minimal as possible to the satisfaction of the City in consultation with the owner of the Natural Heritage System;</u></li> <li><u>ii) no grading occurs within any natural heritage features, and grading that does occur does not have significant negative impacts on the natural heritage features or functions within the Natural Heritage System;</u></li> <li><u>iii) appropriate erosion and sediment control measures are installed prior to the commencement of any grading and are inspected regularly and are continuously maintained; and</u></li> <li><u>iv) the duration of the grading activity in the Natural Heritage System is as limited as possible, and areas that are disturbed by grading are restored with appropriate planting similar to that existing prior to the grading activity.</u></li> </ul> <p><u>Infrastructure where required to serve the urban community, where the location is logical or no reasonable alternative exists. Efforts are to be made to minimize the footprint of the infrastructure use, to the extent possible, and demonstrate that there will be no significant negative impacts on the natural features within the Seaton Natural Heritage System or their ecological functions; and</u></p>
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7.18 Deleting the heading “Seaton Urban Study Area”, the informational text, section 3.13 and Table 14 in their entirety and replacing with the following heading, information paragraph, policies and Tables:

“Hamlet Heritage Open Space

The Hamlet Heritage Open Space is a designation within the Seaton Urban Area, which partially surrounds the hamlets of Whitevale and Green River. It is intended to provide a buffer between urban development and the hamlets.

3.13 City Council,

- (a) recognizes the Whitevale Hamlet as a significant cultural heritage asset to the City and recognizes Green River as a rural hamlet and permits a range of uses, as set out in Table 14, that can serve as a buffer and transition to these Hamlets;
- (b) shall require the land uses within the Hamlet Heritage Open Space designation to demonstrate appropriate traditional design and compatibility with the area’s existing character and, where appropriate; and
- (c) shall, where illuminated outdoor recreational facilities are located in the Hamlet Heritage Open Space, require adequate buffering to adjacent homes and require lighting to be directed downwards and away from the Hamlet.

Table 14

Permissible Uses

A range of social, institutional, open space and recreational uses that demonstrate appropriate transitional design and compatibility with the area’s existing character;

Renewable energy systems; and

Community gardens.

Text box:

<p><u>Text box: The Whitevale Hamlet shall be protected through a heritage open space transition area, but it should also be integrated with and not “walled off” from the surrounding new neighbourhood of Mount Pleasant. The Hamlet Heritage Open Space Area can provide for social and recreational facilities and programs, which can integrate residents of Whitevale and Neighbourhood 18: Mount Pleasant.</u></p>
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- 7.19 Inserting a new Chapter Eleven – Seaton Urban Area including headings, informational paragraphs, text boxes and policies as follows:

#### **CHAPTER ELEVEN – SEATON URBAN AREA**

“The Seaton Urban Area objectives and policies implement and conform to the Central Pickering Development Plan. The goals, objectives and policies in this section provide additional policy guidance to the other policies of Chapter 3 and are intended to be read as a whole. This additional policy guidance provides the necessary direction to implement and conform to the Central Pickering Development Plan and to achieve the key sustainability principles for Seaton outlined in Chapter 2.

#### **CITY POLICY**

##### *Central Pickering Development Plan Goals*

In addition to those sustainable principles, development of the Seaton portion of Central Pickering is guided by seven goals set out in the Central Pickering Development Plan as follows:

Natural Heritage: The protection, maintenance and enhancement of natural features, functions and systems intended to sustain a viable and permanent natural eco-system. The Natural Heritage System is a key element to be functionally integrated into the community and to provide opportunities for certain recreational and educational activities, while remaining cognizant of the proposed urban setting.

Cultural Heritage: The integration of cultural heritage into the new community fabric by drawing on the physical legacies of original aboriginal and European occupations.

Social, Institutional, Open Space and Recreational Facilities: The provision of an appropriate distribution of facilities to serve residents, workers and visitors, linked by a network of parks and open spaces that complement the Natural Heritage System. This network of facilities is to be connected by trails, walkways and roads, and integrated with individual residential neighbourhoods, mixed-use corridors and employment areas.

Transportation and Transit: The provision of a transportation system that provides for choices in transportation mode, including ensuring that the community is designed in a manner that supports public transit.

Servicing: Ensuring that the network of utilities required to serve

the new urban community minimizes impacts on the environment, maximizes efficiency and use of existing infrastructure, and minimizes lifecycle costs.

Employment: The provision of high-quality employment opportunities that reflect the needs of the community, with the identification of sufficient employment lands to generate approximately one job for every two residents.

Housing and Mixed-Use: The provision of a range of housing types and densities that meets the needs of a diverse population, complements surrounding communities, and accommodates an eventual population of up to 70,000 residents at a population density that is transit supportive.”

The Central Pickering Development Plan identified 15 separate residential neighbourhoods and a larger employment area along both sides of Highway 407 within the Seaton Urban Area. These areas have been condensed into six neighbourhood plan areas.

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

The Seaton Urban Area is intended to be a walkable, pedestrian oriented community built at a relatively compact density. As stated in the Central Pickering Development Plan, while the built forms are anticipated to be modest in scale, densities should be significant enough to support an active community and street life including neighbourhood shops, social facilities and parks as well as public transit.

#### **11.1 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;**
- (b) develop mixed-use areas, which support a mix of higher-density residential uses in association with commercial and institutional uses, which can be intensified over time and which cater to pedestrian comfort and encourage pedestrian activity through the orientation of buildings and uses;**

- (c) create a walkable and transit-supportive community from the earliest stages of development by establishing a minimum density for residential development and through the creation of a vibrant and safe street life;
- (d) accommodate as many new residents by 2031 as is possible under current and anticipated future market demands in order to accommodate the population growth allocated to the City by the Region;
- (e) 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 facilities, landmarks), and supports pedestrian and bicycle movement;
- (f) provide an appropriate number of facilities and potential locations to meet open space and recreational needs;
- (g) ensure that facility locations are accessible by a variety of modes of transportation;
- (h) ensure that facility locations are centrally located to the populations they are serving, wherever possible;
- (i) 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 trail heads, shared services such as parking, and other amenities for community residents;
- (j) establish physical connections and associations with the Natural Heritage System to provide education and recreational opportunities;
- (k) use public facilities as a means to protect and incorporate cultural heritage resources into the neighbourhood; and
- (l) encourage the provision of joint use or multi-use facilities.

**CITY POLICY***Residential Density***11.2 City Council,**

- (a) despite the policies of 3.9 and Table 10, 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 and including 40;
  - (ii) Medium Density Area: over 40 and up to and including 80; and,
  - (iii) High Density Area: over 140 and up to and including 250;
- (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
- (c) may establish, through the neighbourhood plans, minimum and maximum proportions of various housing types in each designation.

**CITY POLICY***Minor Commercial Clusters***11.3 City Council shall permit small scale commercial uses in nodal locations within the Medium Density Area designation, which shall be identified in the Neighbourhood Plans as minor commercial clusters. These minor commercial clusters shall:**

- (a) accommodate small-scale retail, service and institutional uses as permitted under Table 9 in addition to medium density residential housing;
- (b) be located in stand alone or mixed use buildings including the ground floor of freehold townhouses and generally within a 5 to 10 minute walking distance of patrons;
- (c) be designed with buildings oriented to face

- the street with a minimal consistent setback and with the principal public entrance and primary windows facing the street and providing direct access onto the public sidewalk;
- (d) locate at the intersection of an arterial and collector road or other locations, which maximize the opportunity for pedestrian access from adjacent neighbourhoods;
  - (e) prohibit drive-thrus or motor vehicle service stations;
  - (f) permit on-street parking on the adjacent collector roads;
  - (g) be implemented through zoning which shall:
    - (i) establish a maximum floor area for small scale commercial uses in recognition of the limited retail function of this designation;
    - (ii) establish a a maximum building height of 4 storeys;
    - (iii) give consideration to lower on-site parking standards which take into account the intended pedestrian nature of these uses, shared parking opportunities within live-work buildings, and the contribution of on-street parking to meet parking demand; and
    - (iv) not permit off-street parking in front of the buildings.

## CITY POLICY

### Local and Community Nodes

#### 11.4 City Council,

- (a) shall require Local and Community Nodes to be mixed-use nodes containing commercial and residential uses that will intensify over time. The Local and Community nodes are located so that the majority of future patrons are within a 10 to 20 minute walk of a Community Node;

- (b) shall establish as the planned function of Local and Community Nodes the ability to cater to the daily and weekly shopping needs of the residents in the adjacent neighbourhoods. In comparison, the Downtown Core will continue to provide for higher order City-wide and regional serving retail uses to all residents in the City including Seaton;
- (c) despite the policies of Table 6, shall permit a minimum of 10,000 square metres and a maximum of 20,000 square metres of gross leaseable floor space for the retailing of goods and services within the Community Nodes and a minimum of 8,000 square metres and a maximum of 13,000 square metres of gross leaseable floor space for the retailing of goods and services within the Local Nodes within the Seaton Urban Area. The minimum retail space requirement shall not be interpreted as requiring the full minimum floor area at initial development provided the land is available to realize the minimum space requirement.
- (d) despite the policies of Table 6, shall permit the Community Node on Taunton Road to be larger and contain a broader range of retail goods including large format retailers up to a total maximum gross leaseable floor space of 60,000 square metres for the retailing of goods and services subject to the built form policies set out in sections 11.7 and 11.8; and
- (e) despite the policies of Table 5, prohibit the following uses in Community and Local Nodes:
- (i) single-detached and semi-detached dwelling units; and
  - (ii) auto sales.

<p><u>Text box: Three Community Nodes are planned within the Seaton Urban Area. The function of the Community Nodes is not to compete with the Downtown Core</u></p>
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**CITY POLICY***Mixed Corridors*

- 11.5 City Council,
- (a) Shall require Mixed Corridors to be developed with a mix of multiple unit housing types. Retail uses are permitted at grade and encouraged at entrances to the adjacent residential neighbourhoods;
  - (b) may permit interim sole commercial uses, where current market conditions are not conducive to high density residential development, subject to the policies on interim uses in section 11.8. It is City Council's intent that these sole commercial uses intensify to mixed-use development at or above the minimum densities as the Seaton Urban Area matures;
  - (c) despite the policies of Table 6, shall require the minimum residential density for Mixed Corridors within the Seaton Urban Area to be 40 units per net hectare and one FSI except as set out in section 11.8;
  - (d) despite the Mixed Corridor density range, may establish, through the neighbourhood plans, a land use subcategory with a residential density of over 60 and up to and including 180 units per net hectare, provided the overall maximum density for the Mixed Corridors in Table 6 is not exceeded; and
  - (e) despite the policies of Table 5, single-detached and semi-detached dwelling units shall be prohibited in Mixed Corridors; and
  - (f) encourage office, retail and service commercial development to cluster at intersections with collector roads and other key locations along the adjacent arterial roads.

**CITY POLICY***Mixed Corridor Intensification over Time*

- 11.6 City Council,
- (a) recognizes that the Mixed Corridors may not be fully built out in the first wave of development;
  - (b) acknowledges that the Mixed Corridor lands around the GO Transit Station and along the primary transit corridors are key intensification areas;

- (c) shall require Neighbourhood Plans to consider and allow for the potential for more intensive land use activities and higher densities to develop over time as the Seaton Urban Area matures; and
- (d) shall require Neighbourhood Plans to identify gateway sites which will be reserved for future higher density intensification or if initially developed with interim uses at lower density, will be planned or phased so as to not inhibit future intensification.

## CITY POLICY

Built Form and Urban Design of Mixed Corridors,

Community Nodes and Local Node

11.7 City Council shall require a strong pedestrian focus be created within the Community Nodes, Local Node and Mixed Corridors. To achieve this focus, development shall adhere to the following built form and urban design principles which shall be further illustrated in the Development Design Guidelines for the Seaton Urban Area:

- (a) *Pedestrian Focus of Community Nodes, Local Node & Mixed Corridors*
  - (i) development should be designed to be pedestrian and transit friendly from the outset, even though these areas are intended to intensify over time;
  - (ii) development should generally be oriented to the street and designed to promote a vibrant and safe street-life and to support the early provision of transit;
  - (iii) high activity uses that animate the streetscape and encourage foot traffic, like retail uses, are encouraged at grade and up to the street, with uses such as offices and residential uses on second floors and above;
  - (iv) public and private streets and sidewalks shall be designed to create comfortable, enjoyable pedestrian movement in a vibrant public realm through wide sidewalks, street furniture and on-street parking where feasible;

- (v) small scale urban squares will be encouraged in appropriate places; and
- (vi) drive-thrus and stacking lanes are to be oriented to the interior of a site and not located between a building and the public sidewalk.

(b) *Pedestrian Predominant Streets*

To achieve a strong street presence, each Community Node shall contain a Pedestrian Predominant Street, which may be public or private and shall be identified in relevant Neighbourhood Plans. These Pedestrian Predominant Streets shall be incorporated into the initial development of the Community Nodes but are intended to be intensified and fully realized over time. The design criteria are as follows:

- (i) store fronts should face onto the Pedestrian Predominant Street with the principal public entrance of each store and substantial fenestration facing on to the street;
- (ii) buildings shall generally be built up to the streetline and no parking, driveways or lanes should be located between the buildings and the street;
- (iii) drive-thrus and service stations shall not be permitted;
- (iv) residential units shall not be permitted on the ground floor of the portion of a building facing the Pedestrian Predominant Street;
- (v) on street parking shall be provided where feasible and appropriate;
- (vi) a minimum height of 2 storeys for sole commercial buildings shall be encouraged;
- (vii) single use buildings exceeding a ground floor area of 5,000 sq.m. should generally be directed to the interior of a property with smaller stores oriented onto the Pedestrian Predominant Street in front of the larger stores. Alternatively, larger stores could be located up to the streetline provided they are lined with smaller stores, multiple entrances or other similar means to animate the streetscape;
- (viii) sidewalks should be of sufficient width to:
  - (1) accommodate anticipated pedestrian volumes;

- (2) comfortably and safely accommodate the needs of persons with disabilities and the elderly;
- (3) ensure sufficient space for coordinated street furnishings, public utilities, tree plantings and transit shelters; and,
- (4) accommodate sidewalk cafes, kiosks, and street vendors where possible;
- (ix) buildings and spaces should be designed to reflect a human scale of development; contribute to public safety and security; and create a significantly enhanced pedestrian environment;
- (x) buildings should be encouraged to have awnings, canopies, arcades or front porches to provide weather protection; and
- (xi) buildings should have a consistent setback.

*(c) Enhancing the Public Realm*

- (i) In order to promote street activity/animation and other building and streetscape elements that improve the comfort of the pedestrian environment, the following encroachments into the public realm be allowed:
  - (1) awnings or canopies over the sidewalk; and
  - (2) outdoor cafes and seating for restaurants; and
  - (3) semi-permanent structures over the sidewalk, including entry features, arcades and perpendicular signage and/or lighting fixtures attached to the building; and
- (ii) establish the amount of any permitted encroachment, whether temporary or semi-permanent, on a site-by-site basis, and in consideration of the following criteria:
  - (1) the encroachment enhances pedestrian comfort by providing shade

and/or protection from the rain and elements;

- (2) the encroachment does not impede pedestrian and/or vehicular access, movement or safety, or impede any public maintenance activities; and
- (3) the encroachment does not impede sight lines to important views and vistas.

**(d) Building Heights**

- (i) building heights for residential and mixed use buildings shall range from 3 storeys to up to 20 storeys at gateway sites;
- (ii) stand-alone commercial uses shall have a minimum height generally of 5 metres subject to the policies on interim uses in section 11.8;
- (iii) buildings taller than 4 storeys shall be designed with a step-back, at an appropriate height, for all building facades that front onto a public or private road; and
- (iv) buildings taller than 4 storeys immediately abutting an existing or planned Low or Medium Density residential designation shall be designed, where necessary, to create a transition of heights and minimize compatibility issues.

**CITY POLICY**

*Interim Uses within Community Nodes*

*& Mixed Corridors*

**11.8** Where sole commercial uses at lower minimum density and heights are proposed in the initial phases of development, City Council shall require applicants for site plan approval to submit a development concept and intensification plan demonstrating how the ultimate density and other objectives for the site can be achieved. The intensification plan shall address and illustrate:

- (a) how the design criteria for a pedestrian predominant street in each Community Node

- and the creation of vibrant streetscapes in other locations can be achieved;
- (b) how the public and private realm can be improved to enhance the pedestrian experience;
- (c) how the property may accommodate a mix of uses and how it will intensify over time including addressing and illustrating such matters as:
- (i) the provision of public roads and small blocks;
- (ii) the siting and orientation of buildings, which do not preclude future intensification;
- (iii) the ability to achieve both short term and longer term intensification;
- (iv) the location of parking for the initial development and potential changes to parking to accommodate the intensification process; and
- (v) the phasing of the intensification of the site to realize the ultimate built form;
- (d) how blocks will be further sub-divided and how the intent of this Plan can be met in the interim through private roads that will convert to public roads in the future; and
- (e) minimum and maximum setbacks as well as minimum block-face requirements which may vary by street, but which achieve a 75% of the block face along the Pedestrian Predominant Street.

## CITY POLICY

Development Blocks within Community Nodes

☞ Mixed Corridors

### 11.9 City Council

- (a) shall require development within the Community Nodes and Mixed Corridors to establish a pattern of streets and blocks that are conducive to pedestrian oriented streetscapes and which encourage pedestrian circulation to, from and within these mixed

use designations. Within these designations, residential and mixed-use blocks shall generally be in the range of 10,000 to 20,000 square metres; and

- (b) may, subject to an Intensification Plan as per section 11.8, consider larger development blocks in the interim in order to accommodate large scale retail and mixed use developments provided the Intensification Plan illustrates how the pattern of streets and smaller blocks can be realized through intensification.

### CITY POLICY

*Street Grid Permeability, Connectivity,*

*& Block Length*

#### 11.10 City Council shall,

- (a) require Neighbourhoods 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 and arterial roadways;
- (b) permit variations in block and street orientation around natural elements such as woodlots, creeks and topography in order to enhance views and achieve a distinctive neighbourhood character;
- (c) require block lengths to generally be in the range of 150 to 250 metres to promote walkability and also to address fire department requirements for blocks with rear lanes; and
- (d) require draft plans of subdivision to provide for a range of lot sizes to encourage a variety of housing types and sizes.

### CITY POLICY

*Garages*

#### 11.11 City Council shall:

- (a) require development to adhere to the following

built form and urban design principles for garages:

- (i) design attached garages, in ground related housing, as a subordinate element of the building;
- (ii) minimize garage projections,
- (iii) establish the maximum width of a garage door(s), that faces a street, proportional to the width of the lot so that it does not dominate the building façade; and
- (iv) not restrict the width of a garage door facing onto a laneway;
- (b) address and illustrate these principles in the Development Design and Sustainability Guidelines; and
- (c) implement these principles in the Zoning By-law.

## CITY POLICY

### Interconnected Street Network

11.12 City Council shall require Neighbourhood Plans to create an interconnected network of sidewalks, off-street pedestrian trails, on and off-road bicycle routes and multi-use trails, through the arrangements of streets, blocks, open space features and trail heads, which:

- (a) links each neighbourhood with other neighbourhoods;
- (b) links every portion of a neighbourhood with elementary schools, parks, community facilities and commercial locations within the neighbourhood;
- (c) provides safe, comfortable and direct linkages between each neighbourhood and the mixed use shopping areas within the broader neighbourhood ;
- (d) provides safe, comfortable and direct linkages between the neighbourhoods and the employment areas within Neighbourhoods 20 and 21: Thompson's Corners and Pickering Innovation Corridor;
- (e) locates trail-heads in highly visible and accessible locations in each neighbourhood

including where feasible in conjunction with parks, recreational centres, transit schools and stormwater management ponds;

- (f) reduces, wherever possible, the length of pedestrian travel through efficient block arrangements and network connections; and
- (g) provides safe, comfortable access to public transit.

## CITY POLICY

### Parks Hierarchy

**11.13** City Council shall require the Seaton Urban Area to contain a hierarchy and distribution of parks and recreational facilities that promotes walkability and pedestrian access from the surrounding residential neighbourhoods. The hierarchy is as follows:

- (a) District Park – One district park of approximately 50 hectares in the Hamlet Heritage Open Space Designation north of Green River as shown on Schedule 1.

Text box: District Parks are intended to provide for a range of illuminated recreational facilities, which will serve all of the residents of Seaton.

- (b) Community Parks and Recreation Centre - Three community parks and two recreation centres as shown on Schedule 1. The community parks and recreation centres shall located near frequent transit services. It is intended that the adjacent Seaton Natural Heritage System be an integral part of each community park providing for passive recreational areas and buffer areas adjacent to the recreational fields.

Text box: Community parks are intended to provide for a range of illuminated recreational facilities as well as some non-illuminated mini-baseball and soccer fields servicing the adjacent residents. Combining community parks with recreation centres and libraries can reduce land needs through shared parking. It is anticipated that approximately 28 ha of land for community parks and recreational centres will be required.

- (c) Neighbourhood Parks – Neighbourhood Parks as identified in the Neighbourhood Plans which shall:
- (i) be easily accessible and generally centrally located for residents within a 400 to 800 metre radius (5 to 10 minute walk);
  - (ii) have a size of approximately 1.5 hectare to 1.8 hectares;
  - (iii) have road frontage on a minimum of two sides, where possible; and
  - (iv) be supported by on-street parking.

Text box: Neighbourhood parks are intended to perform an array of functions and accommodate play structures as well as one non-illuminated mini-recreational field and possibly tennis or bocce courts, community mailboxes and passive areas.

- (d) Village Greens – Village Greens are smaller components of the open space system, which shall be identified in the Neighbourhood Plans and shall:
- (i) have a size of approximately 0.3 to 0.6 hectares subject to demonstration of the functionality of the village green configuration;
  - (ii) be easily accessible for residents within a 200 to 400 metre radius (3 to 5 minute walk) without the need to cross arterial roads; and
  - (iii) have road frontage on three sides, but may be less where other design alternatives are used to achieve public view and access.

Text box: Village greens are intended to provide greenspace for each neighbourhood and accommodate play structures, open informal play areas and community mail boxes and information boards.

- (e) Trail Heads – Trail heads accessing the Natural Heritage trail system shall be incorporated with parks, village greens and

stormwater management ponds where ever possible.

Where a separate trail head is required, it shall be situated in a visible location with adequate frontage onto an adjacent local or collector road. These additional public open space blocks shall contribute to the required parkland dedication, when the land is dedicated to the City.

- (f) Urban Squares – Urban Squares shall be provided within the commercial and mixed use components of the Community Nodes and Mixed Corridors and shall:
- (i) be located to provide easy access and multiple opportunities for rest, relaxation and visual interest;
  - (ii) be provided in a location determined in consultation with City staff at site plan approval;
  - (iii) generally have a minimum frontage on the abutting sidewalk of 5.0 metres, and a minimum depth of 5.0 metres;
  - (iv) on large development parcels include a single, large-scale urban square and/or a series of smaller urban squares;
  - (v) count as part of the block face in calculating the minimum block face requirement as per section 11.8 e);
  - (vi) contribute to the required parkland dedication, whether or not the land is dedicated to the City, provided an agreement is executed between the City and landowner which ensures that:
    - the urban square is designed and built by the landowner to the satisfaction of the City;
    - the urban square is maintained by the landowner to the satisfaction of the City; and,
    - the owner(s) and/or the condominium corporation is made aware that the urban square is to be considered as a public space and is

to be open and accessible to the public at all times.

Text box: Urban squares are intended as formal pedestrian spaces, in support of the adjacent higher density, mixed use development. Within sole residential components of the Mixed Corridors, village greens will be provided in lieu of urban squares.

## CITY POLICY

### Central Open Space Campus

- 11.14** City Council requires a central open space campus shall be created along Sideline 24 south of the Whitevale Road By-pass incorporating a community park, recreational centre and secondary school site. The natural heritage system in between shall be used for passive recreational purposes, permitted in Table 3, as part of a coordinated central open space campus including the provision of trails for hiking, walking and nature viewing where they do not impact on the natural features or functions of the Natural Heritage System.

## CITY POLICY

### Community Facilities to contribute to compact nature of Seaton

- 11.15** City Council requires that all community and education facilities contribute to the creation of compact neighbourhoods through multi-storey buildings, joint use of buildings, joint use of parking areas, joint use of open space, use of adjacent roads for visitor parking and other means to reduce land requirements. School and park locations adjacent to the Seaton Natural Heritage System could benefit through the use of the Seaton Natural Heritage System for passive open space purposes uses permitted in Table 3 and buffering reduced setbacks to recreational facilities thereby reducing land requirements for the school and park sites.

**CITY POLICY***Places of Worship***11.16 City Council shall:**

- (a) Recognize the important role faith groups play, and the contribution places of worship make, to building sustainable, complete communities.**
- (b) To reflect this role, permit and encourage places of worship to locate throughout the Seaton Urban Area in the Low, Medium and High Density Area, Mixed Corridor, and Local and Community Nodes provided that:**
  - (i) the size, height, massing and scale of the use is compatible with the character of the adjacent development and in Low and Medium Density Areas the site size shall generally be a maximum of 0.8 hectares and larger sites may be considered in the Mixed Use Areas;**
  - (ii) sites are generally on arterial and collector roads, with public transit routes.**
- (c) Encourage opportunities for joint use of parking areas in order to reduce land requirements is encouraged.**
- (d) The City will work actively with faith communities and landowners to facilitate the establishment of places of worship in these designations through the plan of subdivision and site plan process. In particular, the City shall:**
  - (i) maintain an inventory of potential vacant sites for new places of worship and existing facilities which are available for lease or purchase by faith communities wishing to identify potential sites or facilities for a place of worship;**
  - (ii) establish policies for City owned facilities which will make them accessible for faith communities;**
  - (iii) encourage landowners to make sites available for places of worship;**
  - (iv) encourage other public agencies to**

make their facilities accessible for faith communities;

- (v) review the City's current regulations and standards to ensure that possible impediments to the establishment of places of worship are minimized while still ensuring appropriate development; and,
- (vi) provide technical assistance to faith communities throughout the planning process.

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

The Seaton Urban Area is intended to develop with a connected transportation network that not only facilitates efficient automobile traffic but also supports transit, cycling and a comfortable walking environment for pedestrians. In addition, an extensive off road trail network is envisioned throughout Seaton.

**11.17 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;**
- (b) create an integrated transportation system, recognizing the inter-relationships among all types of roads and modes of transportation including active transportation;**
- (c) ensure adequate inter-regional transportation infrastructure through connections with Highway 407/ETR, the potential future airport, if developed, and transit corridors;**
- (d) integrate the Seaton Urban Area with south Pickering and adjacent communities by, among other means, supporting transit service delivery that links the Seaton Urban Area to the Downtown Pickering Urban Growth Centre, other Urban Growth Centres and major transit stations;**
- (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;**
- (g) create transportation choices for residents by providing facilities and corridors for alternative modes of travel, including public transit, walking and bicycling;**
- (h) provide a series of transit corridors throughout the Seaton Urban Area, such that the majority of residents are within a five-minute walk of a transit route;**
- (i) provide a road network that is designed to**

- accommodate transit service on designated transit spines and through the neighbourhoods in order to meet anticipated demand;
- (j) protect for transit stations at key nodes to facilitate local transit and inter-regional transit, as well as inter-modal transportation;
- (k) promote the development of a liveable, transit-oriented community with mixed-use and higher-density development along designated transit spines;
- (l) develop a street structure based on a modified grid that provides for a high degree of permeability, access to key open space, community and commercial locations and supports pedestrian and bicycle movements;
- (m) design roads to meet operational and safety requirements, with right-of-way dimensions reduced wherever possible to promote intimate streetscapes and neighbourhoods with a sense of place;
- (n) recognize in the Neighbourhood Planning process that streets are valuable open spaces that should be designed to link the open space system;
- (o) locate street trees and boulevard landscaping through conditions of plan of subdivision to provide shade, reduce heat island effect, contribute to neighbourhood character, and help reduce water runoff; and
- (p) promote coordinated public and private utility planning and infrastructure design.

## CITY POLICY

### GO Transit Station

11.18 City Council recognizes that a GO Transit Station is conceptually located on Schedule II at the intersection of Brock Road and the C.P. Rail line. City Council encourages the early provision of the GO Transit Station and shall require the planning and design of the GO Transit Station and the adjacent land uses to consider the following:

- (a) the precise location of the GO Transit Station shall be determined through an environmental assessment coordinated by Metrolinx and its location can be moved without an amendment to

this Plan;

- (b) transit corridors and facilities are permitted within the Seaton Natural Heritage System provided the location is logical or no reasonable alternative exists. Efforts are to be made to minimize the footprint of the use, to the extent possible, and to ensure no significant negative impacts on the Natural Heritage System or natural features and functions occur. Where a portion of the Go Transit Station is located outside of the Seaton Natural Heritage System, within the Mixed Corridor designation, it shall be developed in a compact form and encouraged to provide for a mixed of uses in a dense form consistent with the intent of the designation;
- (c) Metrolinx shall be encouraged to reduce the overall footprint of the commuter parking lots by considering structured parking;
- (d) when an environmental assessment is completed and a site is identified for the GO Transit Station, the Neighbourhood Plan for Neighbourhood 17: Brock-Taunton may need to be revised to ensure that the Neighbourhood Plan is responsive in terms of the mix and intensity of land uses on and adjacent to the final station location; and
- (e) the City encourages the early provision of a GO Transit Station on the C.P. Rail line.

## CITY POLICY

### 407 Bus-rapid Transitway

- 11.19 City Council shall require the Highway 407/ETR transitway to be shown in Neighbourhood Plans 20 and 21 along with transitway stations at each of the planned interchanges. Provision shall also be made in Neighbourhood Plans 20 and 21 for commuter parking areas, park and ride and car-pooling areas located adjacent to the transit stations.

**Text Box:**

A bus-rapid transitway is planned for the south side of Highway 407 ETR.

**CITY POLICY***Maximizing Transit Usage*

- 11.20 City Council shall require Neighbourhood Plans and implementing draft plans of subdivision and site plans to be designed so as to encourage and maximize public transit usage in the Seaton Urban Area from the earliest stage of development through:
- (a) the accommodation of dedicated transit lanes on Type A arterial roads as the arterial roads are rebuilt or widened;
  - (b) the efficient arrangement of collector roads and Type B and Type C arterial roads to maximize the integration of transit through the neighbourhoods;
  - (c) a system of streets as per section 11.10;
  - (d) the creation of safe and comfortable streets for pedestrians on their walk to the transit corridors;
  - (e) the incorporation of park and ride and car-pooling facilities at each of the Highway 407/ETR transitway stations;
  - (f) the location of transit stop pads in accessible, safe and comfortable locations, which maximize pedestrian accessibility from surrounding residential neighbourhoods, and the identification of such locations on the engineering drawings as a condition of draft plan approval in consultation with Durham Transit; and
  - (g) the arrangement of higher density housing in the vicinity of arterial roads and collector roads that also serve as the transit spines as shown on Schedule II.

**CITY POLICY***Early Introduction of Transit*

- 11.21 City Council shall promote the early introduction of transit service as development occurs by:

- (a) Encouraging the Region and Metrolinx to deliver a Regional transit system linking the Seaton Urban Area to the Downtown Pickering Urban Growth Centre, the GO Transit Station on the Lakeshore Line, Peel Region and York Region.

Text Box: Achieving the early introduction of transit requires assistance from all levels of government as well as the City and landowners in the way development is phased.

## CITY POLICY

### Highway Interchanges

- 11.22** City Council anticipates that the Brock Road interchange will be constructed concurrent with the extension of Highway 407/ETR east. Of the other two interchanges, Council shall request Highway 407/ETR to construct the Sideline 26 / Whites Road interchange as the first priority coincidental with the first phase of development of the Seaton Urban Area in order to serve Neighbourhood 21: the Pickering Innovation Corridor.

Text box: Schedule II shows three future interchanges along Highway 407 at Sideline 26 / Whites Road, Sideline 22 and Brock Road.

## CITY POLICY

### Whitevale Road Bypass

- 11.23** City Council encourages York Region, in cooperation with the Town of Markham and Rouge Park Alliance, to realign and improve 14<sup>th</sup> Avenue between Donald Cousens Parkway and the York-Durham boundary in order to connect to the Whitevale Road By-Pass.

Text box: Schedule II shows the future construction of a by-pass south of the Whitevale Hamlet connecting Concession 5 with 14<sup>th</sup> Avenue in Markham.

**CITY POLICY***Minimizing Traffic through Whitevale*

**11.24 City Council shall require the Neighbourhood Plans and subsequent draft plans of subdivision for Neighbourhood 18: Mount Pleasant Neighbourhood to:**

- (a) direct north-south and east-west arterial road alignments away from the Hamlet of Whitevale while providing for local road access and integration; and**
- (b) identify means of traffic calming along Whitevale Road.**

Text box: It is important that traffic be minimized through Whitevale Hamlet, but additional pedestrian, cyclist and auto oriented patrons can help invigorate the retail stores in the Hamlet. The Hamlet can also assist in creating a sense of place for the surrounding new Neighbourhood 18: Mount Pleasant.

**CITY POLICY***Traffic Sensitivity Analysis*

**11.25 City Council shall require, in support of draft plans of subdivision, an assessment of intersection and road capacity/level of service which shall be undertaken for the neighbourhood within which the draft plan is situated and which shall address travel demand sensitivity and demonstrate that the capacity of the transportation network and community design objectives of this Plan will be achieved.**

**CITY POLICY***Streetscape design to promote walking*

**11.26 City Council,**

- (a) shall require sidewalks on both sides of all arterial, collector and local roads, except:**
  - (i) where an open space feature such as a park, stormwater management pond or Seaton Natural Heritage System designation abuts the road, and provides a pedestrian connection in the open space feature to the street sidewalk;**



- municipalities, as set out in the Pickering Trails and Bikeway Master Plan;
- (ii) provide primary bikeways as dedicated off-road bike routes located along Type A arterial roads but may also consider locating bikeways within the traveled surface of the road in Mixed Use Areas where appropriate;
  - (iii) provide secondary bikeways within the traveled surface of the road, in both directions of Type B and C arterial roads and collector roads; and
- (d) shall require bicycle parking and/or storage areas in all commercial, office, industrial, mixed use, multiple unit residential without individual garages and apartment developments, which shall be secured through conditions of draft plan and/or site plan approval as applicable.

## CITY POLICY

### Trail Network

#### 11.28 City Council,

- (a) shall adopt a Seaton Trail Network which shall be comprised of a hierarchy of off-road trails as delineated in Schedule VII;
- (b) strongly requests the Province to implement the trail system through the Seaton Natural Heritage System in each neighbourhood concurrent with the servicing of that neighbourhood; and
- (c) shall require the Seaton Trail Network to reflect the design criteria set out in the *Seaton Natural Heritage System Management Plan and Master Trails Plan* and be designed to:
  - (i) provide for a safe, well-used transportation system;
  - (ii) provide accessible linkages between the neighbourhoods and between the neighbourhoods and the Natural Heritage System;
  - (iii) link with stormwater management facilities and neighbourhood, community and district parks where they are located adjacent to the Seaton Natural Heritage System and use these facilities as key trail

heads;

- (iv) link with sidewalks and bikeways in the road allowances to create an integrated pedestrian and bicycle network; and
- (v) provide for a hierarchy of primary neighbourhood connecting trails, primary recreation trails and secondary recreation trails with the priority for construction in order of this hierarchy.

Text Box: Primary neighbourhood connecting trails are intended to function as principal linkages between adjacent neighbourhoods that traverse the Seaton Natural Heritage System and shall generally be comprised of a 3.0 metre wide hard surface.

Text box: Primary recreational trails are intended to function as the north-south and east-west spine of the recreational trail network and shall generally be comprised of a 2.4 metre wide hard surface.

Text box: Secondary recreational trails are intended to function as multi-use trails that support both destination and recreational use and shall generally be comprised of a 2.4 metre wide hard surface.

- (d) The trail system through the Natural Heritage System shall be maintained by the appropriate public authority in such a manner that the environmental integrity of the lands is maintained or enhanced.

## **CITY POLICY**

### *Alternative Right-of-way Width Standards*

- 11.29 Notwithstanding section 4.10, City Council shall require the design of all arterial, collector and local roads in the Seaton Urban Area to incorporate reduced right-of-way widths, where feasible, in order to achieve a compact development pattern, an efficient use of land, a pedestrian-oriented streetscape and which limits impacts on the Natural Heritage System and significant cultural heritage features. The road rights-of-way shall be established as follows:

- (a) the width of the Type A and Type B arterials

shall be determined during the Region's environmental assessment for these roads but shall consider a width at the lower end of the range where feasible, taking into account the necessity on transit spines to protect for a six-lane cross-section, including two dedicated transit lanes on Type A arterials and to protect for a four-lane cross section, including two lanes for high occupancy vehicle use or transit priority measures on Type B arterials. In the design of these roads, sufficient design and landscape detail shall be provided on the road cross sections to achieve the creation of a high quality public realm, with particular emphasis on ease and comfort of pedestrian movement along and across these roads;

- (b) Type C arterial roads shall have a right-of-way width of 24 metres, but may be varied in accordance with section 4.11;
- (c) Collector roads shall have a right-of-way width of 21.5 metres, but may be varied in accordance with section 4.11. A narrower right-of-way width of 20.1 metres may be permitted where parallel rear lanes are provided and where utilities are accommodated in the rear lane or where development is located on only one side of the road;
- (d) Local roads shall have a right-of-way width of 17.0 metres, but may be varied in accordance with Section 4.11. A narrower right-of-way width may be permitted in the following circumstances:
  - (i) 15.5 metres where parallel rear lanes are provided and where utilities are accommodated in the rear lane;
  - (ii) 15.5 metres where only one sidewalk is required as per section 11.26;
  - (ii) 15.35 metres where development is located on only one side of the road; and
  - (iii) 12.85 metres for short one-way streets where development is located on only one side of the road;
- (e) public lanes shall have a minimum right-of-way width of 8.5 metres and shall be designed

to accommodate hydro, cable and phone utilities; and

- (f) where roads cross the Seaton Natural Heritage System, the right-of-way widths may be further reduced provided a pedestrian connection is maintained adjacent to the roadway through the Natural Heritage System.

**CITY POLICY**

*Public Lanes*

**11.30 City Council shall:**

- (a) encourage the use of public laneways and rear yard garages where traffic volumes warrant in order to reduce the number of driveways on the street and to locate buildings closer to the street and in locations across from elementary school frontages; but
- (b) also consider other alternatives such as slip lanes, hybrid local roads (serving both a laneway and local road function), mutual drives, flankage lots or other alternatives that address the design intent indicated in (a).

## Create Opportunities for Job Creation Particularly on the Employment Lands Concurrent with Residential Growth

Balanced residential and employment growth in the Seaton Urban Area is intended to create an economically and fiscally sustainable community in the long term. Employment will be provided in the prestige employment lands along Highway 407/ETR as well as within the neighbourhoods as population-serving jobs that include personal services, retailers, education, health care and the government sectors. To be a truly sustainable community, the jobs need to be provided concurrent with residential growth. The major portion of job creation depends on the development of the employment lands.

### CITY POLICY

#### Objectives

#### **11.31 It is the objective of City Council to:**

- (a) attract and sustain high quality employment opportunities that reflect the needs of the City of Pickering and the Regional Municipality of Durham;**
- (b) provide sufficient opportunity for employment in the Seaton Urban Area to be balanced with population, with a ratio of approximately one job for every two residents by making employment lands available to permit an appropriate balance of employment opportunities in conjunction with the development of the residential neighbourhoods**
- (c) designate suitable employment lands for prestige employment uses in areas of high highway exposure and in proximity to the potential future airport, if developed;**
- (d) facilitate entrepreneurial employment and home-based employment by providing a range of opportunities for small businesses to grow and expand in appropriate settings within the Seaton Urban Area;**
- (e) ensure that employment areas are easily accessible by vehicle, transit, bicycle and on foot;**
- (f) ensure that large employment uses adjacent to residential uses are adequately screened and/or separated by appropriate buffers to provide a visual barrier;**

- (g) separate employment uses generating substantial truck movements from residential uses, in order to minimize truck traffic through residential neighbourhoods; and
- (h) plan for a community that will accommodate 30,500 jobs by 2031 and be planned to accommodate 35,000 jobs through long term intensification.

## **CITY POLICY**

### *Prohibited Uses*

- 11.32** Despite the permitted uses in Table 8, City Council shall prohibit the following uses within the Prestige Employment Area designation in the Seaton Urban Area:
- (a) retail stores including large format retail uses except for convenience commercial, and retail sales as a minor component of an industrial operation;
  - (b) outdoor storage;
  - (c) waste processing, waste transfer and recycling facilities;
  - (d) freight transfer and similar trucking facilities;
  - (e) automotive and vehicle sales and repair; and
  - (f) places of worship and elementary and secondary schools.

## **CITY POLICY**

### *Locational Criteria for Commercial Services*

- 11.33** City Council shall permit limited personal service uses, convenience commercial, restaurants and financial institutions which are ancillary to and serve the Prestige Employment Area designation and shall be located according to the following criteria:
- (a) clustered in nodal locations or on the ground floor of office buildings;
  - (b) on arterial roads at a signalized intersection;
  - (c) adjacent to a transit stop; and

(d) for service stations, despite section 15.38 d) at signalized intersections provided that only one such use is located within 100 metres of an intersection.

## CITY POLICY

### Concurrent Job Growth

11.34 City Council shall require that the opportunities for jobs are provided in the first phase of development of the Seaton Urban Area by:

- (a) ensuring that the first phase of the Prestige Employment Area designation, consisting of 80 hectares of employment land between Sideline 26/Whites Road and Sideline 22, is serviced with trunk water and sanitary servicing concurrent with servicing Neighbourhood 16: Lamoreaux and shall be set out in the “Staged Servicing and Implementation Strategy”;
- (b) encouraging Hwy 407/ETR to construct the Sideline 26/Whites Road interchange concurrent with servicing the first phase of the Prestige Employment Area designation;
- (c) encouraging Metrolinx to provide for bus-rapid transit along Highway 407/ETR concurrent with servicing the first phase of the Prestige Employment Area designation; and
- (d) Ensuring that subsequent phases of employment lands are available for development in conjunction with the development of the other residential neighbourhoods.

Text Box: Serviced Employment Area Land is to be available for job creation in the first phase of development of the Seaton Urban Area.

**CITY POLICY***Higher Intensity Nodes*

**11.35 City Council shall require Neighbourhood Plans for Neighbourhoods 20 and 21 to identify and protect for higher intensity employment uses in the vicinity of the Highway 407/ETR Transitway stations in the Prestige Employment designation. These nodes including the transit stations shall be considered as long term intensification areas, and City Council shall encourage increased office development through intensification of commuter parking lots over time and on other sites around the interchanges.**

**CITY POLICY***Performance Standards*

**11.36 In addition to section 3.8, City Council shall require the following matters be addressed in the Development Design and Sustainability Guidelines for Neighbourhoods 20: Thompson's Corners and 21: Pickering Innovation Corridor and in the implementing Draft Plans of Subdivision:**

- (a) sensitive site planning and orientation of buildings, parking and loading docks adjacent to the Seaton Natural Heritage System;**
- (b) requirements for a high quality built form and materials to create a distinct and prestigious image;**
- (c) flexibility of lot sizes and patterns that allows for a variety of lot sizes to parallel market demands;**
- (d) sustainable site and building design to reduce energy and encourage water conservation;**
- (e) minimizing the creation of heat islands, and light, air, and noise pollution;**
- (f) social sustainability through the provision of social support services and facilities such as day cares and cultural institutions within proximity to places of employment; and**
- (g) buffering requirements adjacent to the hamlets of Brougham and Green River.**

Text box: In addition to the policies of section 3.8, high performance design and sustainable standards will be required for development in the employment areas.

Promote Building and Design Practices, Which are Environmentally Sustainable

While all of the policies of this section serve to create a sustainable community in Seaton through the design of the neighbourhood and the land use arrangement, sustainability is also achieved through the design of individual buildings and lots.

11.37 It is the objective of City Council that development:

- (a) promote leadership in sustainable forms of development and green technologies;
- (b) ensure the efficient use of land, infrastructure and energy through neighbourhood layout, compact urban form and energy efficient building design;
- (c) reduce consumption of energy and water, and the emissions of greenhouse gases on a per household basis;
- (d) reduce generation of waste water and solid and hazardous waste on a per household basis;
- (e) increase alternative energy generation;
- (f) control and, to the extent practical, eliminate water, soil, noise and air pollution to safeguard the natural and human environment;
- (g) protect groundwater quality and quantity;
- (h) protect and improve surface water quality, wherever possible;
- (i) provide stormwater management facilities that are efficient, and minimize lifecycle costs;
- (j) maintain the natural hydrologic cycle and function of the watersheds through a range of mechanisms including implementation of *LID stormwater management practices* and principles; and
- (k) prevent increased risk of flooding and stream erosion.

CITY POLICY

*Standards and Benchmarks*

11.38 City Council shall,

- a) promote innovative technology to reduce energy and water consumption in buildings,

- and to reduce waste;
- b) require the Seaton Development Design and Sustainability Guidelines to set out minimum standards and benchmarks to be achieved in the Seaton Urban Area;
  - c) identify, where appropriate, additional measures, beyond the minimum mandatory buildings standards set out in the Ontario Building Code, which will be encouraged through a variety of means including possible incentives;
  - d) require the guidelines to address:
    - (i) design standards and benchmarks to maximize solar gains and facilitate future solar installations (i.e. solar ready);
    - (ii) design measures to facilitate future on-site renewable energy and/or energy recovery systems including the suitable orientation of streets;
    - (iii) benchmarks for the amount of buildings to be pre-wired for photovoltaic systems;
    - (iv) minimum standards and benchmarks for water conservation, including rainwater harvesting, in all buildings and landscaping and the encouragement of re-circulation/reuse systems;
    - (v) minimum green building material standards and benchmarks to promote durability, resource reuse and renewable resource use;
    - (vi) benchmarks for incorporation of green and/or white roofs into building design;
    - (vii) minimum standards and benchmarks for energy efficiency in new buildings;
    - (viii) minimum standards and benchmarks for waste reduction and diversion in the construction process;
    - (ix) landscape design standards and benchmarks to promote water efficient, drought resistant landscaping and the elimination of pesticide/herbicide use, including the use of native plants and xeriscaping; and

- (x) owner/tenant education, at the time of house purchase or rental, regarding household activities to improve energy efficiency.

**CITY POLICY**

*Third-party Certification*

- 11.39 City Council shall promote and encourage the use of recognized and accredited third-party certification for all new development, including LEED and EnergyStar, or equivalent standard.

**CITY POLICY**

*LEED Silver for Municipal Buildings*

- 11.40 City Council shall commit to targeting at least LEED Silver certification, or equivalent standard, for all new municipal buildings and projects.

**CITY POLICY**

*On-site Renewable Energy and Green Energy Systems*

- 11.41 City Council shall permit and encourage on-site renewable energy systems as well as innovative clean energy technologies including:
  - (a) alternative renewable energy for any large building with an indoor community swimming pool, and for institutional, industrial or commercial building with above average hot water usage;
  - (b) photovoltaics on larger commercial, recreational and industrial buildings;
  - (c) solar lighting for park pathway lighting or nature trail lighting;
  - (d) sewer heat recovery systems near commercial, mixed-use and high density residential areas;
  - (e) inter-seasonal thermal energy storage in employment and high density areas, especially those that have higher than average summer cooling requirements such as office towers, retail, or computer data centres; and
  - (f) gas-fuelled combined heat and power systems for any building or collection of buildings that require emergency power systems in excess of 250 kW (electrical).

**CITY POLICY**

*Updating Green Building Requirements*

**11.42 City Council shall periodically review and revise the Seaton Development Design and Sustainability Guidelines, in consultation with landowners and other interested stakeholders, as sustainability initiatives, design innovations, building technologies, and other regulatory standards evolve.**

**CITY POLICY**

*District Energy*

**11.43 City Council shall require consideration be given to District Energy being supplied at an appropriate location within the Seaton Urban Area subject to a feasibility assessment for lands in Neighbourhood 20: Thompson's Corners and also when future infill and redevelopment is contemplated in the Community Node in Neighbourhood 16: Lamoreaux.**

**CITY POLICY**

*Sustainable Water Management*

**11.44 City Council shall,**  
**(a) require proponents of new developments to explore the use of sustainable technologies to determine if or where they are appropriate in the capture, conveyance and treatment of storm runoff; and**  
**(b) require the treatment train approach to reduce runoff volume and to treat stormwater runoff on-site through the use of source, conveyance and end of pipe controls.**

**CITY POLICY**

*Stormwater Facility Considerations*

**11.45 City Council shall permit required stormwater management facilities in all designations, except as set out in Table 3, subject to the following:**

**(a) demonstration that the need for and size of stormwater management ponds has been**

- minimized through a comprehensive LID analysis including full life-cycle costs;
- (b) stormwater facilities should be off line;
  - (c) stormwater management should avoid subwatershed drainage diversion to the extent practical;
  - (d) stormwater ponds shall be naturalized using native species except where combined with recreation or other facilities;
  - (e) the design of stormwater facilities shall accommodate groundwater infiltration for their catchment areas to the greatest degree possible;
  - (f) stormwater facilities should treat storm water runoff from urban roads;
  - (g) non-urban road design/cross section standards should be considered to treat water run-off locally;
  - (h) stormwater facilities shall be located so as to not negatively impact on cultural heritage resources;
  - (i) consider combining storm water management facilities with other uses such as parks;
  - (j) Stormwater management methods proposed for development within the Seaton Urban Area shall satisfy the City's, the Toronto and Region Conservation Authority's (TRCA), and the Ministry of Environment's (MOE) Stormwater Management Criteria for water quantity (flood flow) control, water quality ("Enhanced" Level 1) control, erosion control, groundwater recharge and water balance for the protection of hydrologically sensitive features in accordance with the completed MESP.

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

Providing for a mix of housing types including affordable home ownership and rental housing helps to create a sustainable community. As well, the Central Pickering Development Plan calls for a strategy to achieve a target of 25% of new housing in forms considered affordable to low and moderate-income households.

#### 11.46 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; and
- (b) provide for affordable ownership housing and the opportunities for affordable rental housing in specific designations.

#### CITY POLICY

##### Mix of Housing

11.47 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% of the housing in single and semi-detached housing forms, approximately 40% in townhouse and similar low rise multiple unit housing and 20% in apartments, stacked townhouses and other innovative multi-unit housing forms with additional apartments being added through long-term intensification.

#### CITY POLICY

##### Affordable Housing Strategy

11.48 City Council shall require the Seaton Urban Area be planned to achieve 25% of new residential units in housing forms considered affordable to low and moderate-income households based on the definition in the Provincial Policy Statement. This target shall be achieved primarily through home ownership in multiple unit, ground related housing and in small apartment units. Rental housing will be provided through the rental

of condominium apartment units, secondary suites and purpose-built rental housing. It is anticipated that the majority of this affordable housing will be developed in the Medium Density and Mixed Corridor designations.

## CITY POLICY

### Affordable Strategies for Lower-Income Tenants and Owners

- 11.49 City Council recognizes that most new affordable rental housing and some new affordable ownership housing directed at larger owner households in the bottom 30<sup>th</sup> percentile of owner households, will require some type of subsidy or incentive to reach required ownership or rent levels affordable to low income households. Such assistance could include:
- (a) the public sector setting aside land for non-profit housing providers;
  - (b) using density bonusing at selected sites where a builder provides a certain proportion of rental or subsidized ownership units as affordable;
  - (c) providing financial incentives for affordable housing providers such as waiving of development charges, cash-in-lieu of parkland and other development application fees;
  - (d) using other government housing programs;
  - (e) encouraging builders to construct single and semi-detached units containing accessory dwelling units;
  - (f) reducing parking requirements and/or by encouraging the elimination of garages in ground related housing; and
  - (g) establishing a revolving capital loan fund.

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

The Seaton Natural Heritage System is guided by the policies of the Central Pickering Development Plan. In addition the Province commissioned the Seaton Natural Heritage System Management Plan as called for by the Central Pickering Development Plan. It provided additional policy recommendations that are addressed in the policies of this Plan.

### **CITY POLICY**

#### *Natural Heritage Objectives*

#### 11.50 It is the objective of City Council to,

- (a) protect, maintain and, where possible, enhance all environmentally significant features and functions within the Seaton Natural Heritage System, all significant connections to regional natural systems including the Oak Ridges Moraine, Rouge Park, Duffins Creek, Lake Ontario, and the Greenbelt Area, as well as all key hydrological features in Seaton;
- (b) promote active linkages between the Seaton Natural Heritage System and surrounding urban and rural areas;
- (c) facilitate the inclusion of the Seaton Natural Heritage System into the overall fabric of the Seaton neighbourhoods by permitting a range of low-impact uses and activities within the Seaton Natural Heritage System that are compatible with its protection;
- (d) allow the specific infrastructure required for the new community, including renewable energy systems, to locate in the Seaton Natural Heritage System in an environmentally acceptable manner while minimizing impacts; and
- (e) create a safe and secure Seaton Natural Heritage System by encouraging public use of those Natural Heritage System lands in public ownership.
- (f) work with the Toronto and Region Conservation Authority to monitor the effects of the new development in Seaton.

**CITY POLICY***Seaton Natural Heritage Ownership*

11.51 City Council shall recognize that lands within the Seaton Natural Heritage System shall remain in public ownership. However, City Council shall seek easement or other similar mechanisms of those portions of the Seaton Natural Heritage System adjacent to its municipal parks for purposes of open space and passive recreational use and for stormwater management facilities and related works.

**CITY POLICY***Garden Plots*

11.52 City council,

- (a) shall require organic, public garden plots, permitted by this plan, be administered by the agency responsible for managing the portion of the Natural Heritage System in which the garden plots are located.
- (b) shall recognize that garden plots may involve the small-scale cultivation of food, herbs and flowers.
- (c) shall consider the following principles in the planning, operation and design of such garden plots:
  - (i) minimizing fencing that may pose a barrier to the migration of flora and fauna;
  - (ii) locating garden plots including grading a minimum of 10 metres from the greater of the regional storm floodplain, top of bank, long term stable top of bank, and natural features such as wetlands, woodlots, habitat of Species of Concern and Species at Risk, and the Lake Iroquois shoreline granular sediments; and,
  - (iii) avoiding locations immediately adjacent to residential lots in order to avoid potential user/resident conflicts.
- (d) shall require the appropriate locations for organic garden plots to be identified through an assessment of site specific conditions that consider:
  - (i) the potential impact on natural features and

ecological functions within the Natural Heritage System;

- (ii) the availability of adequate parking nearby;
- (iii) direct vehicular access via a primary connector trail to facilitate the delivery of suppliers, removal of compostable waste and transport of harvested products; and
- (iv) access to potable water supply.

## CITY POLICY

### Infrastructure Crossings

- 11.53** Council shall ensure that permitted *Infrastructure* is developed in accordance with the following criteria:
- (a) Infrastructure within the valley corridors parallel to the watercourse shall be avoided where possible;
  - (b) where *infrastructure* crosses the Natural Heritage System, it should be combined with road and trail crossings where possible; and
  - (c) the importance of groundwater movement and the potential impact to the watercourses, wetlands, and forests shall be recognized in the design and installation of underground *infrastructure*.

## CITY POLICY

### Road Crossings

- 11.54** City Council shall, where the Seaton Natural Heritage System is traversed by existing roads and where new roads are proposed through the Seaton Natural Heritage System, require an assessment of the following items as part of any required Environmental Assessment to identify appropriate road crossing locations and conditions for ongoing wildlife movement. The following items shall be considered:
- (a) road conditions including right-of-way, traffic volumes and lane capacity, posted speed limit, road grade, road side slopes, road barriers, width of road at anticipated road crossings and road lighting;
  - (b) movement patterns of wildlife, daily and seasonally, and the types of species most likely to cross;

- (c) natural heritage habitat types and width at the road crossing;
- (d) proposed land use adjacent to the Seaton Natural Heritage System at the road crossing;
- (e) topography in the vicinity of the road crossing;
- (f) Where nesting habitat(s) and basking sites for cold blooded species are impacted by the proposed road location, alternative sites and habitats away from the roads shall be provided;
- (g) opportunities for restoration with native trees and shrubs, where roads traverse significant natural heritage features;
- (h) appropriate mitigation measures such as traffic calming, temporary road closures, and crossing and funneling structures where demonstrated necessary in order to achieve the appropriate conditions for ongoing wildlife movement.

## CITY POLICY

### Restoration

11.55 City Council shall require the identification of the agency responsible for and the means to undertake restoration within the buffer of the Seaton Natural Heritage System adjacent to the lands proposed for development. The restoration shall have regard for restoration criteria described in section 4.3.1.2 of the *Seaton Natural Heritage System Management Plan and Master Trails Plan (2008)*.

## CITY POLICY

### Development Adjacent to the Seaton NHS

11.56 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;
- (c) the road pattern shall utilize terminal views at the ends of prominent streets, and where appropriate, window streets to reinforce the importance of the Seaton Natural Heritage System. Trail heads and other public open spaces should 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
- (e) where lots back onto the Seaton Natural Heritage System, fencing and other optional measures such as homeowner education shall be used to restrict access and encroachment.

**CITY POLICY**Stewardship

- 11.57** City Council shall encourage stewardship amongst homeowners, which may include planting of locally occurring native plants within rear lots, disconnecting rainwater downspouts, avoiding organic waste dumping within the Seaton Natural Heritage System, and participation in indigenous wildlife protection programs such as providing nesting areas and birdhouses.

Text box: Homeowner stewardship is encouraged.

**CITY POLICY**Rear Lot Interface on Non-Residential Lots

- 11.58** City Council shall require uses that are typically located at the rear of non-residential buildings such as open storage, loading and parking areas be carefully considered and designed to ensure that the Seaton Natural Heritage System edge is not degraded.

**CITY POLICY**

*Trail Heads*

- 11.59** **City Council shall require trail heads to be identified through Neighbourhood Planning. Such trail heads shall provide access to and from the Seaton Natural Heritage System in accordance with the trail head locations identified on Schedule VII Seaton Trails Network.**

## Protect Cultural Heritage Resources and Archaeological Resources

The Seaton Urban Area uniquely contains a large number of cultural heritage and archaeological resources. A large number of the built resources are clustered along Whitevale Road. The Central Pickering Development Plan requires particular attention and respect to cultural heritage and archaeological resources.

**11.60** It is the objective of City Council to,

- (a) identify the range of cultural heritage resources from all time periods, including archaeological sites, cultural heritage landscapes, and built heritage resources;
- (b) reflect First Nations' historical cultural affiliation with the Seaton Urban Area;
- (c) protect and conserve significant cultural heritage features and integrate them into the new urban neighbourhoods and the Seaton Natural Heritage System;
- (d) restore, rehabilitate, protect and conserve significant cultural heritage resources;
- (e) record and salvage all built heritage resources and/or archaeological resources that cannot be conserved in place and document all displaced cultural heritage landscapes;
- (f) foster public awareness and appreciation of Seaton's cultural heritage through promotion, interpretation, education and commemoration;
- (g) ensure that cultural heritage resources and artifacts are protected and passed on for care by future generations;
- (h) involve First Nations, the public, landowners, local heritage experts, heritage committees, relevant public agencies, and other interested groups and individuals in cultural heritage decisions affecting the Seaton Urban Area;
- (i) encourage urban development on or adjacent to protected significant cultural heritage resource properties to be of an appropriate scale and character, where the heritage attributes of such properties are conserved; and
- (j) protect significant archaeological sites from development.

**CITY POLICY***Cultural Heritage Landscapes*

- 11.61 City Council shall require Neighbourhood Plans to identify and, to the extent practical, protect significant cultural heritage landscapes through incorporation into the neighbourhood pattern by:
- (a) creating a block pattern that reflects, where possible and feasible, the historic concession grid;
  - (b) maintaining significant hedgerows in the Seaton Natural Heritage System and public open spaces where possible and feasible;
  - (c) incorporating existing roads and rights of way, which are not planned as arterial roads or collector roads, as lower order roads and/or trails;
  - (d) maintaining to the extent practical the rolling topography;
  - (e) maintaining, to the extent practical, where not precluded by grading or other servicing constraints, the rural cross section of the historic concession roads where such roads cross the Seaton Natural Heritage System; and
  - (f) protecting significant views through the location of neighbourhood parks.

**CITY POLICY***Built Heritage Resources*

- 11.62 City Council shall require Neighbourhood Plans and the implementing Development Design and Sustainability Guidelines to identify, protect and incorporate significant built heritage resources into the lot pattern of the new residential and mixed-use neighbourhoods by:
- (a) giving direction to draft plans of subdivision to provide appropriate uses, lot sizes, setbacks, built form and massing adjacent to the built heritage resources that complements and respects the resource so that the resource appears to be integrated into the neighbourhood;
  - (b) permitting new uses including residential, guest accommodation, personal services, restaurants,

offices and retail use within the built heritage resource so as to ensure its ongoing use; and

- (c) incorporating built heritage resources into neighbourhood parks, schools and other institutional sites where feasible to maintain their open space setting and to provide for future community use.

## **CITY POLICY**

### *Design Considerations*

- 11.63 City Council shall require development adjacent to built cultural heritage resources to reflect the design parameters set out in the Seaton Development Design and Sustainability Guidelines.

## **CITY POLICY**

### *Documenting Former Built Heritage Resources*

- 11.64 City Council requires that where preservation of a built heritage resource is not possible, new development shall document the historical context of the built heritage resource through one or more of the following techniques:
- (a) the preservation and display of fragments of former buildings, structures and landscaping in their historic context;
- (b) marking the traces of former locations, shapes and circulation lines of buildings, structures, travel routes and spaces;
- (c) the display of graphic material describing the former structures and landscape complex;
- (d) recall the former architecture, plan and landscaping in the new development; and
- (e) the salvage of information through archaeological exploration and recording of buildings, structures and landscape through measured drawings and photogrammetry.

## **CITY POLICY**

### *Public Works*

- 11.65 City Council shall ensure, to the extent practical, where not precluded by grading or other servicing constraints, that site alteration including road widenings, road re-alignments, and slope or bank stabilization, among other works, shall be undertaken in a manner that does not destroy or

adversely affect known archaeological sites, built heritage properties and cultural heritage landscape features. All works of public agencies shall consider their impacts upon built heritage resources and cultural heritage landscape with a presumption against any work that would detrimentally affect a valued built heritage resource, cultural heritage landscape or its attributes.

## CITY POLICY

### Whitevale Road Design

#### 11.66 City Council,

- (a) recognizes that Whitevale Road from the Whitevale Hamlet to Sideline 22 encompasses a unique cultural heritage landscape with a significant number of built heritage resources located adjacent to the road;
- (b) shall identify the portion of Whitevale Road between Golf Club Road and just west of Sideline 22 as a Character Road in the Neighbourhood Plans;
- (c) shall maintain the existing character of the roadway, to the extent practical, where not precluded by grading, construction of road intersections or other servicing constraints, including:
  - (i) the existing rural cross section;
  - (ii) the existing mature road side vegetation;
  - (iii) the undulating topography of the road;
  - (iv) the general road surface width, and
  - (v) existing fencing where it contributes to the heritage character of the road;
- (d) shall ensure that lot sizes, setbacks, built form and massing are provided which form a transition to higher density development located north and south of Whitevale Road;
- (e) shall require Neighbourhood Plans to identify the appropriate access treatments to individual lots, but shall not permit back-lotting onto Whitevale Road, and houses flanking the road shall be designed to appear as the front façade;
- (f) shall require the design and built form of housing along Whitevale Road to take design cues from the existing farmhouses;
- (g) shall direct, where possible, parks and school

yards to locate along Whitevale Road to maintain the open space character of the road;

(h) shall direct, where possible, stormwater management facilities to located along Whitevale Road to maintain the open space character of the road but shall not be located so as to negatively impact on cultural heritage resources;

(i) shall require new below ground infrastructure to be constructed so as to minimize disturbance to the rural character of the roadway, to the extent practical; and

(j) shall require traffic calming measures to be incorporated into the design of the road including among other possible measures frequent stop signs, reduced pavement widths at intersections, and raised pedestrian crossings.

Text box: There is an opportunity to not only protect the character of Whitevale Road, but also to create an executive style residential neighbourhood along its length.

## CITY POLICY

### Cultural Heritage Recognition

11.67 City Council shall implement a themed recognition / signage program to recognize cultural heritage buildings in the Seaton Urban Area, in consultation with Heritage Pickering. The City shall also celebrate former noted inhabitants of the area through the use of their names for specific roads, trails, parks and facilities.

## CITY POLICY

### Respecting First Nations

11.68 City Council recognizes First Nations' cultural and spiritual connection to the Seaton Urban Area and shall require the development process be undertaken in a respectful manner. Applicants of development are encouraged to actively seek the input and advice of First Nations in considering the most appropriate actions to take with respect to the protection, commemoration, long-term management and/or mitigative excavation of archaeological sites.

## CITY POLICY

### Archaeology Monitor

11.69 City Council shall require, as a condition of draft plan or site plan approval, that an archaeology monitor, preferably of First Nations' ancestry, if

available, be retained and funded by the applicant for any significant mitigative excavation activities, on known pre-contact archaeological sites. The purpose of this monitor would be to work cooperatively with the applicant's licensed professional archaeologist in order to report back on the results of the mitigative excavation activities to interested First Nations.

## CITY POLICY

### *In-situ Protection of Archaeological Resources*

11.70 City Council shall require significant known archaeological resources be protected in-situ where possible. Stage 3 archaeological assessments shall delineate the boundaries of significant archeological sites, and these sites shall be protected through such means as:

- (a) inclusion within the Seaton Natural Heritage System;
- (b) inclusion within public parks;
- (c) use of zoning that prohibits any future land-use activities that might result in soil disturbance on such sites; and,
- (d) use of other protective tools, such as heritage easements, subdivision agreements or covenants.

### Create an Adaptive and Resilient Urban Community

The Central Pickering Development Plan recognizes that urban communities should be capable of growing and changing over time. This evolution is typical of any urban area but is often ignored in short term planning perspectives.

#### **CITY POLICY**

##### *Evolution of Urban Areas and Sustainability*

#### **11.71 City Council,**

- (a) recognizes that certain areas of the Seaton Urban Area may remain vacant or developed for interim uses until the markets for higher-density housing begin to emerge;**
- (b) recognizes that areas built as primarily commercial areas will evolve and intensify into mixed-use areas provided the block structure and streetscape is designed in recognition of that evolution;**
- (c) recognizes that sustainability targets and benchmarks will need to be adjusted and enhanced as technologies for building products and energy efficiency evolve; and**
- (d) recognizes that the environment will continue to change and approaches and standards to address such environmental change will need to be updated and refined as needed.**

## Neighbourhood Plan Implementation and Phasing

### CITY POLICY

#### Neighbourhood Plan Requirements

- 11.72** City Council shall require the policies of this Plan to be addressed in the design of the Neighbourhood Plan. The Neighbourhood Plans shall:
- (a) provide a block plan level of detail on the intended block and pattern of development;
  - (b) further detail the boundaries of the residential and mixed use designations and identify any variations in minimum densities, minimum and maximum heights, and proportions of certain housing as well as identification of key gateway sites as per sections 11.2, 11.5, 11.6, and 11.7;
  - (c) identify the location and arrangement of Pedestrian Predominant Streets in each Community Node as per section 11.7;
  - (d) identify the location and arrangement of minor commercial clusters as per section 11.3;
  - (e) identify the location of Neighbourhood parks, Village Greens and Trail Heads;
  - (f) identify the location of elementary schools;
  - (g) identify the general location and approximate boundaries of stormwater management ponds;
  - (h) delineate the boundary and policies respecting higher intensity employment nodes in the Prestige Employment designation in Neighbourhood Plans 20 and 21 as per section 11.35;
  - (i) identify significant built cultural heritage resources and cultural heritage landscapes and the means to incorporate them into the neighbourhoods as per sections 11.61 and 11.62;
  - (j) identify the treatment of Whitevale Road and adjacent residential lands as per section 11.66;
  - (k) consider the recommendations of completed archaeological and heritage assessments; and
  - (l) further delineate the pedestrian and bikeway network through the Neighbourhood and adjacent Natural Heritage System.

**CITY POLICY**Neighbourhood Functional Servicing  
and Stormwater Report

**11.73 City Council shall require a Neighbourhood Functional Servicing and Stormwater Report (NFSSR) to be submitted to the satisfaction of the City in consultation with TRCA in support of draft plan of subdivision approval or site plan approval as applicable and such report shall generally be consistent with the recommendations of the Master Environmental Servicing Plan (MESP). TRCA shall be satisfied with respect to meeting Provincial hazard standards. The NFSSR shall address:**

**Text Box:** *A Master Environmental Servicing Plan (MESP) referred to in section 11.73 is required by the CPDP to be completed prior to or concurrent with the Neighbourhood Plans in consultation with the City of Pickering, the Regional Municipalities of Durham and York and the Toronto and Region Conservation Authority (TRCA). The MESP was undertaken by the landowners within Seaton and the recommendations were reviewed by the City and the TRCA to ensure it satisfied their requirements at an overall Seaton level. More detailed analysis is to be undertaken on a Neighbourhood basis to deal with levels of detail not possible at the overall Seaton study level.*

- (a) the size and location of the required sanitary sewage collection system including pumping stations and connection to existing sewers in accordance with Durham Region's Class Environmental Assessment for Regional Services for the Central Pickering Development Plan;**
- (b) works required to extend the water distribution system and, if required, pressurization systems including the size and location of all reservoirs and pumping stations in accordance with Durham Region's Class Environmental Assessment for Regional Services for the Central Pickering Development Plan;**
- (c) the geology, hydrogeologic and natural conditions, where services will cross the Natural Heritage System, not along existing or future roads, in order to confirm construction practices and mitigative measures;**

- (d) the type and location of other existing and proposed utilities;
- (e) the location of collector and arterial roads, transit systems and trails along with preliminary stream crossing designs and conceptual road grades and road cross-sections consistent with the Policies of this plan and the cross-sections within the Development Design and Sustainability Guidelines. This work shall follow and fulfill Phases 3 and 4 of the Class EA process;
- (f) an overall conceptual grading plan and cross-sections that outlines the general grading and post-development flow patterns within sites and onto adjacent lands, and which identifies where minor grading is required within the Seaton Natural Heritage System as permitted in Table 3;
- (g) the restoration of the Seaton Natural Heritage System where grading has been permitted;
- (h) functional details of proposed major and minor storm drainage systems;
- (i) a hydrological, hydraulic and hydrogeological study which demonstrates that negative impacts to recharge, erosion, water quantity and quality are minimized, and a detailed water balance for the watercourses, wetlands and woodlots which demonstrates that negative impacts are minimized;
- (j) a fluvial geomorphic and hydraulic study which demonstrates that crossings are of sufficient size to prevent negative impacts to natural hazards and aquatic and terrestrial systems;
- (k) a detailed stormwater management plan, which addresses the recommended study requirements of the MESP and section 11.45;
- (l) an identification of the location and protection of where *LID* measures can be implemented along with specificity on the size, nature and design on the recommended *LID* measures following consideration of:
  - (i) *LID* Site Design Strategies;
  - (ii) Rainwater Harvesting;
  - (iii) Green Roofs;
  - (iv) Downspout Disconnection;
  - (v) Soakaways, Infiltration Chambers,

- Trenches;
  - (vi) Bioretention;
  - (vii) Vegetated Filter Strips;
  - (viii) Permeable Pavement in parking areas, laneways and sidewalks;
  - (ix) Enhanced Grass Swales;
  - (x) Dry Swales;
  - (xi) Perforated Pipe Systems; and
  - (xii) Other technologies as yet identified that achieve the same purpose;
- (m) the required timing and phasing of infrastructure including both internal and external infrastructure. Any interim or temporary infrastructure required prior to, or in lieu of, permanent infrastructure shall also be identified;
- (n) Site specific inventory of the locations of all new infrastructure to confirm that there are no species at risk identified under the Ontario Endangered Species Act (2007);
- (o) a fisheries habitat assessment for any watercourse crossing to determine whether any fish habitat will be subject to harmful alteration, disruption or destruction and if so providing details of the compensation plan to provide a net gain to the productive capacity of the fish habitat as determined by Fisheries and Oceans Canada or its designate under the Federal Fisheries Act;
- (p) an overall erosion sediment and topsoil management control strategy which addresses the required timing and phasing of site stripping, and grading within and between neighbourhoods except for Regional Infrastructure, in order to minimize collective site disturbance and to avoid construction sediments entering the watercourses to the extent practical prior to any stripping taking place.
- (q) pre, during and post-construction watershed and site specific level monitoring requirements and costs as generally outlined in the MESP; and
- (r) other matters may be recommended by City Council that are consistent with the Central Pickering Development Plan (CPDP) and the Master Environmental Servicing Plan (MESP).

**CITY POLICY****Infrastructure Staging**

- 11.74 City Council shall,
- (a) require that a “Staged Servicing and Implementation Strategy” shall be prepared by the landowners to the satisfaction of the City and Region for the entirety of the Seaton Urban Area which provides a description of the anticipated timing and sequencing of the delivery of major infrastructure and services including but not limited to:
    - (i) trunk water and sanitary services;
    - (ii) collector and arterial roads internal to the Seaton Urban Area;
    - (iii) external road linkages;
    - (iv) interchanges with Highway 407 ETR;
    - (v) transit;
    - (vi) the Seaton Trail network;
    - (vii) fire, EMS and police stations, recreational centres, libraries and community parks;
    - (viii) hydro;
    - (ix) all infrastructure necessary to make lands available for Employment Uses for the first phase of the Employment Area designation as per Section 11.34;
    - (x) the infrastructure necessary to service the remaining employment lands concurrent with remaining residential development;
  - (b) require the Staged Servicing and Implementation Strategy to determine how much development can proceed in the absence of any of the external road linkages or interchanges set out in (a) and which lands are to be subject to zoning with a holding provision, but such holding provision shall not be required for the first phase set out in the Staged Servicing and Implementation Strategy;
  - (c) if the Whitevale Road By-pass bridge crossing of Duffins Creek is delayed, require the infrastructure staging plan to identify how traffic will be directed to restrict traffic flow

- through the Whitevale Hamlet;
- (d) set out appropriate conditions of draft plan approval to implement the Staged Servicing and Implementation Strategy including:
    - (i) identification of the services necessary to service that draft plan;
    - (ii) “NO Presales Agreements” with the Owners of Draft Plans in order to ensure that housing sales do not outpace the timing of delivery of the major infrastructure components;
    - (iii) the use of (H) Holding provisions in the implementing Zoning Bylaws. Conditions for removal of the (H) will be tied to the timing of delivery of the infrastructure components set out in section (a)(i) and (a)(ii) and as per section (b);
  - (e) recognize that, in order to make the funding of the major infrastructure components feasible, it is necessary to provide Draft Plan Approval to all of the residential development;
  - (f) require that the phasing of development in the neighbourhoods occurs in a logical progression along transit corridors, and which allows for the efficient provision of schools, parks and other services where possible;
  - (g) require that the phasing of development in the neighbourhoods delivers an interconnected road network, including the early construction of the arterial and collector roads, to accommodate transit; and
  - (h) as per section 11.34 (a) require the Staged Servicing and Implementation Strategy to provide for the extension of Regional spine services required to facilitate the development of 80 hectares of employment lands between Sideline 26/Whites Road and Sideline 22.

7.20 Renumbering Chapters 11 through 16 as Chapters 12 through 17 and all subsections thereto accordingly.

- 7.21 Adding Policies for Neighbourhood 16: Lamoreaux as follows:  
**To be added**
- 7.22 Adding policies for Neighbourhood 17: Brock-Taunton as follows:  
**To be added**
- 7.23 Adding policies for Neighbourhood 18: Mount Pleasant as follows:  
**To be added**
- 7.24 Adding policies for Neighbourhood 19: Wilson Meadows as follows:  
**To be added**
- 7.25 Adding policies for Neighbourhood 20: Thompson's Corners as follows:  
**To be added**
- 7.26 Adding policies for Neighbourhood 21: Pickering Innovation Corridor as follows:  
**To be added**
- 7.27 Amending section 14.8 (l) [formerly 13.8] by adding "and public and private above ground utilities" so that it reads as follows:  
"where possible, endeavour to ensure that street accessories such as mailboxes, telephone booths, signage, vending machines, refuse containers, ~~and~~ cycle racks and public and private above ground utilities are designed to enhance the aesthetic qualities and character of streetscapes, and located to minimize physical and visual obstruction".
- 7.28 Amending section 14.8 [formerly 13.8] by adding additional subsections as follows:  
**r) encourage utility providers to provide innovative methods of containing utility services on or within streetscape features such as gateways, lamp posts and transit shelters;**  
**s) encourage utilities and infrastructure related to district energy to be considered and planned early in the development approvals process in order to minimize disruption and be cost effective; and**  
**t) require roadway lighting and other outdoor lighting be**

directed to eliminate or minimize, to the extent possible, direct light trespass, glare or up light.”

7.29 Adding a new section 15.15 “Glossary” and the following definitions:

(a) *Infrastructure (as used in the Seaton Urban Area)* means physical structures (facilities and corridors) that form the foundation for development and includes: storm sewers, storm water management facilities, waste water and water systems, electric power generation and transmission including renewable energy systems, communications / telecommunications, transit and transportation corridors and facilities, oil and gas pipelines and associated facilities.

(b) *Low Impact Development (LID) Stormwater Management Practices* means a stormwater management strategy that seeks to mitigate the impacts of increased urban runoff and stormwater pollution by managing it as close to its source as possible. It comprises a set of site design approaches and small scale stormwater management practices that promote the use of natural systems for infiltration and evapotranspiration, and rainwater harvesting.

**IMPLEMENTATION:**

The provisions set forth in the City of Pickering Official Plan, as amended, regarding the implementation of the Plan shall apply in regard to this Amendment.

**INTERPRETATION:**

The provisions set forth in the City of Pickering Official Plan, as amended, regarding the interpretation of the Plan shall apply in regard to this Amendment.

The following additional mapping changes shall be made and brought forward in the accompanying staff report.

Amending *Map 8 – Pickering’s Urban System* for the lands subject to the proposed amendment by:

- replacing “Seaton Urban Study Area” with “Seaton Urban Area”;
- revising the boundary of the Central Pickering Urban Area west to West Duffins Creek and north to include the lands north of Green River; and

- correcting the labeling of the Highway 407 ETR/Transitway to distinguish between existing and proposed.

Adding a new *Map 9-B: Seaton Urban Area Neighbourhoods*.

Amending *Map 10 – Pickering’s Rural System* for the lands subject to the proposed amendment by:

- replacing “Seaton Urban Study Area” with “Seaton Urban Area”;  
and
- revising the boundary of the Central Pickering Urban Area west to West Duffins Creek and north to include the lands north of Green River.