
From: Kyle Bentley
Director, City Development & CBO

Subject: Northeast Pickering Secondary Plan Update
File: D-1100-099

Recommendation:

1. That the Northeast Pickering Secondary Plan Land Use Concepts and Preferred Land Use Plan report, prepared by SGL Planning & Design Inc., (SGL) dated May 2025, provided as Appendix I to Report PLN 13-25, be received, and forwarded to the public, agencies, landowners, and others engaged in the process, for comment; and
 2. That SGL and City Staff review the comments received on the SGL Report, and prepare a Proposed Plan for consideration at a Statutory Public Meeting to be held in the fall 2025.
-

Executive Summary: The purpose of this report is to provide an update on the integrated Northeast Pickering Secondary Plan process and Environmental Assessment (NEPSP), including the presentation of the Preferred Land Use Plan, prepared by SGL. The Preferred Land Use Plan is being made available for comment at the Planning & Development Committee meeting of June 9, at a public information centre to be held on June 18, 2025 at Chestnut Hill Developments Recreation Complex, at the Council Meeting of June 23, 2025 and subsequently through circulation to interested parties, agencies, landowners and others. Following a review of comments, it is anticipated that a Statutory Public Meeting will be held for a Proposed Plan in the fall of 2025.

Relationship to the Pickering Strategic Plan: The recommendations in this report respond to the Pickering Strategic Plan Priority of Advance Innovation & Responsible Planning to Support a Connected, Well-Serviced Community.

Financial Implications: The recommendations of this report do not present any direct financial implications to the City of Pickering.

Discussion: The purpose of this report is to provide an update on the integrated NEPSP.

1. Background

On June 28, 2021, Council directed staff to initiate work on a secondary plan for a new proposed community in Northeast Pickering through Report PLN 31-21 and Resolution #625/21 (see Attachments 1 and 2). Following a competitive bidding process, a multi-disciplinary team, led by SGL Planning & Design Inc., was awarded the contract for this project. The NEPSP is being undertaken in support of a future City-initiated Official Plan amendment to the Pickering Official Plan.

SGL has prepared a report summarizing the work already completed for the NEPSP (see Northeast Pickering Secondary Plan Land Use Concepts and Preferred Land Use Plan report, Appendix I). SGL's report includes a summary of the three land use concepts previously shared with the public at open house meetings. It also includes a description of how the concepts were evaluated leading to a preferred land use plan.

Following further public engagement on the Preferred Land Use Plan, it is anticipated that an Information Report will be presented at a statutory public meeting in the fall of 2025.

2. Technical Work

Since the initiation of this project, SGL and their subconsultants have prepared a number of technical background reports to inform their analysis and the preparation of a draft land use plan and policy framework. A list of the technical reports is shown below:

- Affordable Housing Strategy
- Agricultural Assessment
- Community Placemaking Study
- Community Services and Facilities Report
- Cultural Heritage Resource Assessment
- Employment Land Strategy
- Headwater Drainage Feature Report
- Municipal Servicing Analysis Background Report
- Natural Heritage and Hazard Background Analysis
- Retail Market Study
- Stage 1 Archaeological Assessment
- Sustainability Report
- Transportation Background Report

Copies of these reports are available for the public to review at pickering.ca/NEP.

In addition, an updated scoped subwatershed plan (SSWS) is being completed for Carruthers Creek to inform the land use planning work. Phase One of the SSWS has been completed and further technical analysis is ongoing. The completion of this work is anticipated by the end of 2025.

The City engaged with various agencies in the review of the technical reports including:

- Region of Durham
- Town of Ajax
- Ministry of Transportation
- Toronto and Region Conservation Authority
- Central Lake Ontario Conservation Authority
- Durham District School Board
- Durham Catholic District School Board

3. Envision Durham

Work on the NEPSP began in anticipation of the approval of Envision Durham, the Region of Durham's former Official Plan. On May 17, 2023, Durham Regional Council adopted Envision Durham. On September 3, 2024, Envision Durham was approved in part, with modifications. The Province withheld certain policies and mapping related to the proposed settlement area boundary expansions in northeast Pickering to enable additional Indigenous consultation. On December 13, 2024, the Province of Ontario approved all remaining parts of Envision Durham. This included the settlement area boundary expansions for northeast Pickering.

Following the Province's approval of Envision Durham, the lands within the NEPSP are now designated "2051 Future Expansion Areas". Detailed designations of the NEPSP lands includes "Community Areas", "Employment Areas", and "Regional Centres".

4. Public Engagement

Two Public Information Centres (PIC) have been held for this project.

4.1 Public Information Centre 1 – May 2023

The first PIC presented the draft vision and guiding principles for the project and discussed the opportunities and constraints in planning for a future community in Northeast Pickering. Feedback from the first round of engagement (see Attachment 3) was considered in preparing the draft growth scenarios and evaluation criteria.

4.2 Public Information Centre 2 – March 2024

The objectives of this session were to present three land use concepts and criteria for evaluating these concepts. The input received (see Attachment 4) was used in the finalizing of evaluation criteria and development of a preferred land use plan that is the subject of the round of engagement.

4.3 Public Information Centre 3 – June 18, 2025

On June 18, 2025, a PIC will be held at Chestnut Hill Developments Recreation Complex where SGL will present the preferred land use plan, along with increased population and employment projections. The public will be given the opportunity to learn about the

changes that have been made and provide their input. Public comments will assist in finalizing the draft secondary plan that will be presented at a statutory public meeting in the fall of 2025.

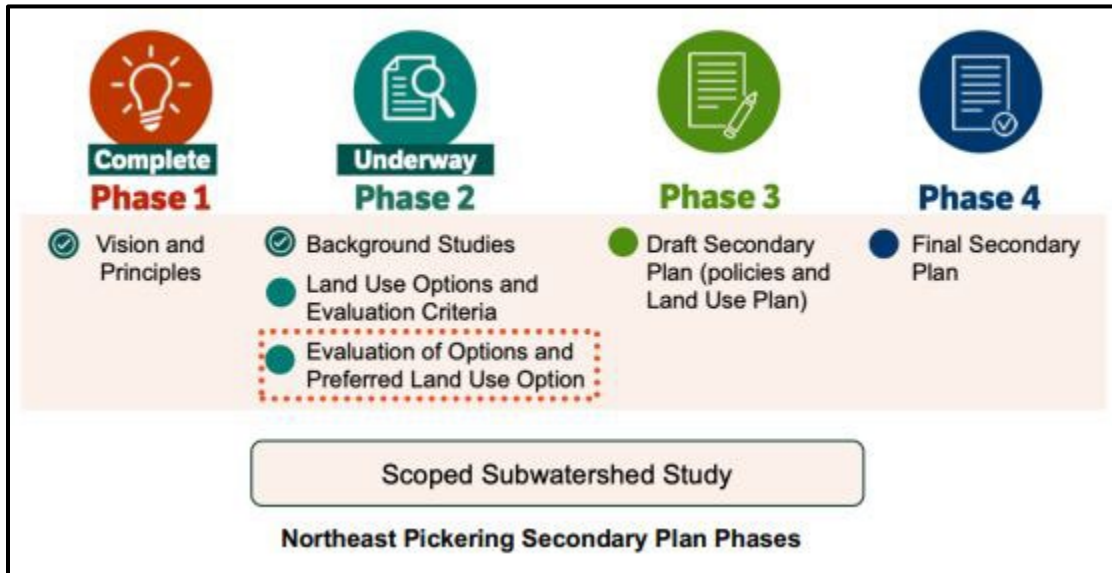


Figure 1: Project timeline, May 2025.

5. First Nations Engagement

The City has reached out to the Mississaugas of Scugog Island First Nation (MSIFN), the Williams Treaties First Nations, and other Indigenous groups as part of NEPSP engagement efforts. Both MSIFN and Alderville First Nation have expressed their interest in the NEPSP. Following the signing of a Relationship Agreement with MSIFN in April 2024, the Nation provided preliminary feedback on the NEPSP technical reports in June 2024. The City is preparing a response that will address their comments/concerns, and highlight the key milestones and next steps for the Northeast Pickering Secondary Plan process.

6. Next Steps

While technical work continues on the Carruthers Creek scoped subwatershed plan, further public engagement will be held on June 18, 2025, at the Council meeting of June 23, and thereafter following circulation of the preferred land use plan to agencies, interested parties, landowners, and others.

A statutory public meeting will be scheduled for fall 2025 with the goal of a recommendation report being brought to Council in December 2025 or as soon thereafter as possible.

Appendix:

Appendix I Northeast Pickering Secondary Plan Land Use Concepts and Preferred Land Use Plan report, prepared by SGL Planning & Design Inc., dated May 2025

Attachments:

1. Report PLN 31-21
2. Council Resolution #625/21
3. What We Heard Report – PIC 1 (May 2023)
4. What We Heard Report – PIC 2 (March 2024)

Prepared By:

Original Signed By

Paul Wirch, RPP
Principal Planner, Policy

Original Signed By

Déan Jacobs
Manager, Policy & Geomatics

PW:ld

Approved/Endorsed By:

Original Signed By

Catherine Rose, MCIP, RPP
Chief Planner

Original Signed By

Kyle Bentley, P. Eng.
Director, City Development & CBO

Original Signed By

Fiaz Jadoon
Director, Economic Development & Strategic Projects

Recommended for the consideration
of Pickering City Council

Original Signed By

Marisa Carpino, M.A.
Chief Administrative Officer

**Land Use Concepts and Preferred Land Use Plan,
dated May 2025, and prepared by SGL Planning & Design Inc.**

Northeast Pickering Secondary Plan

Land Use Concepts Preferred Land Use Plan

May 2025

— City of —
PICKERING

SQIL
Planning & Design Inc.

Table of Contents



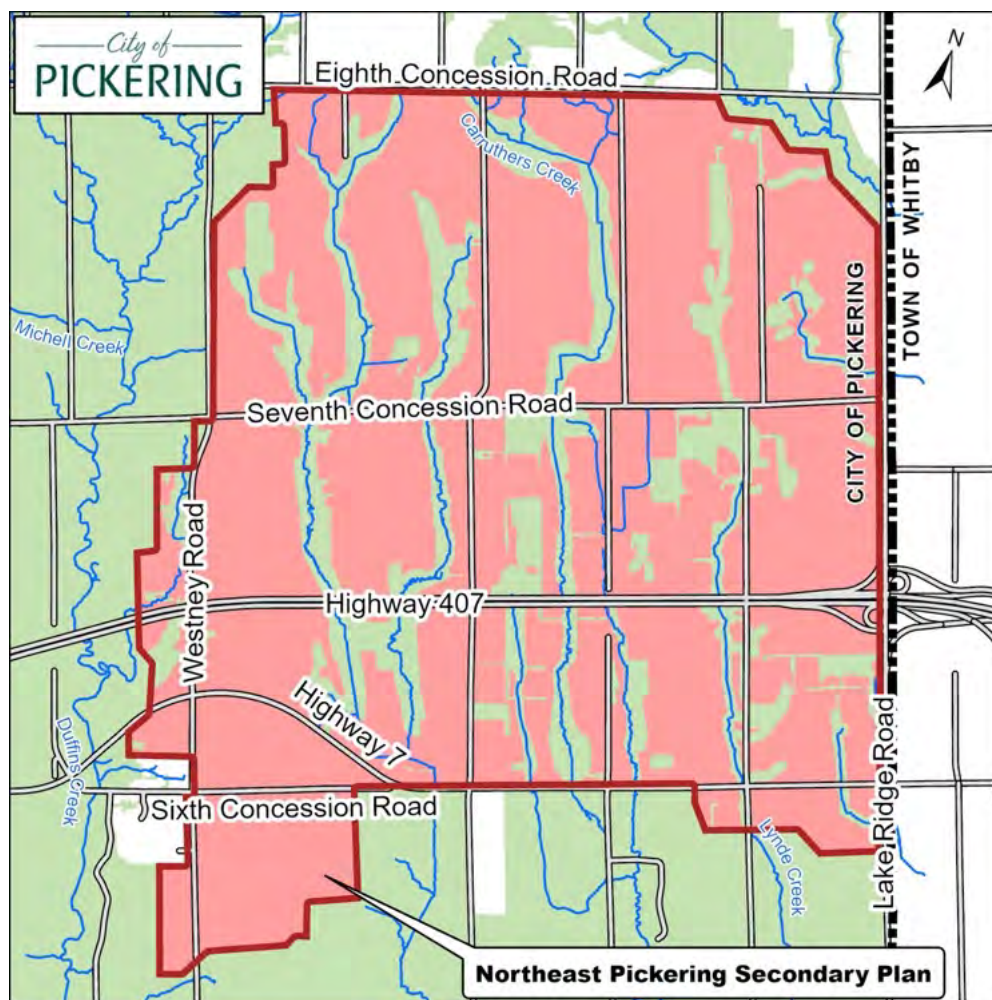
1. Introduction.....	1
1.1. Study Purpose.....	1
1.2. Study Progress and Consultation	2
1.3. Report Purpose	4
1.4. Vision	4
1.5. Guiding Principles	5
2. Land Use Concepts	6
2.1. Concept 1: Environment Focused.....	6
2.2. Concept 2: Transit Focused.....	12
2.3. Concept 3: Neighbourhood Focused	18
3. Description of the Land Use Elements	24
3.1. Regional Centre.....	24
3.2. Regional Corridors.....	25
3.3. Local Nodes, Community Nodes and Mixed Corridors	26
3.4. Urban Residential Areas.....	28
3.5. Parks	29
3.6. Schools	30
3.7. Employment Area.....	31
3.8. Transit	31
4. Land Use Concept Evaluation	33
5. Preferred Land Use Plan	47
5.1. Key Structural Elements.....	47
5.2. Description of Land Use Designations and Elements.....	50
5.3. Estimated Density, Units, Population and Jobs.....	55
6. Conclusion and Next Steps	57

1. Introduction

1.1. Study Purpose

The City of Pickering is undertaking a comprehensive Secondary Plan Study that will establish a detailed land use and development framework for Northeast Pickering (NEP). The Northeast Pickering Secondary Plan (NEPSP) is envisioned as an innovative, complete and sustainable live-work community that will provide for significant residential and employment opportunities as the City continues to grow.

The Secondary Plan Area encompasses approximately 1,600 hectares of land in NEP. The Area is generally bound by Highway 7/Sixth Concession Road to the south, Lake Ridge Road to the east bordering the Town of Whitby, Eighth Concession Road to the north and Westney Road to the west. Highway 407 transects east-west through the southern third of the Secondary Plan Area.



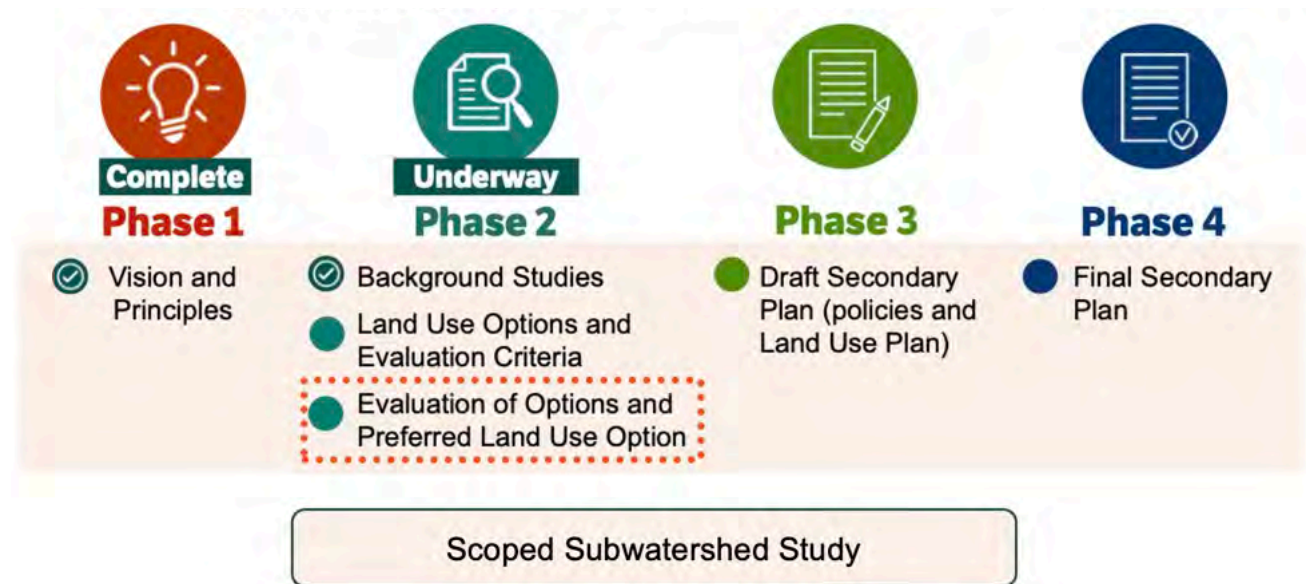
Northeast Pickering Secondary Plan Area

In November 2022, as part of the Envision Durham Municipal Comprehensive Review (MCR), 1,195 hectares of land within the NEPSP Area were recommended for inclusion in the Region's Urban Area Boundary through Settlement Area Boundary Expansion (SABE). The Durham Regional Official Plan identifies the majority of NEP as Community Area. Approximately 249 hectares of land north and south of Highway 407 have been identified as Employment Area.

The Envision Durham Growth Management Study Report anticipated that NEP could accommodate as many as 44,910 persons and 4,315 jobs on Community Area designated lands at a density of 52 persons and jobs per hectare, plus an additional 6,600 jobs in the Employment Area. This population, density and employment forecast is being used to provide a general guideline for the development of the Secondary Plan.

1.2. Study Progress and Consultation

As illustrated below, the Secondary Plan Study is being undertaken in four phases. A Scoped Subwatershed Study is ongoing as part of the Secondary Plan Study to inform the final Official Plan Amendment.



Northeast Pickering Secondary Plan Phases

1.2.1. Work Completed

Phase 1 of the Study involved finalization of the Work Plan and Public Engagement Strategy, as well as refinement of the Secondary Plan Vision and Guiding Principles.

Phase 2 of the Study involved the completion of the following Background Studies to help guide future growth and development within the Secondary Plan Area:

- Community Placemaking Study
- Affordable Housing Strategy
- Community Services and Facilities Study
- Employment Lands Strategy
- Retail Market Study
- Sustainability Study
- Integrated Transportation/Transit Study
- Municipal Servicing Analysis/Area Servicing Plan
- Natural Heritage and Hazard Background Analysis
- Agricultural Impact Assessment
- Cultural Heritage Study
- Stage 1 Archeological Assessment

A **Public Information Centre** was held on May 25, 2023 at the Chestnut Hill Developments Recreation Centre to introduce the project, findings of the Background Studies and seek feedback on key topic areas including the natural environment; placemaking and the public realm; and community connections and facilities.

All Background Studies, Public Information Centre materials and Engagement Summaries are available on the City's "Let's Talk Pickering" Page: <https://letstalkpickering.ca/NEP>.

Phase 2 also involved the development of three Land Use Concepts. A **Public Information Centre** was held on March 20, 2024 to introduce the Land Use Concepts and seek feedback to be used in their evaluation. Most recently, a Preferred Land Use Concept was developed based on an evaluation of the three Land Use Concepts.

1.2.2. Next Steps

A third **Public Information Centre** will be held in June 2025 on the Preferred Land Use Plan. Once finalized based on comments, the Preferred Land Use Concept will be used to provide the overall land use framework for the Secondary Plan Area and form the basis for the Official Plan Amendment in **Phase 3**.

Phase 3 will involve the preparation of the Official Plan Amendment, which will introduce the Land Use Plan and corresponding policies for NEP into the Pickering

Official Plan. A statutory public meeting on the Secondary Plan is anticipated to be held in early Fall 2025.

Following refinement of the Official Plan Amendment, **Phase 4** of the Project will involve a Final Recommended Secondary Plan will be prepared and presented for **Council Adoption** before the end of 2025.

1.3. Report Purpose

The purpose of this Report is to provide an overview of the three Land Use Concepts, their evaluation and a description of the Preferred Land Use Plan for the NEP Secondary Plan. All three Land Use Concepts, as well as the Preferred Land Use Plan, were developed to achieve the overall vision and guiding principles for the Secondary Plan, while applying different approaches to land use, the environment and transportation that differentiate them from one another.

The three Land Use Concepts are as follows:

Concept 1: Environment Focused

Concept 2: Transit Focused

Concept 3: Neighbourhood Focused

The Land Use Concepts were evaluated against a set of established criteria and measures to determine which elements of each Land Use Concept are preferred and should be included in the Preferred Land Use Plan. The evaluation of the Land Use Concepts is presented in **Section 4**. **Section 4** also includes an evaluation matrix that summarizes the evaluation of the Land Use Concepts and describes the detailed analysis and the rationale for which elements to include in the Preferred Land Use Plan.

The Preferred Land Use Plan was not developed based on one of the three Land Use Concepts, but rather a combination of the most preferred elements of each of the three Land Use Concepts and additional feedback received through engagement with landowners and the public.

1.4. Vision

The Vision for the NEP Secondary Plan is as follows:

The Northeast Pickering Secondary Plan Area will be holistically planned as a complete community focused on the well-being of its residents and the sustainability of its natural environment. This will be accomplished through innovative approaches to people-centered design, sustainability and land stewardship. Northeast Pickering is envisioned as a multi-generational, economically diverse community with vibrant public spaces and walkable neighbourhoods.

1.5. Guiding Principles

The development of the NEP Land Use Plan will be directed by the following Guiding Principles:

Multi-Generational Community: Provide a **mix of land uses**, including a wide variety of **housing options**, densities, and affordability with an accessible public realm that encourages residents to grow and age in place, facilitating a multi-generational community.

Vibrant Public Spaces: Foster the creation of **high quality** parks, public spaces and streetscapes that provide a range of uses and activities, encouraging social interaction and a **sense of belonging**.

Connected and Walkable: Design **well connected streetscapes** to facilitate **walkable neighbourhoods** and accessible active transportation and transit options, leading to healthy and active lifestyles.

Sustainable Community: Build a **sustainable community** by incorporating climate resilient and sustainable design with cost effective community scale solutions to reduce greenhouse gas emissions, conserve energy and water and reduce waste generation.

Land Stewardship: Focus on **land stewardship** and environmental protection to retain natural beauty and function.

Economic Diversity: Provide a range of **employment options and opportunities** to foster a complete community through the inclusion of a strong employment node and a wide variety of commercial and professional service industries.

2. Land Use Concepts

Three Land Use Concepts were developed as part of the Secondary Plan Study to illustrate and evaluate various ways in which the NEP Secondary Plan Area could be developed. The following provides a brief description of the focus and intent for each Land Use Concept. **Section 4** below provides an overview of each of the common land use elements between each Land Use Concept.

2.1. Concept 1: Environment Focused



The land use structure of Concept 1 is shown in **Figure 1A** below. Development within the Secondary Plan Area has been planned to preserve and enhance, where possible, the existing Natural Heritage System. The impacts of new roads and crossings over the environmental system have been minimized by avoiding crossing of the Natural Heritage System or diverting roads to the narrowest portion of Natural Heritage System where crossings are required. As well, areas of potential restoration or compensation have been identified (by Matrix Solutions Inc.) and added to the Natural Heritage System where pockets of developable land were generally surrounded by the Natural Heritage System.

One large residential area is proposed north of Highway 407, with a centralized Regional Centre at 7th Concession and Salem Road. A community park and secondary school have been located at the Secondary Plan Area's highest point, to be integrated as a key part of the Regional Centre, which will serve as a central focal point for the new community and provide views of the surrounding lands and nature. Regional Corridors along 7th Concession and Salem Road lead to and from the Regional Centre.

A Mixed Corridor is proposed along the new northern east-west Type C Arterial Road to serve as a corridor for high density residential development and provide for some commercial and mixed use development primarily at intersections with other collector and arterial roads. Five Local Nodes are distributed throughout the new community with one of them situated east of Greenwood in the new residential neighbourhood.

Employment Areas are fully separated from the residential community to the north by Highway 407, except for an expanded residential area to the east of the Greenwood

Hamlet, south of Highway 7. This linear Employment Area is supported by two new Highway 407 interchanges at Salem Road and Westney Road.

The proposed road classification of the Arterial and Collector Roads is shown on **Figure 1B**. Two new east-west Type C Arterial Roads are added to address east-west connectivity. Sideline 2 had been realigned to the north to extend to the Eighth Concession. Sideline 4 extends over Highway 7. Two new north-south collector roads have been added between the Seventh and Eighth Concession with shorter collector roads also added throughout the plan to provide connectivity within larger blocks.

The proposed trail system is oriented primarily along the north-south spines of the Natural Heritage System with connections to and from nearby parks to maximize residents access to nature as shown on **Figure 1C**.

The community park and almost all neighbourhood parks have been located adjacent to the Natural Heritage System to expand and integrate with existing naturalized areas. As shown on **Figure 1C**, the distribution of parks ensures a maximum 5 minute walk to most parks. Elementary schools are located primarily along the Type C Arterial Roads or Collector Roads and in some cases are located adjacent to a neighbourhood park where the park is located close to a Type C Arterial or Collector Road.

The proposed transit structure as shown on **Figure 1D** adds three north-south local routes, one east-west route, and one L-shaped route along 8th Concession and Westney Road. The first north-south local route is primarily on Sideline 4; the second is primarily on Kinsale Road; the third is primarily along Sideline 6 and Salem Road. All three routes run between Highway 7 and 8th Concession, with one-way loops to provide coverage to the employment area at the south end and to the residential areas at the north end. No north-south route is provided between Westney and Salem because of a lack of arterial and collector roads. The L-shaped route includes a north-south component along Westney Road, and an east-west component along 8th Concession. The east-west route runs along Highway 7 connecting to Seaton/Markham to the west and Brooklin/North Oshawa to the east.

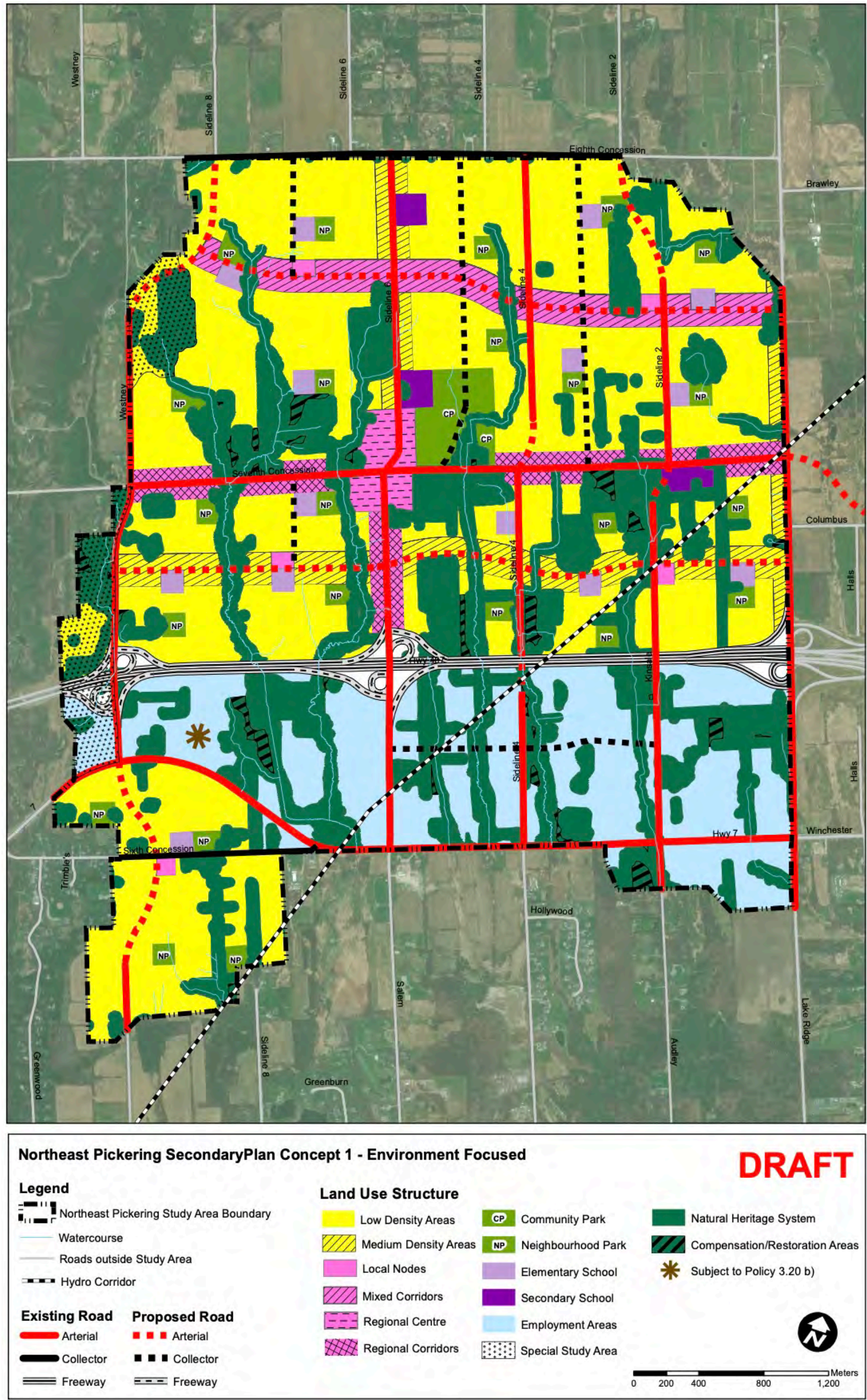


Figure 1A. Concept 1 Land Use Structure

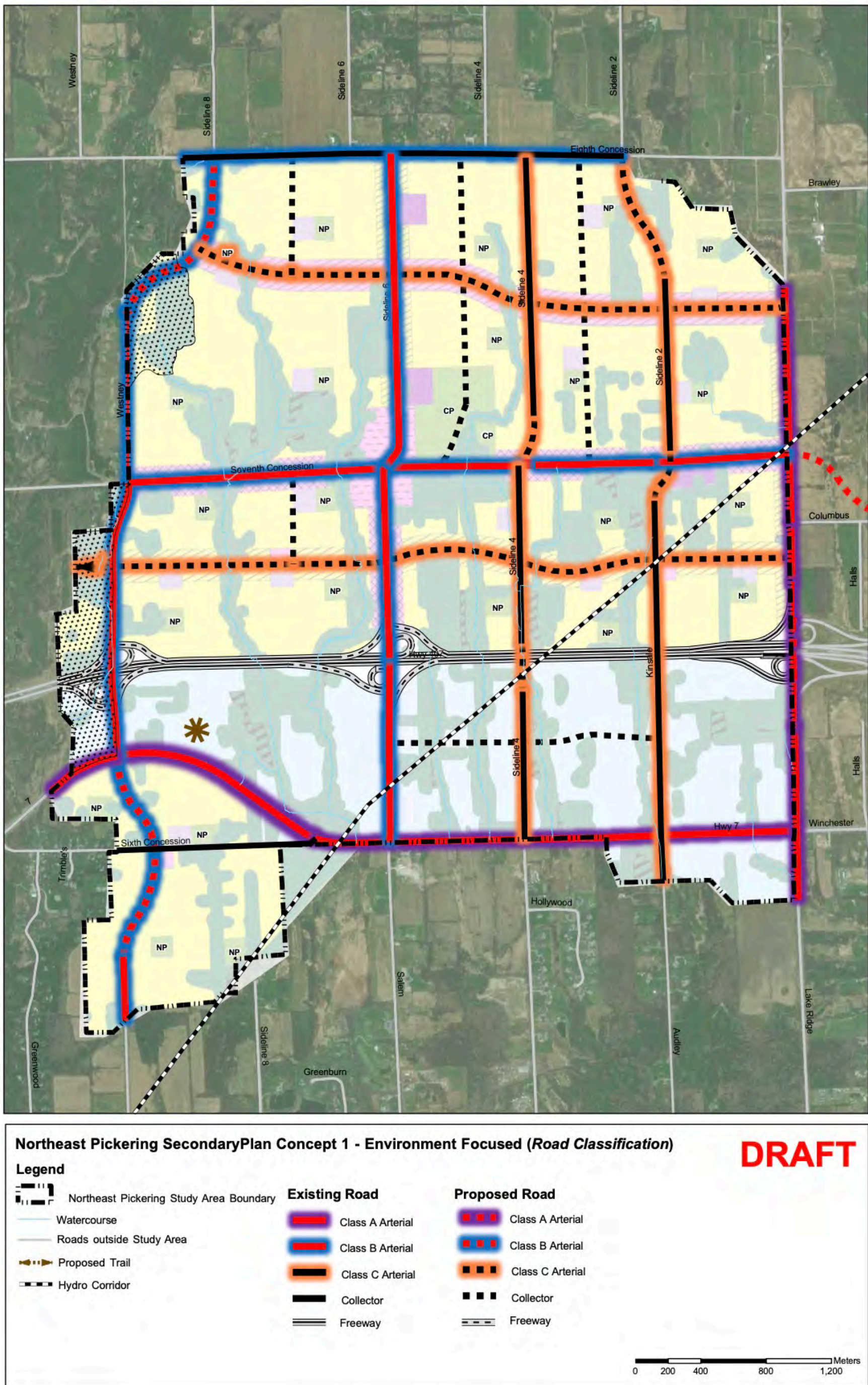


Figure 1B. Concept 1 Road Classifications

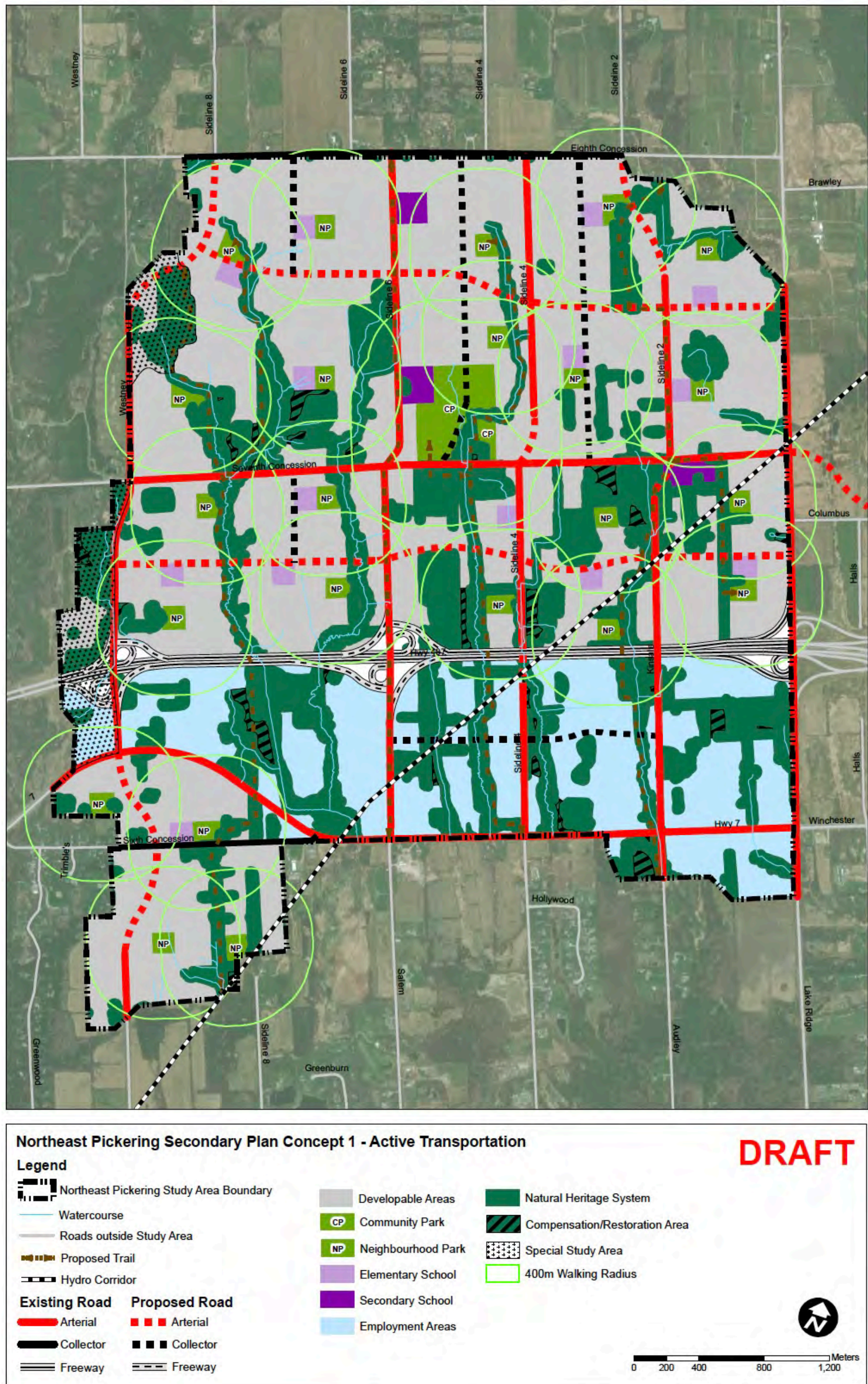


Figure 1C. Concept 1 Parks and Trails

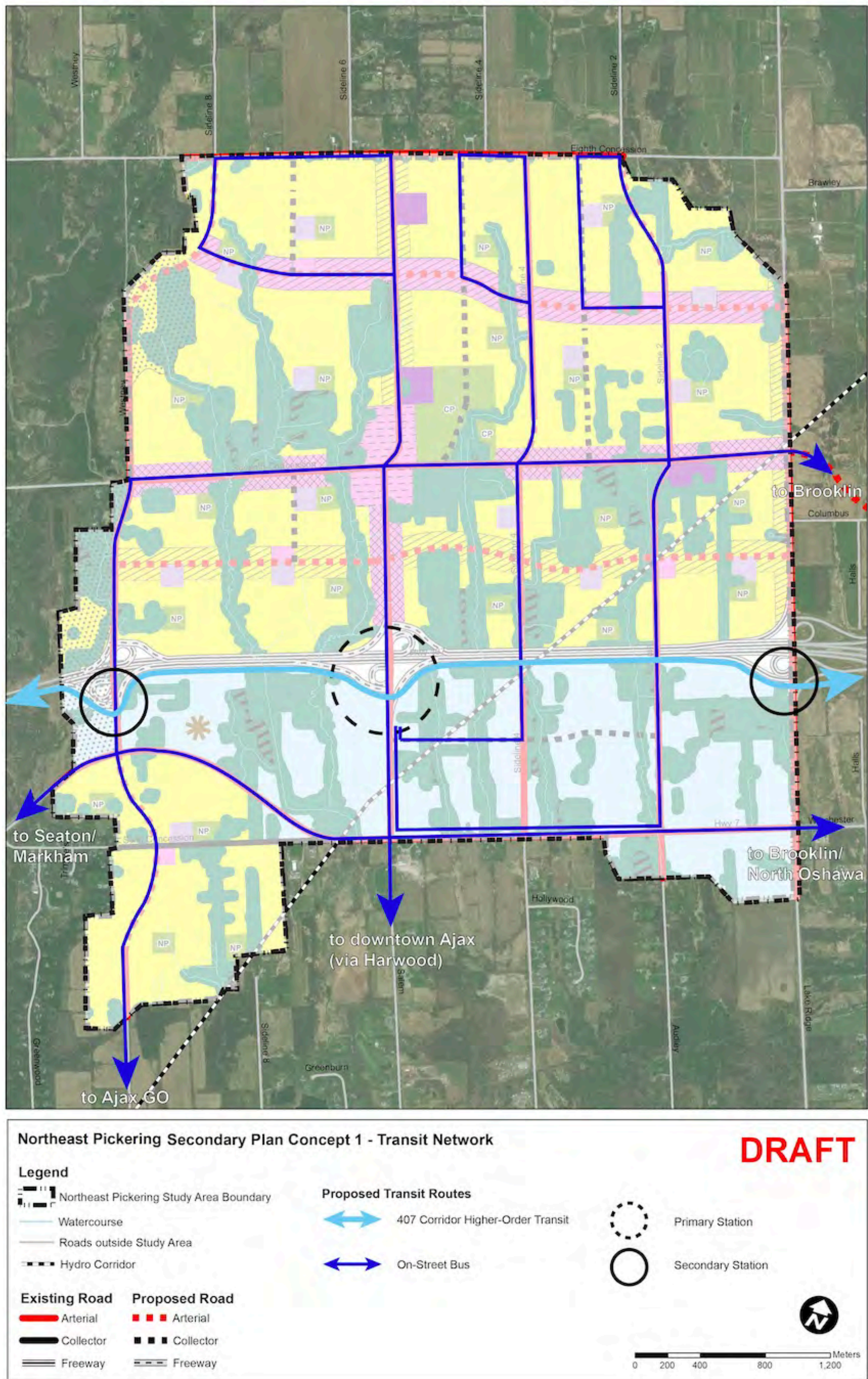


Figure 1D. Concept 1 Transit

2.2. Concept 2: Transit Focused



The land use structure of Concept 2 is shown in **Figure 2A**. Development within the Secondary Plan Area is focused along an interconnected network of nodes and corridors, where higher densities will be focused and transit connections will be prioritized.

The Higher Order Transit being planned along Highway 407 has been prioritized, with a new Regional Centre located along Salem Road straddling Highway 407, creating a Major Transit Station Area. Higher densities and mixed uses leading to and from the Regional Centre are prioritized through the introduction of Regional Corridors along Salem Road south of the Regional Centre and a new Type B Arterial Road which connects to Highway 7 in the west and to Columbus Road in the east. As well a Mixed Corridor is proposed along Salem Road north of the Regional Centre and along the 7th Concession. The Regional Centre and broader MTSA is intended to develop into a walkable, dense and mixed-use community in itself. One of three High Schools is located adjacent to the Regional Centre. Five Local Nodes are distributed through the Secondary Plan Area to provide additional commercial services to the surrounding neighbourhoods.

To enhance local transit access and active transportation opportunities, a dense network of collector roads is proposed with two additional east-west roads north of 7th Concession (one a Collector and one a Type C Arterial Road) and nine north-south roads with three being Type B Arterial Roads, four Type C Arterial Roads and two Collector roads as shown in **Figure 2B**. Three new Type C Arterial Roads will also be extended across Highway 407. This network of collector roads support a mix of uses, higher densities, transit and active transportation connections through a Mixed Corridor and Medium Density designations.

Two separate Employment Areas are focused to the east and west of the community, creating a centralized mixed-use community node that focuses on transit, while also still making use of the 407 for goods movement. The Lake Ridge Road 407 interchange and a new 407 interchange at Westney Road provides access to these two Employment Areas.

Multi-use paths will be prioritized along collector roads as shown in **Figure 2C**. Two community parks are co-located with secondary schools, with one serving the northern residential community and one serving the southern residential community. Neighbourhood

parks are located adjacent to elementary schools to create nodes for each neighbourhood. As shown on **Figure 2C**, the distribution of parks ensures a maximum 5 minute walk to most parks.

The proposed transit structure as shown on **Figure 2D** adds four north-south local routes, one east-west route and one L-shaped route along 7th Concession and Westney Road. The first north-south route is primarily on Sideline 4; the second is primarily on Kinsale Road; the third is primarily along the proposed north-south arterial road just east of Westney Road; the fourth is primarily along Sideline 6/Salem Road. All four north-south routes run between Highway 7 and 8th Concession, with one-way loops to provide coverage to the residential areas at the north end and the employment areas at the south end. The L-shaped route includes a north-south component along Westney Road, and an east-west component along the proposed east-west arterial just south of 7th Concession. The east-west route runs along Highway 7 connecting to Seaton/Markham to the west and Brooklin/North Oshawa to the east.

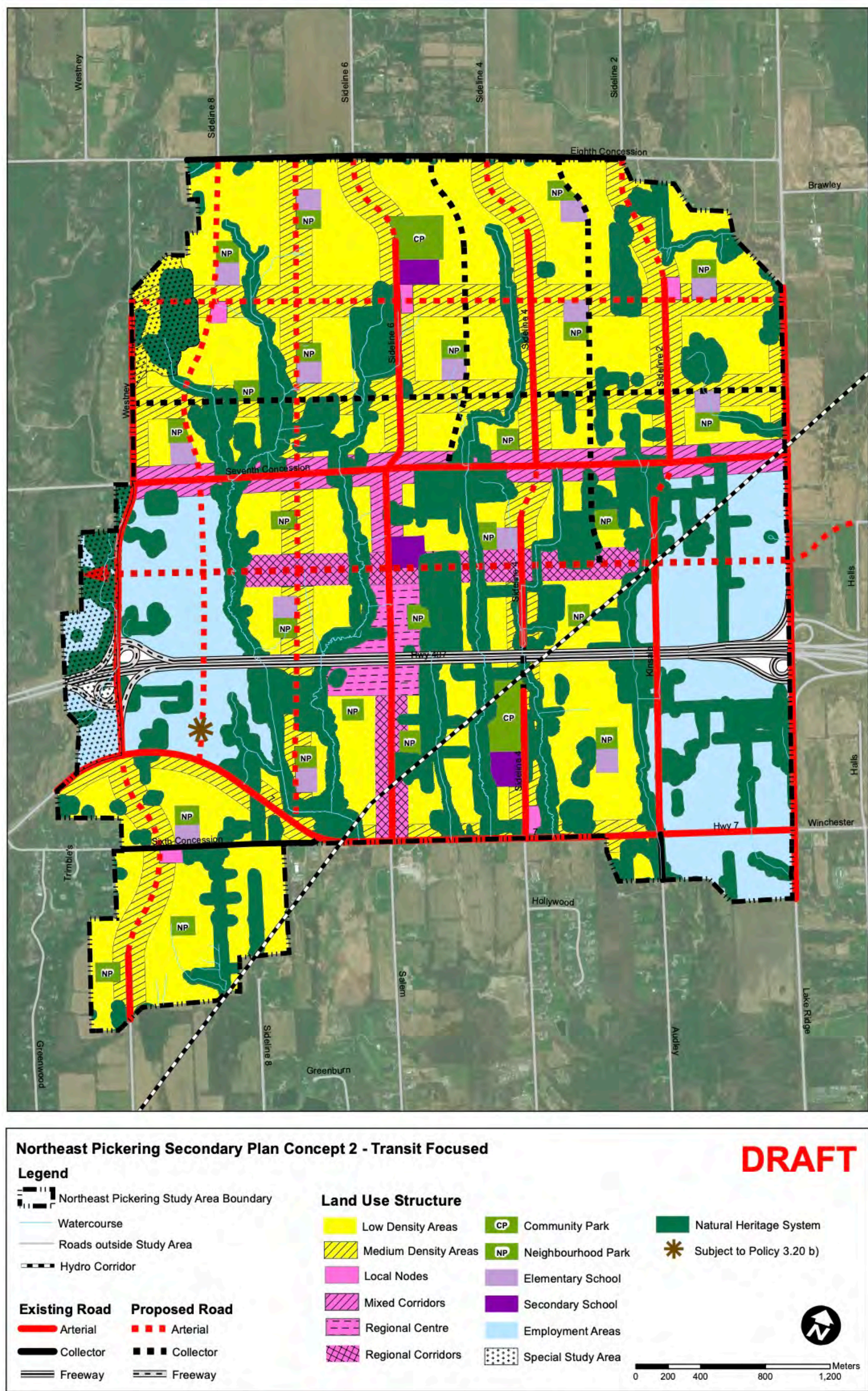


Figure 2A: Concept 2 Land Use Structure

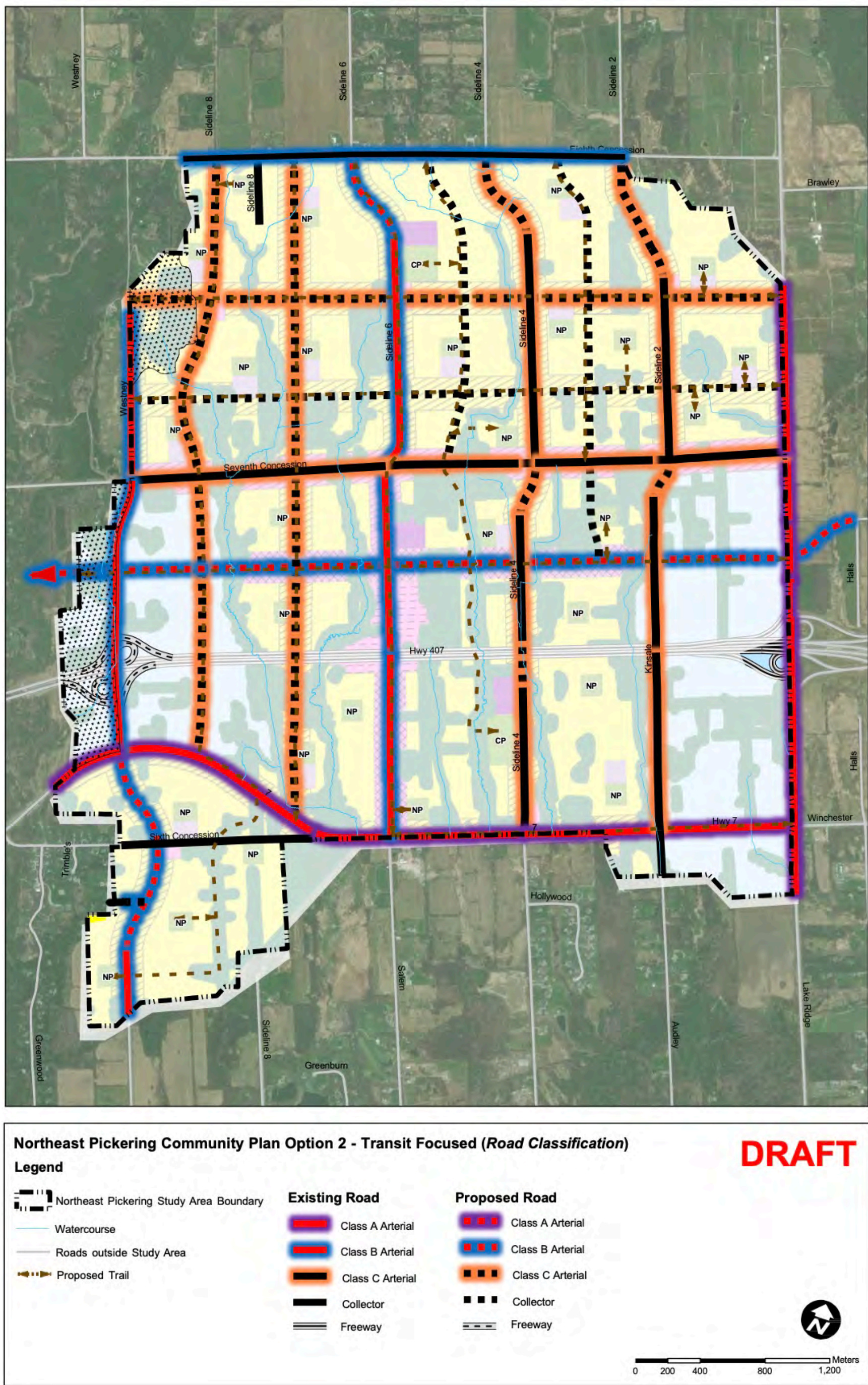


Figure 2B: Concept 2 Road Classifications

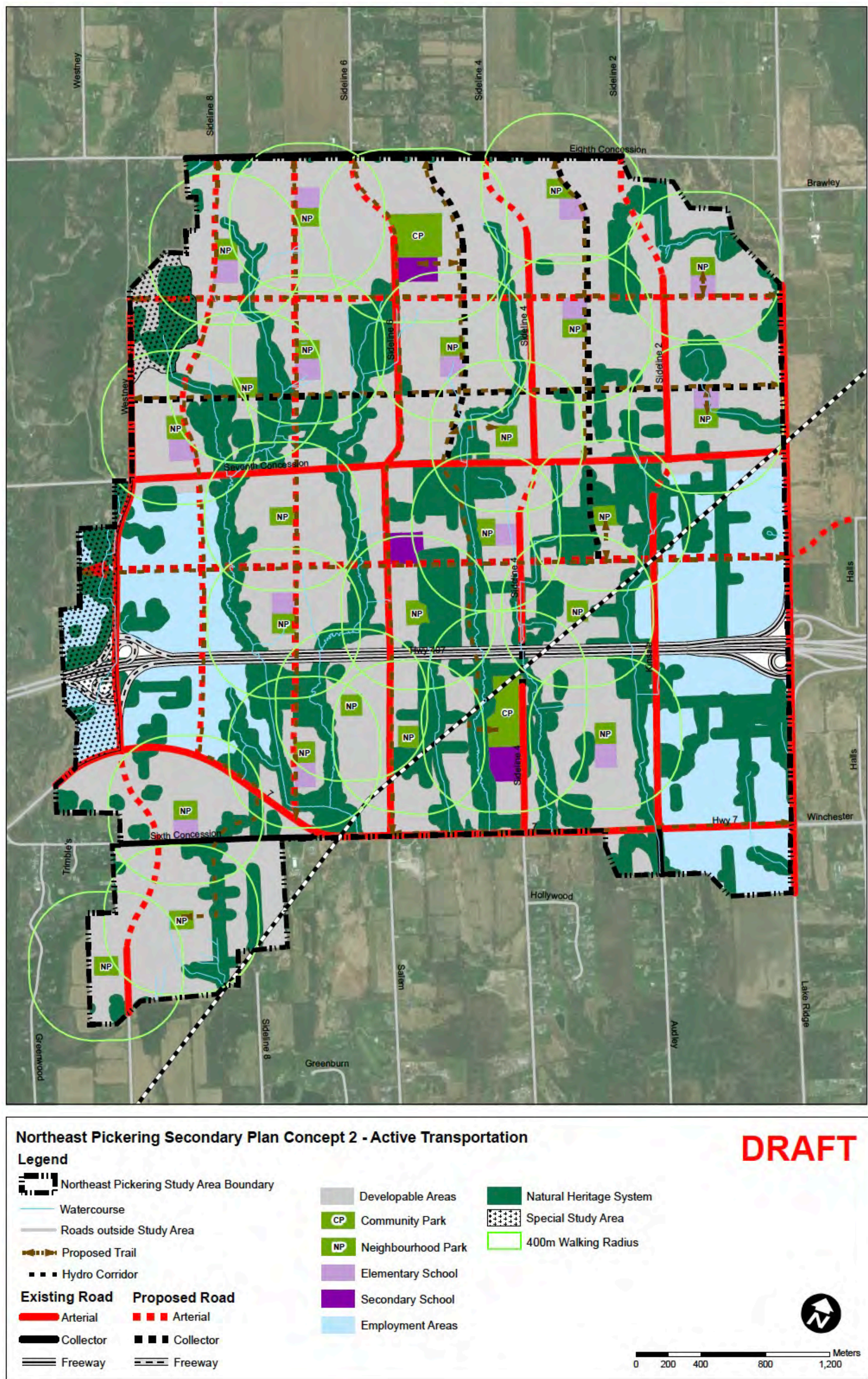


Figure 2C: Concept 2 Parks and Trails

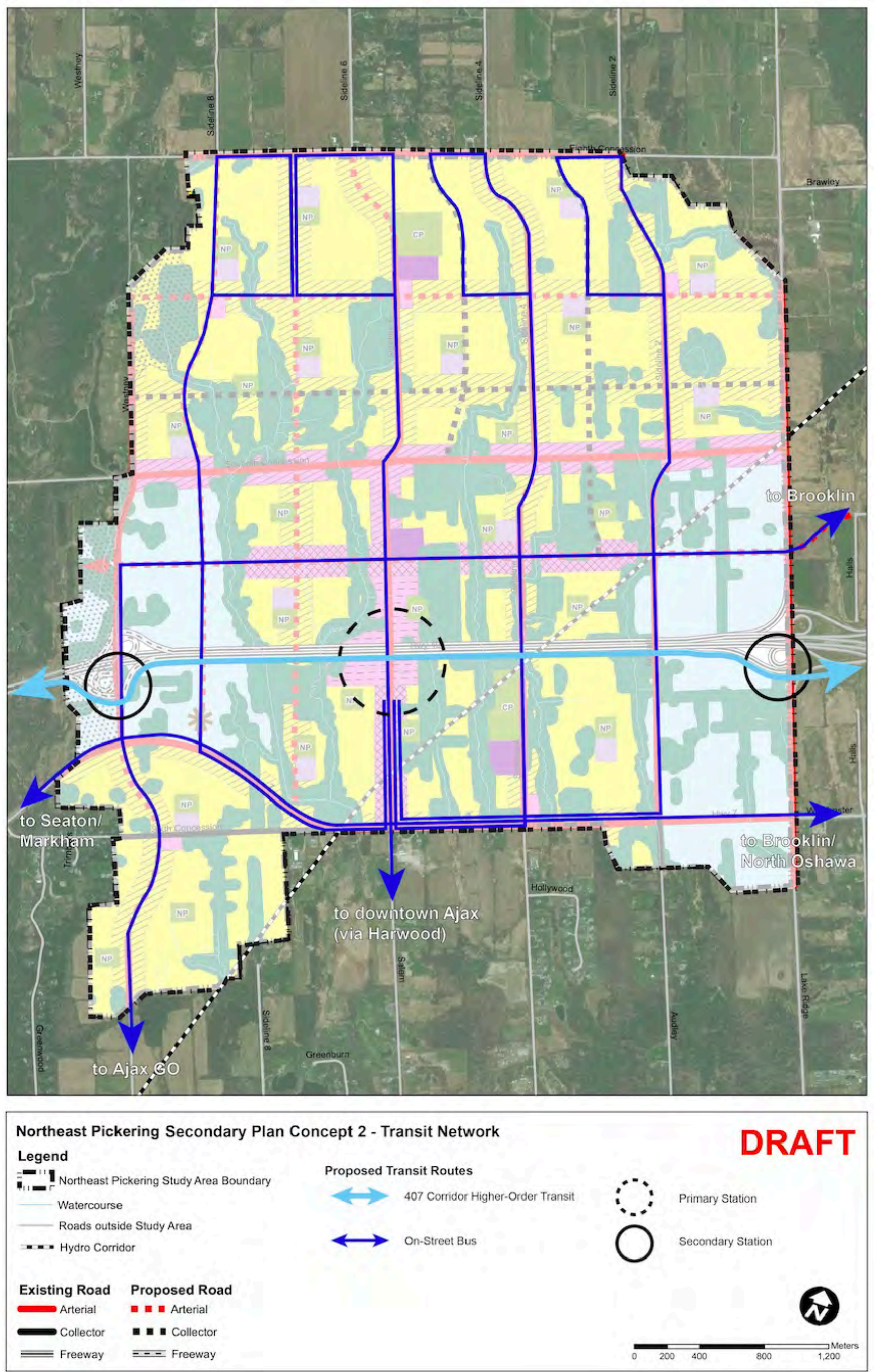


Figure 2D: Concept 2 Transit

2.3. Concept 3: Neighbourhood Focused



The land use structure of Concept 3 is shown in **Figure 3A**. The Secondary Plan Area has been structured to focus on the creation of individual communities, serviced by their own central Community Node co-located with a community park and secondary school, as well as individual elementary schools, neighbourhood parks and parkettes.

Three Community Nodes have been disbursed throughout NEP, replacing the need for one larger Regional Node and providing smaller higher density mixed uses cores within closer proximity to more residential areas. Two Community Nodes are located on both the east and west ends of 7th Concession, while the third Community Node is located at Highway 7 and Salem Road.

A new north-south Regional Corridor connects Salem Road up to 7th Concession, while a Regional Corridor extends along the entirety of 7th Concession. Medium Density Residential uses are focused on the edges of Low Density Residential Areas along arterial and collector roads.

On large employment area straddles Highway 407 from Lake Ridge Road to Westney Road with a central interchange at Salem Road. This employment configuration maximizes visibility to the Highway.

A regular pattern of major roads is created with three continual north-south Type C Arterial Roads at Kinsale/Sideline 2, Sideline 4 and Sideline 8 as shown on **Figure 3C**. Three new east-west roads are created through a new collector road north of Highway 7 and a new Type C Arterial Road serving as the northern and southern boundary respectively between residential and employment areas. As well, a new east-west Type C Arterial road is proposed north of 7th Concession Road.

While three separate community parks and secondary schools are situated adjacent to or near the Community Nodes to create focal points for each community area, neighbourhood parks have been located central to each residential area and not located adjacent to school sites. These locations are designed to maximize walkability. Smaller Parkettes have also been distributed in smaller enclaves. As shown on **Figure 3B**, the distribution of parks

ensures a maximum 5 minute walk to most parks. The trail network follows collector roads in the Secondary Plan as shown in **Figure 3B**.

The proposed transit structure as shown on **Figure 3D** adds four north-south local routes, one east-west route and one L-shaped route along 8th Concession and Westney Road. The first north-south route is primarily on Sideline 4; the second is primarily on Kinsale Road; the third is primarily on Sideline 6/Salem; and the fourth is primarily on the proposed north-south route just east of Westney. All four routes run between Highway 7 and 8th Concession to provide coverage to the employment area at the south end and the residential areas at the north end. The L-shaped includes a north-south component between Westney and Salem, and an east-west component along 8th Concession. The latter component provides coverage to the northernmost part of the community, particularly the northwest corner. The east-west route runs along Highway 7 connecting to Seaton/Markham to the west and Brooklin/North Oshawa to the east.

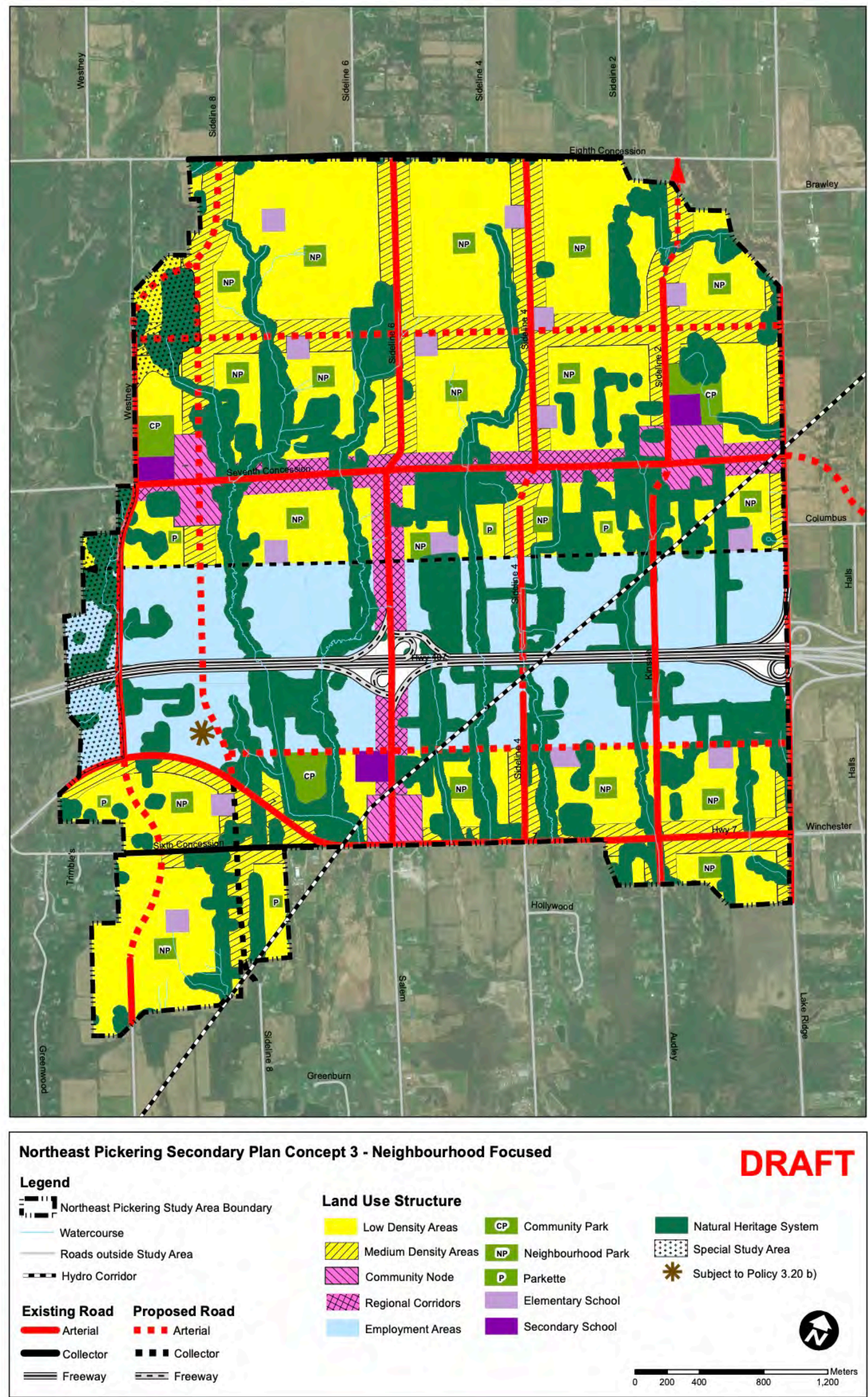


Figure 3A: Concept 3 Land Use Structure

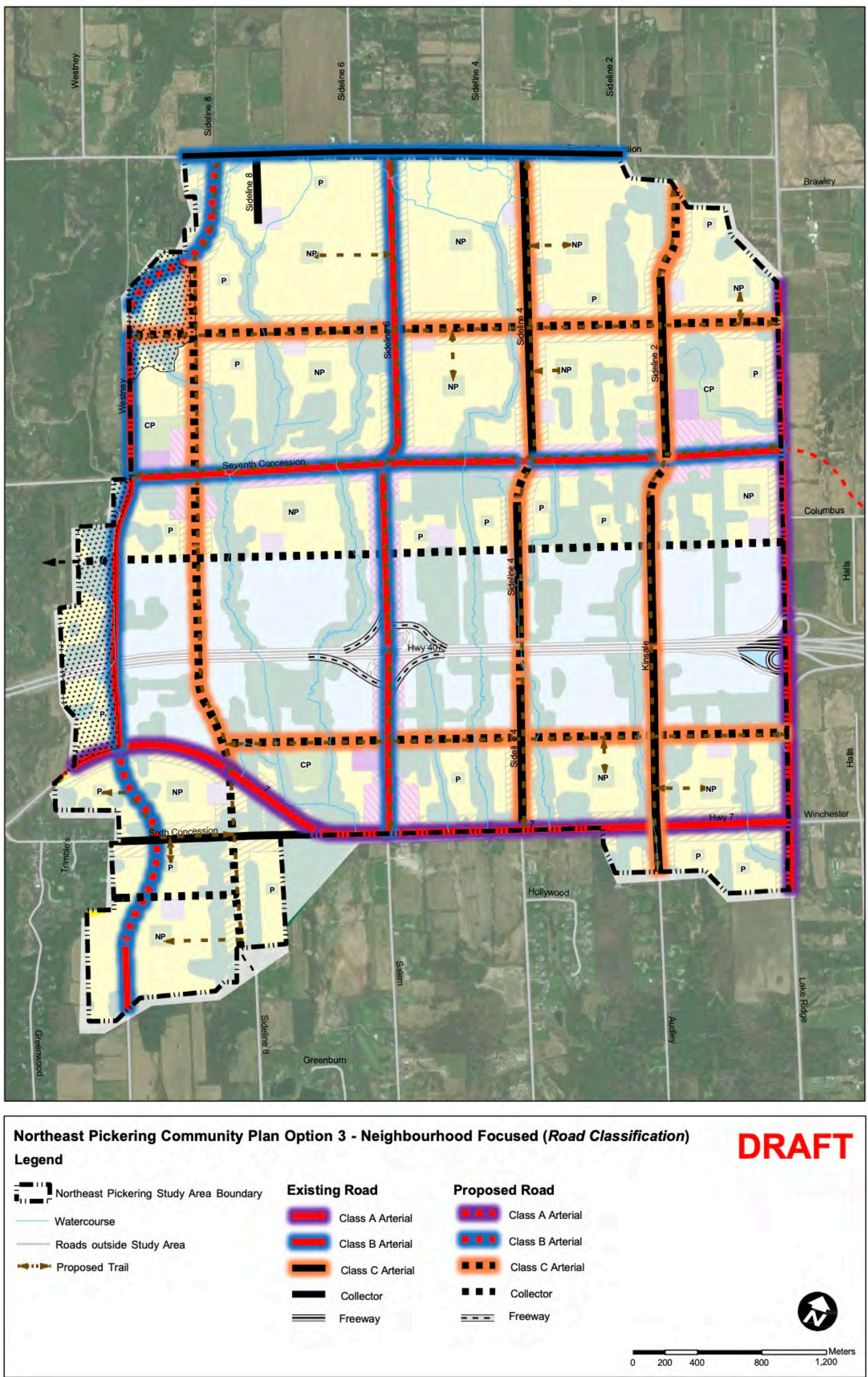


Figure 3B: Concept 3 Road Classifications

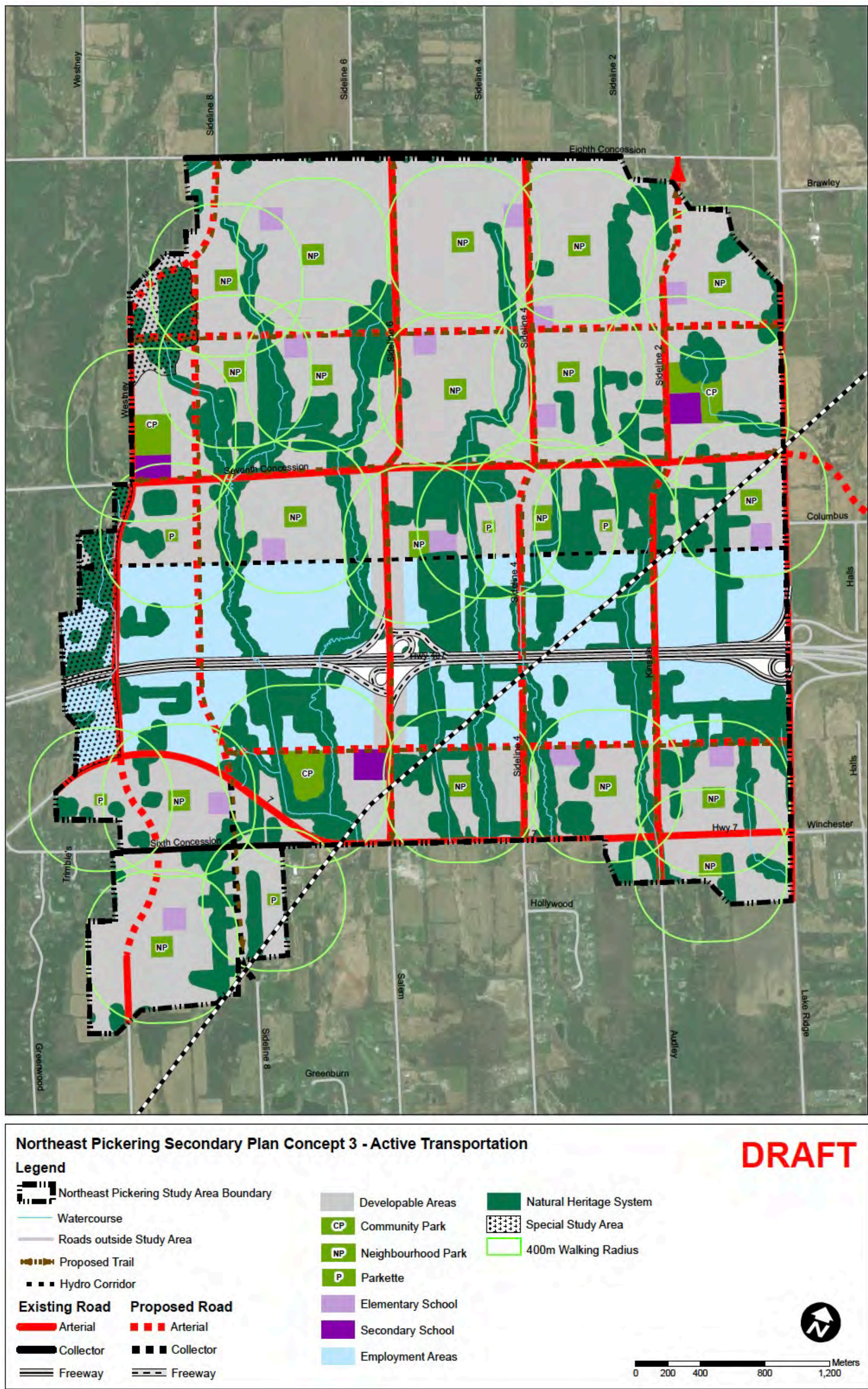


Figure 3C: Concept 3 Parks and Trails

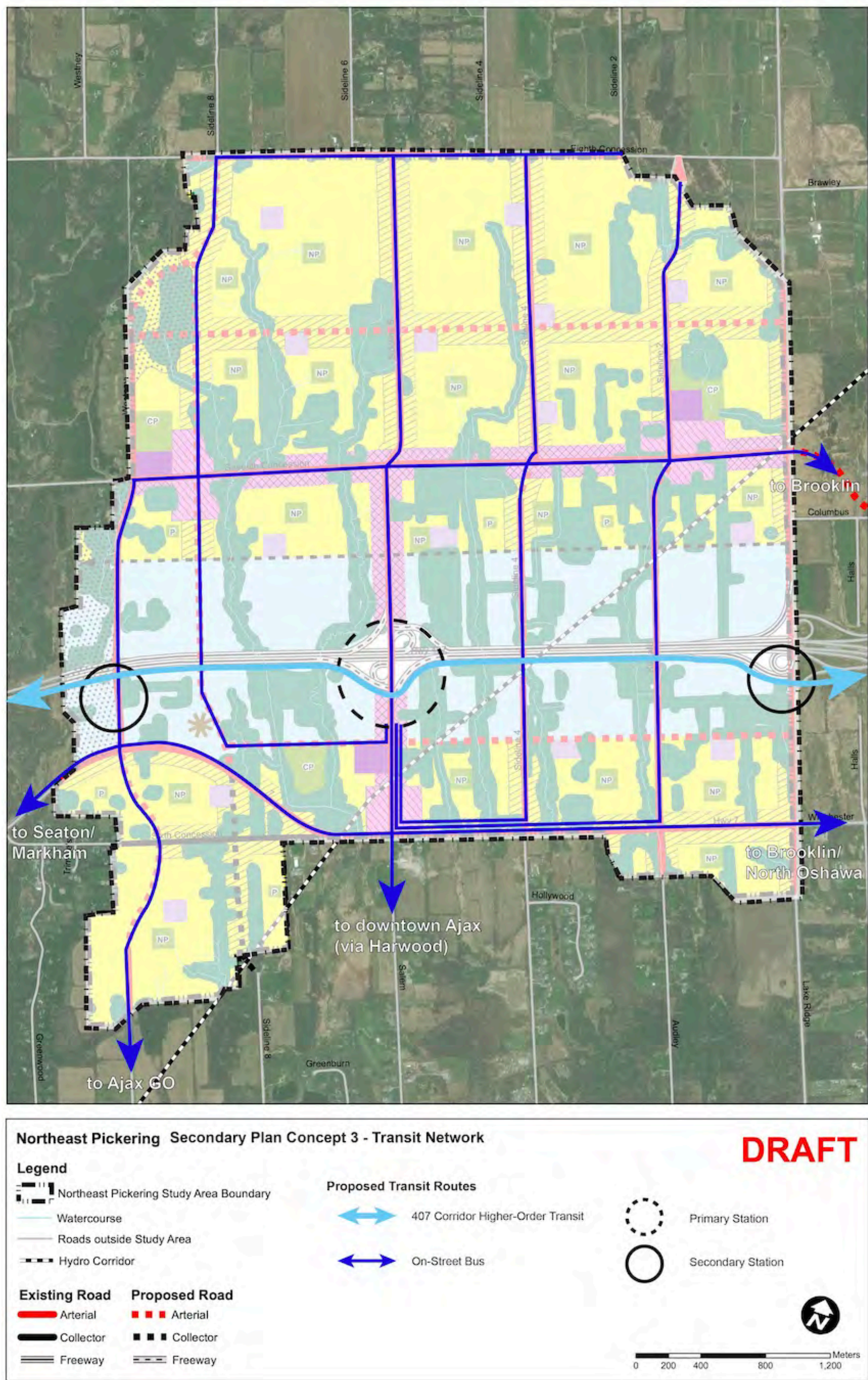


Figure 3D: Concept 3 Transit

3. Description of the Land Use Elements

The following provides an overview of the structural elements of each Land Use Concept including Regional Centres, Regional Corridors, Local Nodes, Community Nodes, Mixed Corridors and Urban Residential Areas. As applicable, direction from the Durham Regional Official Plan and City of Pickering Official Plan applying to each structural element is summarized.

3.1. Regional Centre

The Durham Regional Official Plan identifies the conceptual location of a new Regional Centre to the east of the 7th Concession Road and Salem Road intersection.

Concept 1 identifies a Regional Centre at 7th Concession and Salem Road.

Concept 2 identifies a Regional Centre at Salem Road and Hwy 407.

Concept 3 does not identify a Regional Centre, but rather three Community Nodes disbursed throughout the community.

According to Section 5.2 of the Regional Official Plan, Regional Centres are identified as Strategic Growth Areas where intensification and higher density mixed use development shall be prioritized. Regional Centres located off Rapid Transit Corridors are directed to achieve a minimum transit supportive density target of 100 to 150 people and jobs per gross hectare.

The Regional Official Plan directs Regional Centres to be planned and developed as the main concentration of urban activities, but generally at a smaller scale than Urban Growth Centres (Pickering City Centre). Regional Centres are intended to be hubs for culture, services, shopping and key to the identity of their broader surrounding communities, and shall be planned:

- For a full and integrated array of institutional, commercial (which may include major retail), public service facilities, higher density mixed-use and residential development, recreational, cultural, entertainment, office and major office uses; and
- For a built form mix of contextually appropriate high-rise and midrise development, providing an appropriate transition in building height, density and massing to surrounding areas, and with a mix of uses and public spaces that provide for complete and vibrant communities, as determined by area municipalities.

The Retail Market Study completed in **Phase 2** of this Secondary Plan Study recommended the Regional Centre contain a gross floor area of 23,000 to 28,000 m² retail and commercial services, which equals 11 hectares of land at a typical 25% coverage. The size of each Regional Centre Concepts 1 and 2 is 20 hectares in size, which accounts for additional residential and mixed land uses.

3.2. Regional Corridors

7th Concession Road and Salem Road up to 7th Concession Road have been conceptually identified as Regional Corridors by the Durham Regional Official Plan.

Concept 1 identifies a Regional Corridor along 7th Concession and a Regional Corridor along Salem Road from Highway 407 north to 7th Concession.

Concept 2 identifies a Regional Corridor along a new east-west arterial road between 7th Concession and Highway 407 and another Regional Corridor along Salem Road from Highway 7 north to the new east-west arterial road.

Concept 3 identifies a Regional Corridor along Salem Road up to 7th Concession and along 7th Concession,

As set out in Section 5.3 of the Regional Official Plan, Regional Corridors form key connections between Strategic Growth Areas, other nodes and corridors and certain Employment Areas, acting as the arteries of the Urban System. Regional Corridors support the movement of people and goods by encouraging development and intensification that is characterized by compact built form at a transit supportive density.

Regional Corridors should generally be recognized as appropriate locations for higher density, mixed-use development. The Regional Official Plan encourages built form to be multi-storey, compact, pedestrian-friendly and transit supportive, applying the relevant transit-oriented development design principles.

Uses permitted in Regional Corridors include those within the underlying Community Areas or Employment Areas designation of the Durham Region Official Plan. Regional Corridors with an underlying Employment Area designation are considered appropriate locations for higher density employment generating uses.

Area municipalities are encouraged to establish transit supportive density targets along Regional Corridors and where appropriate, designate key development areas that represent prime opportunities for development, redevelopment and intensification.

3.3. Local Nodes, Community Nodes and Mixed Corridors

Mixed Use Areas are addressed in Section 3.6 of the Pickering Official Plan and include Local Nodes, Community Nodes and Mixed Corridors. The City's Mixed Use Areas are areas and corridors of development having the highest concentration of activity in the City and the broadest diversity of community services and facilities.

Table 5 and **6** below set out the permissible uses within each Mixed Use Area designation applicable to NEP, as well as minimum and maximum densities and maximum floor areas.

Table 5	
Mixed Use Areas Subcategory	Permissible Uses (Restrictions and limitations on the uses permissible, arising from other policies of this Plan, will be detailed in zoning by-laws.)
Local Nodes	Residential; Retailing of goods and services generally serving the needs of the surrounding neighbourhoods; Offices and restaurants; Community, cultural and recreational uses; Community gardens; Farmers' markets.
Community Nodes	Community gardens; Farmers' markets; All uses permissible in Local Nodes, at a larger scale and intensity, and serving a broader area.
Mixed Corridors	Community gardens; Farmers' markets; All uses permissible in Local Nodes and Community Nodes, at a scale and intensity equivalent to Community Nodes; Special purpose commercial uses.

Table 6			
Mixed Use Areas Subcategory	Maximum and Minimum Net Residential Density (in dwellings per hectare)	Maximum Gross Leasable Floorspace for the Retailing of Goods and Services (in square metres)	Maximum Floorspace Index (total building floorspace divided by total lot area)
Local Nodes	over 30 and up to and including 80	up to and including 10,000	up to and including 2.0 FSI
Community Nodes	over 80 and up to and including 140	up to and including 20,000	up to and including 2.5 FSI
Mixed Corridors	over 30 and up to and including 140	determined by site-specific zoning	up to and including 2.5 FSI

3.3.1. Local Nodes

Concepts 1 and 2 identify five Local Nodes disbursed throughout the community.

According to Section 5.3 of the Durham Region Official Plan, Local Centres (Local Nodes in the Pickering Official Plan) vary in size and planned function. Certain Local Centres may function at the neighbourhood scale and be oriented to serve the day-to-day needs of nearby residents, while other Local Centres may be planned similar, but generally at a smaller scale, to a Regional Centre and be intended to act as a node for compact mixed-use urban development that provides shopping, services and other amenities to a broader area.

The Regional Official Plan directs Council to promote Local Centres (Local Nodes) as locations for higher density residential uses, concentrations of commercial and retail uses, and public service uses and other community-based uses and amenities, at a scale suitable to their surrounding communities.

The Local Nodes in Concepts 1 and 2 complement the one Regional Centre in each of these options by providing convenience commercial services serving the day to day needs of the local neighbourhoods. In Concept 3, the distribution of three Community Nodes provides for the day-to-day needs of the surrounding neighbourhoods and removes the need for the Local Nodes.

The Retail Market Study completed in Phase 2 of this Secondary Plan Study envisioned each Local Node to comprise of approximately 10,000 m² of retail and service commercial space. Each Local Node in Concepts 1 and 2 is approximately 3 to 4 hectares.

3.3.2. Community Nodes

Concept 3 identifies three Community Nodes disbursed throughout the community.

Policies for the Seaton Urban Area set out direction for Community Nodes in Section 11.4 of the Pickering Official Plan. Community Nodes are mixed use nodes containing commercial and residential uses that will intensify over time. Community Nodes are located so that the majority of future patrons are within a 10 to 20 minute walk. The planned function for Community Nodes are to cater to the daily and weekly shopping needs of the residents in the adjacent neighbourhoods. In comparison, the City Centre will continue to provide for higher order City-wide and regional serving retail uses to all residents.

Each Community Node in Concept 3 is approximately 10 to 15 hectares.

3.3.3. Mixed Corridors

Concept 1 identifies a Mixed Corridor along a new east-west collector road between 7th Concession and 8th Concession.

Concept 2 identifies a Mixed Corridor along 7th Concession and a small segment of Mixed Corridor along Salem Road south of 7th Concession and ending at the new east-west Regional Corridor to the south.

Concept 3 does not include a Mixed Corridor.

As set out in Section 5.3 of the Regional Official Plan, Local Corridors (Mixed Corridors in the Pickering Official Plan) are intended to have a similar function but may occur at a smaller scale than Regional Corridors, while providing for transit supportive density and connections between Strategic Growth Areas or Local Centres, where appropriate. Uses supported within Local Corridors (Mixed Corridors) include those in accordance with the underlying Community Areas or Employment Areas designation.

Policies for the Seaton Urban Area also set out direction for Mixed Corridors in Section 11.5 of the Pickering Official Plan. Mixed Corridors are 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. Interim sole commercial uses may be permitted, where current market conditions are not conducive to high density residential development. It is the intent that sole commercial uses intensify to mixed use development at or above minimum densities as the area matures. The clustering of office, retail and service commercial development is directed to intersections with collector roads and other key locations along the adjacent arterial roads.

3.4. Urban Residential Areas

Each Concept identifies **Low Density Residential Areas** throughout the Secondary Plan Area.

Each Concept identifies **Medium Density Areas** along various collector and arterial roads.

The Concepts do not separately delineate **High Density Areas**. Higher density uses and buildings are expected to be concentrated within the Centres and Nodes, Regional Corridors and Mixed Corridors of each Concept.

Urban Residential Areas in the Pickering Official Plan are differentiated on the basis of net residential density. **Table 9** below sets out the minimum and maximum net residential densities for Low, Medium and High Density Residential Areas in Pickering, as set out in Section 3.9 of the Official Plan.

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

3.5. Parks

Approximately 62 hectares of parkland has been provided within each Concept, based on the Parkland Dedication provisions of the Planning Act. 5% of the land proposed for development has been dedicated for parkland, with the exception of 2% of lands designated Employment Area.

3.5.1. Community Parks

Concept 1 identifies one large 20-hectare community park at 7th Concession and Salem Road.

Concept 2 identifies two 8-hectare community parks: One along Sideline 4 south of Highway 407 and one on Salem Road north of 7th Concession.

Concept 3 identifies three 6-hectare community parks: One at 7th Concession and Westney Road, one at 7th Concession and Kinsale Road and one along a new east-west collector road and Salem Road.

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.

Community parks and recreation centres should be located near frequent transit services. It is intended that the adjacent Natural Heritage System be an integral part of each community park providing for passive recreational areas and buffer areas adjacent to the recreational fields.

3.5.2. Neighbourhood Parks

Concepts 1 and 2 identify twenty-four 1.8-hectare neighbourhood parks.

Concept 3 identifies nineteen 1.8-hectare neighbourhood parks.

Neighbourhood parks are intended to perform an array of functions and accommodate play structures as well as non-illuminated mini-recreational field and possibly tennis or bocce courts, community mailboxes and passive areas. According to Section 11.13 c) of the Pickering Official Plan, neighbourhood parks shall:

- Be easily accessible and generally centrally located for residents within a 400 to 800 metre radius (5 to 10 minute walk);
- Have a size of approximately 1.5 to 1.8 hectares;
- Have road frontage on a minimum of two sides, where possible; and
- Be supported by on-street parking.

3.5.3. Parkettes

Concept 3 identifies five 0.6-hectare parkettes.

Parkettes are intended to provide greenspace for each neighbourhood and accommodate play structures, open informal play areas and community mailboxes and information boards. According to Section 11.13 d) of the Pickering Official Plan, village greens (parkettes) shall:

- Have a size of approximately 0.3 to 0.6 hectares subject to demonstration of the functionality of the village green configuration;
- 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
- Have road frontage on three sides but may be less where other design Concepts are used to achieve public view and access.

3.6. Schools

The Community Services and Facilities Study completed in Phase 2 of this Secondary Plan Study determined 13 to 15 elementary school sites and 3 secondary school sites will need to be provided in NEP. Each Land Use Concept identifies 14 elementary school sites and 3 secondary school sites.

Each secondary school site in Concepts 1, 2 and 3 is approximately 4 hectares in size. Each Elementary school site is approximately 2 hectares in size.

3.7. Employment Area

Through the Envision Durham Growth Management Study, it was determined that approximately 249 hectares of Employment Area would need to be accommodated in NEP. Each Concept integrates Prestige Employment Areas.

Concept 1 identifies Employment Area south of Highway 407.

Concept 2 identifies two Employment Areas on the east and west ends of the Secondary Plan Area, both north and south of Highway 407.

Concept 3 identifies Employment Area to the north and south of Highway 407, straddling the corridor.

Uses permitted in Prestige Employment Areas include:

- Light manufacturing, assembly and processing of goods, light service industries, research and development facilities, warehousing, equipment and vehicle suppliers, automotive and vehicle sales and repair;
- Offices, corporate office business parks, limited personal service uses serving the area, restaurants serving the area, retail sales as a minor component of an industrial operation, hotels, financial institutions serving the area; and
- Community, cultural and recreational uses, and other uses with similar performance characteristics that are more appropriately located in the employment area.

3.8. Transit

The proposed transit structure within each Land Use Concept aims to satisfy two objectives. First, to provide Regional-level connections to adjacent communities and beyond. Second, to provide coverage and connectivity to local destinations through an efficient grid of routes. A higher-order transit corridor is proposed along Highway 407 with a high-order transit station at Highway 407 and Salem Road in all three Land Use Concepts. The levels of service will be decided later in the Study process.

There are three routes present in all three Land Use Concepts that provide connections beyond the Secondary Plan Area:

- An east-west route along Highway 7, providing connections to Seaton and Markham (to the west) and northern Oshawa (to the east);
- An L-shaped route that serves Ajax GO Station, Westney Road, the primary east-west corridor through the community and Columbus Road. This route provides connections with western Ajax (to the south) and Brooklin (to the east); and

- A north-south route that serves Salem Road (the primary north-south corridor through the community), then connects with Harwood Road in Ajax and the Downtown Ajax area. This route provides connections with Downtown and eastern Ajax.

4. Land Use Concept Evaluation

This section describes the evaluation of the three Land Use Concepts for the NEPSP Area. Using a set of criteria and measures, the evaluation identifies the preferred elements of the Land Use Concepts. The criteria and measures were used to determine what elements of each Land Use Concept are preferred and should be included in the Preferred Land Use Plan.

The Preferred Land Use Plan presented in **Section 5** is not necessarily based on one of the Land Use Concepts but is rather a combination of the preferred elements of the Land Use Concepts and also includes additional elements considered through the engagement process.

The evaluation criteria are organized under the six guiding principles of the NEPSP:

- Multi-Generational Community
- Connected and Walkable
- Land Stewardship
- Vibrant Public Spaces
- Sustainable Community
- Economic Diversity

The full evaluation matrix is included below. The evaluation matrix summarizes the evaluation of the three Land Use Concepts against the criteria and measures. It describes the detailed analysis and the rationale for which elements to include in the Preferred Land Use Plan through the following:

- Least Preferred
- Moderately Preferred
- Most Preferred



Study Principle: Multi-Generational Community

Provide a mix of land uses, including a wide variety of housing options, densities and affordability with an accessible public realm that encourages residents to grow and age in place.

Measure	Concept 1 – Environment	Concept 2 – Transit	Concept 3 - Neighbourhood	Preferred Land Use Plan
Criteria: Meet Density Targets				
Measure: Amount to which the Land Use Concept exceeds the minimum density of 52 persons and jobs per hectare as set out by the Envision Durham Growth Management Study for Northeast Pickering	Based on the net amount of Community Areas of 942.98 hectares, 64,830 people and 2,445 jobs, Concept 1 results in a density of 71 people and jobs per hectare. The density exceeds the minimum density of 52 persons and jobs per hectare by 19 persons and jobs set out by Envision Durham. Evaluation: Least Preferred	Based on the net amount of Community Areas of 992.59 hectares, 76,080 people and 2,440 jobs, Concept 2 results in a density of 79 people and jobs per hectare. The density exceeds the minimum density of 52 persons and jobs per hectare by 27 persons and jobs set out by Envision Durham. Evaluation: Equally Preferred	Based on the net amount of Community Areas of 942.49 hectares, 70,700 people and 2,265 jobs, Concept 3 results in a density of 77 people and jobs per hectare. The density exceeds the minimum density target by 25 persons and jobs set out by Envision Durham. Evaluation: Equally Preferred	All three Concepts exceed the minimum density of 52 persons and jobs per hectare but a Concepts 2 and 3 are equally preferred because they provide greater densities.
Criteria: Support Regional Centres and Community Nodes				
Measure: Location of Regional Centre or Community Nodes in relation to potential higher order transit (HOT).	<u>HOT along E-W arterial</u> The Regional Centre is around 300 metres from the proposed HOT along the E-W arterial road proposed by the Northeast Pickering Land Owners Group (NEPLOG). Evaluation: Least Preferred <u>HOT along 407</u> The Regional Centre is more than a kilometre away from the proposed Hwy. 407 Higher-Order Transit Corridor. Evaluation: Least Preferred	<u>HOT along E-W arterial</u> The Regional Centre is less than 100 metres away from the proposed HOT along the E-W arterial road proposed by the NEPLOG. Evaluation: Most Preferred <u>HOT along 407</u> The Regional Centre is conveniently located along the Hwy.407 Higher-Order Transit Corridor where a primary station is also proposed. Evaluation: Most Preferred	<u>HOT along E-W arterial</u> Two Community Nodes are 250-300 metres away from the proposed HOT along the E-W arterial road proposed by the NEPLOG the third Community Node would be almost 1.5 kilometre away from the NEPLOG proposed HOT. Evaluation: Moderately Preferred <u>HOT along 407</u> Three Community Nodes are distributed across Northeast Pickering and two of them are more than one kilometre from the Hwy.7 Higher-Order Transit Corridor. The remaining Community Node is approximately 500 metres away from the Hwy.7 Higher-Order Transit Corridor. Evaluation: Moderately Preferred	<u>HOT along E-W arterial</u> Concept 2 is preferred because the Regional Centre is within walking distance from the potential higher order transit corridor. <u>HOT along 407</u> Concept 2 is preferred because the Regional Centre is located along the Hwy.407 Higher-Order Transit Corridor. A Regional Centre along Salem north of Highway 407 would take advantage of higher order transit whether it is finally approved along Highway 407 or the new east-west arterial road.

Measure	Concept 1 – Environment	Concept 2 – Transit	Concept 3 - Neighbourhood	Preferred Land Use Plan
Measure: Number of residential units within 400 metres of a Regional Centre or Community Node.	Concept 1 result in 3,760 units within 400 metres of a Regional Centre or Community Node. Evaluation: Least Preferred	Concept 2 results in 4,770 units Within 400 metres of a Regional Centre or Community Node. Evaluation: Equally Preferred	Concept 3 results in 4,720 units within 400 metres of a Regional Centre or Community Node Evaluation: Equally Preferred	Concept 2 results in the greatest number of proposed units within 400 metres of a Regional Centre or Community Node but Concept 3 is very close in the number of units.
Criteria: Support Regional Corridors and Mixed Corridors				
Measure: Location of Regional and Mixed Corridors on major arterial roads to support transit.	The two Regional Corridors along 7 th Concession and Salem Road are along the existing major arterial roads and support transit whereas the Mixed Corridor along the proposed north-most east-west arterial road is not along a major arterial road. Evaluation: Least Preferred	The Regional and Mixed Corridor along Salem Road are along the existing major arterial road. Another Regional Corridor along the proposed east-west road between 7 th Concession and Highway 407 is also a major arterial and will support transit. The Mixed Corridor along 7 th Concession is not on a major arterial road in this option Evaluation: Moderately Preferred	The two Regional Corridors along Salem Road and 7 th Concession are both major arterial roads. Evaluation: Most Preferred	Concept 3 is preferred because all of the Regional/Mixed Corridors are along a major arterial road which will support transit and encourage transit ridership.
Measure: Proportion of residential units within 400 metres of a Regional or Mixed Corridor	Concept 1 proposes 18,545 of the 22,070 or 84% of the residential units within 400 metres of a Regional or Mixed Corridor Evaluation: Most Preferred	Concept 2 proposes 15,630 of the 26,680 or 59% of the residential units within 400 metres of a Regional or Mixed Corridor Evaluation: Moderately Preferred	Concept 3 proposes 11,390 of the 25,125 or 45% of the residential units within 400 metres of a Regional or Mixed Corridor Evaluation: Least Preferred	Concept 1 proposes the greatest portion of residential units located within 400 metres of a Regional or Mixed Use Corridor
Criteria: Deliver a full range of housing typology				
Measure: Proportion of low, medium and high-density units in relation to Envision Durham preferred unit mix which consists of 33% low density, 38% medium density and 29% high density residential.	Concept 1 proposes 53% low density residential, 20% medium density and 27% high density residential units. The proportion of low density residential units is significantly higher and medium density is much lower than the Envision Durham preferred unit mix. Evaluation: Least Preferred	Concept 2 proposes a low density unit mix generally in keeping with the preferred unit mix at 32% residential units. Medium density is slightly higher with 46% residential units. High density residential units at 22 % is keeping with the preferred mix. Evaluation: Moderately Preferred	Concept 3 proposes unit types generally in line with the preferred unit mix of Envision Durham. The low density units at 38% is slightly higher, the medium density is slightly lower with 34% unit types and high density closely matches at 28%. Evaluation: Most Preferred	Concept 3 proposes a proportion of low, medium and high-density units that most closely matches the Envision Durham preferred unit mix. The preferred Concept should increase the amount of medium density designation and reduce the amount of low density designation.

Measure	Concept 1 – Environment	Concept 2 – Transit	Concept 3 - Neighbourhood	Preferred Land Use Plan
Criteria: Phase Development				
Measure: Ability to create a complete community consisting of residential, commercial, schools, parks and employment in the first phase for which servicing is economically viable.	<p>There are water and wastewater treatment capacity constraints that will require completion of studies, design and construction of upgrades to the Region water and wastewater treatment facilities. Timing for required Region infrastructure upgrades may limit the available allocation and progress of buildout for the NEP Area.</p> <p>Regional water and wastewater trunk infrastructure extensions will be required to service the NEP – with expectation that lower elevation lands south of Highway 407 will be serviced first as infrastructure continues to be extended further north to service the NEP Area.</p> <p>The Environment Focused Concept includes primarily Employment Areas and Low Density south of Highway 407. These areas will likely be easiest to service first – and with potential for water and wastewater treatment allocation constraints – may limit more complete communities development targeted for north of Highway 407.</p> <p>Evaluation: Least Preferred</p>	<p>There is the same potential for water and wastewater treatment capacity constraints and limits on development allocation as noted for Concept 1.</p> <p>As well, there is the same requirement for extension of Region infrastructure from the south to service the NEP Area.</p> <p>The Transit Focused Concept includes some Medium Density lands and Regional Corridors in addition to the Employment and Low Density Areas across lands south of Highway 407 expected to develop first within the NEP Area. This provides more opportunities to develop complete communities as part of early phases of servicing buildout and the area’s overall development.</p> <p>Evaluation: Moderately Preferred</p>	<p>There is the same potential for water and wastewater treatment capacity constraints and limits on development allocation as noted for Concept 1 and Concept 2.</p> <p>As well, there is the same requirement for extension of Region infrastructure from the south to service the NEP Area.</p> <p>The Neighbourhood Focused Concept includes a Community Node at the intersection of Sixth Concession and Salem Road as well as Schools and more Neighbourhood / Community Parks in addition to Medium Density lands, Regional Corridors Employment and Low Density Areas across lands south of Highway 407 expected to develop first within the NEP Area. This provides the most opportunities to develop complete communities as part of early phases of servicing buildout and the area’s overall development.</p> <p>Evaluation: Most Preferred</p>	<p>Concept 3 is preferred because the southern area of the NEP expected to be serviced and developed first, includes the elements to establish complete communities.</p>



Study Principle: Connected and Walkable

Provide a mix of land uses, including a wide variety of housing options, densities and affordability with an accessible public realm that encourages residents to grow and age in place.

Measure	Concept 1 – Environment	Concept 2 – Transit	Concept 3 - Neighbourhood	Preferred Concept
Criteria: Facilitate Safe, Walkable Streets				
Measure: Proportion of residential area within 400 metres of a Regional Centre, Community Node or Local Node.	Concept 1 proposes 33% (266.77 ha of the 817.59 ha) of residential area within 400 metres of a Regional Centre, Community Node or Local Node. Evaluation: Most Preferred	Concept 2 proposes 29% (249.17 ha of the 869.27 ha) of residential area within 400 metres of a Regional Centre, Community Node or Local Node. Evaluation: Moderately Preferred	Concept 3 proposes 14% (112.30 ha of the 830.69 ha) of residential area within 400 metres of a Regional Centre, Community Node or Local Node. The lack of Local Nodes resulted in lower numbers. Evaluation: Least Preferred	Concept 1 is preferred but Concept 2 is close. A preferred concept should include a central Regional Node and Local Nodes.
Measure: Proportion of residential units within 1,000 metres of Prestige Employment.	Concept 1 results in 39% (8,680 of the 22,070) of residential units within 1,000 metres of Prestige Employment Evaluation: Least Preferred	Concept 2 results in 70% (18,585 of the 26,680) of residential units within 1,000 metres of Prestige Employment Evaluation: Most Preferred	Concept 3 results in 63% (15,880 of the 25,125) of residential units within 1,000 metres of Prestige Employment Evaluation: Moderately Preferred	Concept 2 proposes the highest portion or residential units within 1,000 metres of Prestige Employment.
Measure: Effectiveness of the road network and active transportation network in minimizing potential conflicts by directing and separating vehicle traffic from active transportation users and other measures.	Placement of interchange on same road (Salem) as “regional corridor” reduces walkability and pedestrian connectivity across Hwy 407. Also pulls traffic to/from Hwy 407 into dense mixed-used corridor on Salem. Provides non-interchange crossings of Hwy 407 on east side only. Evaluation: Least Preferred	Placement of interchanges and land use directs traffic associated with employment areas and Hwy 407 away from dense mixed-use corridors, improving pedestrian environment. Evaluation: Most Preferred	Placement of interchange on same road (Salem) as “regional corridor” reduces walkability and pedestrian connectivity across Hwy 407, but the Regional Corridor in this location is through an employment area and would not contain residential uses.. Evaluation: Moderately Preferred	Concept 2 provides the ability to improve walkability and the pedestrian environment by placing the interchanges and traffic associated with employment lands away from the dense Regional Node.
Criteria: Provide Accessible Active Transportation Options				
Measure: Ability for the proposed active transportation network to provide continual network access through the community with appropriate facilities.	Concept 1 lacks a major north-south road and Hwy 407 crossing between Westney and Salem inhibiting the provision of high-quality cycling infrastructure on west side. Evaluation: Least Preferred	Concept 2 provides a denser major road grid decreasing traffic on each road, improving pedestrian environment and making crossing opportunities easier. Large right-of-way on those corridors also facilitates provision of high-quality cycling infrastructure. Evaluation: Most Preferred	Concept 3 lacks a major north-south road between Side Road 8 and Salem somewhat inhibits provision of high-quality cycling infrastructure on west side. Evaluation: Moderately Preferred	Concept 2 proposes a denser road grid that will reduce traffic on each road and provide a better environment for pedestrian and cyclists.

Measure	Concept 1 – Environment	Concept 2 – Transit	Concept 3 - Neighbourhood	Preferred Concept
Criteria: Support Transit Viability				
Measure: Ability of the proposed land use distribution and road network to support effective and efficient transit.	Lack of major north-south road and Hwy 407 crossing between Westney and Salem reduces the ability of transit access to west side. Placing “regional corridor” on 7 th Concession makes it easy to align transit with density. Evaluation: Least Preferred	Concept 2 places the “mixed corridor” and “regional corridor” parallel and close together allowing transit to run along one. However, the road network allows efficient coverage of all areas in community. Evaluation: Most Preferred	Placing “regional corridor” on 7 th Concession makes it easy to align transit with density. Evaluation: Moderately Preferred	Concept 2 proposes a distribution of land uses that allows for east-west transit to run along either the 7 th Concession or the new east-west arterial road to the south or along both. As well the proposed gird road network allows for efficient transit coverage in all community areas.
Measure: Number of residential units within 400 metres of an identified potential transit corridor.	Concept 1 results in 90% (23,615 of 26,238) of residential units within 400 metres of an identified potential transit corridor Evaluation: Moderately Preferred	Concept 2 results in 93% (27,986 of 29,983) of residential units within 400 metres of an identified potential transit corridor Evaluation: Most Preferred	Concept 3 results in 84% (24,766 of the 29,375) of residential units within 400 metres of an identified potential transit corridor. If the transit system loops at the north portion of the Secondary Plan Area, the number of residential units would likely be similar to Concept 1 and 2. Evaluation: Least Preferred	Concept 2 results in the greatest number of proposed units within 400 metres of an identified potential transit corridor.
Measure: Ability for the proposed land use distribution and road network to support higher-order transit (HOT) along the Highway 407 corridor. <i>[Assumes higher-order transit stations on Westney, Salem and Lakeridge]</i>	<u>With HOT on Hwy 407</u> Interchanges at Westney, Salem and Lakeridge limit development potential close to stations. Evaluation: Moderately Preferred <u>With HOT on EW Road</u> Designation as “medium density residential” limits development potential close to stations. Evaluation: Moderately Preferred	<u>With HOT on Hwy 407</u> No interchange on Salem Road (a “regional corridor”) maximizes development potential close to higher-order transit on Hwy 407. Evaluation: Most Preferred <u>With HOT on EW Road</u> Designation as “regional corridor” enhances development potential close to stations. Evaluation: Most Preferred	<u>With HOT on Hwy 407</u> No residential areas close to Hwy 407 and its stations. Evaluation: Least Preferred <u>With HOT on EW Road</u> Land use designations limit residential development potential close to stations, but enhance employment density potential. Evaluation: Least Preferred	<u>With HOT on Hwy 407</u> Concept 2 provides the best Concept for the land use distribution and road network to support higher-order transit <u>With HOT on EW Road</u> Concept 2 provides the greatest development potential close to stations The preferred options will need to provide a flexible land use plan that can accommodate higher order transit in either location.

Measure	Concept 1 – Environment	Concept 2 – Transit	Concept 3 - Neighbourhood	Preferred Land Use Plan
Criteria: Provide Accessible Schools				
Measure: Proportion of residential area within 400 metres of an elementary school without crossing a highway, or Type A or B Arterial Road.	Concept 1 results in 63% (516.25 ha of 817.59 ha) residential area is within 400 metres of an elementary school without crossing a highway, or Type A or B Arterial Road. Evaluation: Most Preferred	Concept 2 results in 59% (511.61 ha of the 869.27 ha) of residential area within 400 metres of an elementary school without crossing a highway, or Type A or B Arterial Road. Evaluation: Least Preferred	Concept 3 results in 60% (495.44 ha of the 830.69 ha) of residential area within 400 metres of an elementary school without crossing a highway, or Type A or B Arterial Road. Evaluation: Moderately Preferred	Concept 1 is preferred but all three Concepts are close and the school locations could be refined to maximize access.
Measure: Proportion of residential area within 800 metres of a secondary school.	45% (369.72 ha of 817.59 ha) of the residential area proposed in Concept 1 is within 800 metres of a secondary school Evaluation: Moderately Preferred	51% (440.63 ha of 869.27 ha) of the residential area proposed in Concept 2 is within 800 metres of a secondary school Evaluation: Most Preferred	31% (255.56 ha of 830.69 ha) of the residential area is within 800 metres of a secondary school Evaluation: Least Preferred	Concept 2 is preferred due to the central location of each school. For the preferred Concept, the secondary schools should be centrally located.
Measure: Proportion of elementary schools located on a collector road with preference for locations at the intersection of two collector roads.	5 out of 14 elementary schools are located along a collector road. Evaluation: Equally Preferred	5 out of 14 schools are located along a collector road. Evaluation: Equally Preferred	5 out of 14 schools are located along a collector road. Evaluation: Equally Preferred	Equally preferred
Measure: Proportion of secondary schools located along an identified potential transit route.	3 out of 3 secondary schools are located along a potential transit route. Evaluation: Equally Preferred	3 out of 3 secondary schools are located along a potential transit route. Evaluation: Equally Preferred	3 out of 3 secondary schools are located along a potential transit route. Evaluation: Equally Preferred	Equally preferred
Criteria: Intersection Spacing on Arterial Roads				
Measure: Spacing of intersections on arterial roads meets the requirements of MTO and Durham Region, as applicable. Minimum spacing is 800m for MTO roads (Hwy 7); 300m east-west and 700m north-south on Durham Region Type A arterials (Lakeridge Rd); and 300m east-west and 525m north-south on Durham Region Type B arterials.	<i>MTO/Hwy 7:</i> all spacing is proposed to be 800m or more meet the Standard of 800m. <i>Lakeridge:</i> three intersections between Hwy 407 ramps and Brawley average 800m, but some are less. The standard is 700m. <i>Class B arterials:</i> east-west collectors north and south of Hwy 407 might create spacings closer than current standard of 500m. Evaluation: Most Preferred	<i>MTO/Hwy 7:</i> new north-south roads between Westney and Salem proposes less than 600m spacing. Where the standard is 800m. <i>Lakeridge:</i> four intersections between Hwy 407 ramps and Brawley (propose an average spacing of 600m not meeting the standard is 700m). <i>Class B arterials:</i> east-west arterial north of Hwy 407 may result in spacings closer than current standard of 500m. Evaluation: Least Preferred	<i>MTO/Hwy 7:</i> Minor issue – new north-south road east of Westney would have 700m spacing. Standard is 800m. <i>Lakeridge:</i> Minor issues – three intersections between Hwy 407 ramps and Brawley (average 800m, but some less). Standard is 700m. <i>Class B arterials:</i> Isolated issues – One or two spacings closer than current standard (500m). Evaluation: Moderately Preferred	Concept 1 proposes the greatest number of intersections that meet the standards. However, the preferred option could be designed to meet required intersection spacing.

Measure	Concept 1 – Environment	Concept 2 – Transit	Concept 3 - Neighbourhood	Preferred Land Use Plan
Measure: Ability of collector road network (includes Type C Arterial) to maximize connections to Type A and B Arterial Roads without the need for local road connections to Type A and B Arterial Roads.	Lack of major north-south road between Westney and Salem. Evaluation: Least Preferred	Densest major road grid. Evaluation: Most Preferred	Lack of major north-south road between Side Road 8 and Salem. Evaluation: Moderately Preferred	Concept 2 proposes the densest major road grid which provides the ability of the collector network to maximize connections to Arterial Roads without the need for local connections.



Study Principle: Land Stewardship

Focus on land stewardship and environmental protection to retain natural beauty and function.

Measure	Concept 1 – Environment	Concept 2 – Transit	Concept 3 - Neighbourhood	Preferred Concept
Criteria: Protect Natural Heritage Features and Minimize Potential Land Use Disturbances				
Measure: Number of crossings and total length of new arterial or collector roads that cross the natural heritage system.	Concept 1 proposes 10 new watercourse road crossings with approximately 2.00 km of roads that cross the NHS. Evaluation: Most Preferred	Concept 2 proposes 23 new watercourse crossings with approximately 4.35 km of roads that cross the NHS. Evaluation: Least Preferred	Concept 3 proposes 21 new watercourse/NHS road crossings with approximately 4.31 km of roads that cross the NHS. Evaluation: Moderately Preferred	Concept 1 proposes the least number of crossings with the smallest length of new arterial crossing the NHS.
Measure: Location of land uses that impact areas of groundwater recharge (location of roads, adjacent land uses e.g. employment)	Concept 1 reduces impermeable surfaces in groundwater recharge areas proposes employment lands and roads overprint of highly vulnerable aquifer areas greater than Concept 2. The employment lands overlaps TRCA ecologically significant recharge area is similar to Concept 3 but more than Concept 2. Evaluation: Moderately Preferred	Concept 2 reduces impermeable surfaces in groundwater recharge areas. There is less employment land and road overlapping highly vulnerable aquifer with less area than Concept 1 and 3. Employment lands overprints less TRCA ecologically significant recharge area than Concept 1 and 3 Evaluation: Most Preferred	Like Concept 1 and 2, Concept 3 reduces impermeable surfaces in groundwater recharge areas. There are more groundwater recharge areas and highly vulnerable aquifer impacted. Employment lands overlap TRCA ecologically significant recharge areas similar to Concept 1 and more than Concept 2. Evaluation: Least Preferred	Concept 2 has the least impact on areas of groundwater recharge. In the preferred option, the impacts of the employment areas on the groundwater recharge areas can be addressed in policy.
Measure: Extent of potential restoration areas.	Concept 1 is the only Concept that shows areas for potential restoration areas Evaluation: Most Preferred	Concept 2 provides no areas for restoration Evaluation: Least Preferred	Concept 3 provides for no areas for restoration Evaluation: Least Preferred	Concept 1 is preferred as it is the only option that provides areas for restoration. The preferred option should include policies on restoration which could provide compensation for non-significant natural features.

Measure	Concept 1 – Environment	Concept 2 – Transit	Concept 3 - Neighbourhood	Preferred Concept
Measure: impact of interface between land use and natural heritage system with adjacent Land uses (most desirable to least desirable) ranked as: 1. Parks 2. Prestige employment 3. Mixed use, residential and schools	<ul style="list-style-type: none">22 community and neighbourhood parks adjacent to NHS7 schools adjacent to NHSSimilar residential as Alt 3Similar prestige employment adjacent to NHS as Alt 3 Evaluation: Most Preferred	<ul style="list-style-type: none">9 community and neighbourhood parks adjacent to NHS5 schools adjacent to NHSMore residential adjacent to the NHS than Alt 1 and 3Less prestige impact than Alt 1 and 3 Evaluation: Least Preferred	<ul style="list-style-type: none">6 community and neighbourhood parks adjacent to NHS4 schools adjacent to NHSSimilar residential as Alt 1Similar prestige employment adjacent to NHS as Alt 1 Evaluation: Moderately Preferred	Concept 1 is preferred because the employment lands are likely to have less impact on the NHS and more parks are located adjacent to the NHS.
Criteria: Provide Opportunities for Land Stewardship and Integration with the Natural Environment				
Measure: Number of locations where neighbourhood parks abut the natural heritage system.	91% (21 of 23) of the neighbourhood parks abut the natural heritage system. Evaluation: Most Preferred	33% (8 of 24) of the neighbourhood parks abut the natural heritage system Evaluation: Moderately Preferred	21% (4 of 19) of the neighbourhood parks abut the natural heritage system. Evaluation: Least Preferred	Concept 1 is preferred because the greatest proportion of neighbourhood parks abut and integrate with the natural heritage system.
Measure: Proportion of active transportation system within or along the natural heritage system.	Concept 1 proposes most of the trails through or along the boundary of natural heritage features. These trails could require additional site assessment, approvals and permitting. Potential to impact species at risk for tree removal Evaluation: Most Preferred	Concept 2 proposes a mix of trails through or along the boundary of natural heritage features and roads Evaluation: Moderately Preferred	Concept 3 has no trails proposed within natural heritage features. All trails proposed along existing or proposed roadways Evaluation: Least Preferred	Concept 1 provides for the greatest number of trails within or along the NHS. However, the preferred plan should contain a balance of multi use paths along collector and arterial roads and those along the edge of natural heritage features. Trails should be located in the buffers of the NHS to minimize the impact on the NHS.



Study Principle: Economic Diversity

Provide a range of employment options and opportunities to foster a complete community through the inclusion of a strong employment node and a wide variety of commercial and professional service industries.

Measure	Concept 1 – Environment	Concept 2 – Transit	Concept 3 - Neighbourhood	Preferred Concept
Criteria: Provide a Desirable Employment Area Location				
Measure: Exposure of Employment Area along Highway 407 and arterial roads including Highway 7 (length of frontage along Highway 407 and arterial roads).	The proposed employment lands in Concept 1, results in a frontage along Hwy 407 and/or arterial roads of 8.62 km. Evaluation: Least Preferred	The proposed employment lands in Concept 2, results in a frontage along Hwy 407 and/or arterial roads of 10.12 km. Evaluation: Moderately Preferred	The proposed employment lands in Concept 3, results in a frontage along Hwy 407 and/or arterial roads of 10.96 km. Evaluation: Most Preferred	Concept 3 proposes the greatest amount of employment frontage providing the most exposure.
Measure: Access to an interchange with Highway 407.	Concept 1 proposes two additional interchanges at Salem Road and Westney Road which provides the greatest access to Highway 407 Evaluation: Most Preferred	Concept 2 proposes access to Highway 407 interchange at Westney Road and Lake Ridge Road. Evaluation: Moderately Preferred	Concept 3 provides access to an interchange at Salem Road and Lake Ridge Road. Evaluation: Moderately Preferred	Concept 1 with two additional interchanges provides the greatest access to Highway 407. However, if only one additional interchange is constructed, Concept 3 provides the greatest flexibility in providing access to an interchange for the employment lands.
Measure: Proportion of Employment Area within 800 metres of an interchange with Highway 407 and/or higher-order transit station.	Concept 1 provides 75% (183.95 ha of 244.38 ha) of Employment Area lands within 800 metres of an interchange with Highway 407 and/or higher-order transit station. Evaluation: Least Preferred	Concept 2 provides 80% (180.02 ha of 224.13 ha) of Employment Area lands within 800 metres of an interchange with Highway 407 and/or higher-order transit station. Evaluation: Moderately Preferred	Concept 3 provides 100% (266.39 ha of 266.39 ha) of Employment Area lands within 800 metres of an interchange with Highway 407 and/or higher-order transit station. Evaluation: Most Preferred	Concept 3 provides the greatest amount of Employment Lands within 800 metres of an interchange or HOT
Measure: Ability for the Employment Area to provide a compatible interface and transition to adjacent residential areas through intervening NHS or collector or arterial roads.	Residential uses are separated from employment uses either by Highway 407 or Highway 7 to the south. Evaluation: Most Preferred	The NHS provides a separation through the NHS and arterial roads and but mixed use abuts the employment along the 7 th Concession. Evaluation: Least Preferred	Concept 3 provides arterial and collector road separation between employment and residential uses. Evaluation: Moderately Preferred	Concept 1 provides the greatest ability for a compatible interface and separation from employment lands to residential lands but Concept 3 also provides a logical compatible interface.

Measure	Concept 1 – Environment	Concept 2 – Transit	Concept 3 - Neighbourhood	Preferred Concept
Measure: Amount of employment lands meeting the target in Envision Durham of 248 ha as per Durham Region’s Growth Management Study.	Concept 1 results in 244 ha of Employment Area which does not meet the employment land target but it is the closest. Evaluation: Most Preferred	Concept 2 results in 224 ha of Employment Area land and is less than the amount of land identified for the Northeast Pickering Secondary Plan Evaluation: Least Preferred	Concept 3 results in 266 ha of Employment Area land which exceeds the target. Evaluation: Moderately Preferred	Concept 1 most closely meets the employment lands target identified in the Durham Region’s Growth Management Study but Concept 3 could meet the target by shifting a road.
Measure: Ability to create large contiguous employment blocks that allow for a wide range of parcel sizes.	The employment blocks proposed in Concept 1 are broken up by NHS and do not provide the ability to create a wide range of parcel sizes Evaluation: Least Preferred	Concept 2 offers large contiguous employment blocks that are not broken up by NHS Evaluation: Equally Preferred	Concept 3 results in large contiguous employment blocks north of Highway 407 Evaluation: Equally Preferred	Concepts 2 and 3 provides the greatest ability to create large employment blocks that allow for a wide range of parcel sizes.




Study Principle: Vibrant Public Spaces

Foster the creation of high-quality parks, public spaces and streetscapes that provide a range of uses and activities, encouraging social interaction and a sense of belonging.

Measure	Concept 1 – Environment	Concept 2 – Transit	Concept 3 - Neighbourhood	Preferred Concept
Criteria: Provide Accessible Park Spaces				
Measure: Proportion of residential area within 400 metres of neighbourhood park or parkette without crossing an arterial road or highway.	Concept 1 provides 79% (641.81 ha of 817.59 ha) of the residential area within 400 metres of neighbourhood park or parkette without crossing an arterial road or highway. Evaluation: Most Preferred	Concept 2 provides 64% (558.27 ha of the 869.27) of the residential area within 400 metres of neighbourhood park or parkette without crossing an arterial road or highway. Evaluation: Least Preferred	Concept 3 provides 75% (623.25 ha of the 830.69 ha) of the residential area within 400 metres of neighbourhood park or parkette without crossing an arterial road or highway. Evaluation: Moderately Preferred	Concept 1 results in the greatest proportion of residential area within 400 metres of a neighbourhood park or parkette without crossing an arterial road or highway.
Measure: Ability to accommodate a community centre (approximately 5 ha site) for a multi ice pad arena and other outdoor recreational space in the Community Park	Concept 1 proposes a 20 hectare community park that can adequately accommodate a 5 hectare site for a community centre containing a multi ice pad arena as well as an associated outdoor recreational space. Evaluation: Equally Preferred	Concept 2 proposes 2 community parks of 8 hectares and can accommodate a 5 ha site for a multi ice pad arena in addition to other outdoor recreational space. Evaluation: Equally Preferred	Concept 3 proposes 3 community parks of 6 hectares and although each could accommodate a 5 hectare site for a community centre with a multi ice pad arena, additional outdoor recreational space would be limited. Evaluation: Equally Preferred	Concepts 1, 2 and 3 are all equally preferred because they can each accommodate a community centre (approx. 5 hectares in size)
Measure: Extent to which the Phase 1 Identified recreational uses can be accommodated in the community and neighbourhood parks.	There are no community parks identified south of Highway 407 in the lands that are likely to be developed as part of Phase 1 in the NEP Area. As there are no community parks in Phase 1, it will not be possible to accommodate a range of illuminated recreational facilities under this Concept. Evaluation: Least Preferred	There is one community park and seven neighbourhood parks proposed south of Highway 407 in the Phase 1 lands. These parks provide an opportunity to include a range of illuminated and non-illuminated recreational amenities Evaluation: Equally Preferred	There is one community park and six neighbourhood parks proposed south of Highway 407 in the Phase 1 lands. These parks provide an opportunity to include a range of illuminated and non-illuminated recreational amenities Evaluation: Equally Preferred	Concept 2 and Concept 3 are preferred as they provide the greatest opportunity to accommodate both illuminated and non-illuminated recreational uses within the Phase 1 lands.
Measure: Extent to which community parks are co-located with a Regional Centre or Community Node to create a central place.	Concept 1 proposes one large community park co-located with the Regional Centre centrally in the secondary plan area but it reduces the amount of density around the Regional Centre Evaluation: Equally Preferred	Both community parks in Concept 2 are not co-located with a Regional Centre. Evaluation: Least Preferred	2 of the 3 community parks proposed in Concept 3 are co-located with a Community Node and are distributed across the plan but there is no Regional Centre Evaluation: Equally Preferred	Concept 1 and 3 are equally preferred because Community Parks are co-located with either a Regional Centre or a Community Node in both Concepts.

Measure	Concept 1 – Environment	Concept 2 – Transit	Concept 3 - Neighbourhood	Preferred Concept
Measure: Proportion of residential area within 800 metres of a community park.	Concept 1 proposes 27 % (218.18 ha of 817.59 ha) of the residential area within 800 metres of a community park Evaluation: Least Preferred	Concept 2 proposes 37% (317.29 ha of the 869.27 ha) of the residential area within 800 metres of a community park Evaluation: Most Preferred	Concept 3 proposes 35% (290.32 ha of 830.69 ha) of the residential area within 800 metres of a community park Evaluation: Moderately Preferred	Concept 2 is preferred but Concept 3 is close. The Preferred Concept can be developed to maximize proportion of residential area to a community park
Criteria: Integrate Parks with Surrounding Uses and Provide a Range of Uses				
Measure: Extent that community parks are located adjacent to natural heritage areas with trails to maximize potential trail linkages.	Concept 1 proposes the community park adjacent to the natural heritage system and is well connected to the trail system. Evaluation: Most Preferred	In Concept 2, 1 of the 2 community parks is located adjacent to the natural heritage system. Both parks can be accessed via the trail system Evaluation: Least Preferred	In Concept 3, 2 of the 3 community parks are located adjacent to the natural heritage system and are accessible via the trail system. Evaluation: Moderately Preferred	Concept 1 is preferred but the Preferred Option should align the community parks to be adjacent to the natural heritage areas to enhance access to the trail system.
Measure: Extent that neighbourhood parks are located adjacent to natural heritage areas with trails to maximize potential trail linkages.	91% (21 of 23) neighbourhood parks are adjacent to the natural heritage system with the greatest access to trail linkages. Evaluation: Most Preferred	42% (10 of 24) neighbourhood parks are adjacent to the natural heritage system with some access to trail linkages Evaluation: Moderately Preferred	21% (4 of 19) neighbourhood parks are adjacent to the natural heritage system and has little access to trail linkages Evaluation: Least Preferred	Concept 1 provides the greatest amount of neighbourhood parks adjacent to the NHS with the greatest access to proposed trails
Measure: Extent that the location of community parks considers the role of topography (i.e., minimum of 50% of the park contains less than a 3% fall).	The proposed community park in Concept 1 meets the criteria. Evaluation: Most Preferred	1 of the 2 community parks proposed in Concept 2 has met the criteria Evaluation: Least Preferred	2 of the 3 community parks proposed in Concept 3 have met the criteria Evaluation: Moderately Preferred	Concept 1 is preferred but the community parks should be located in the Preferred Concept to meet this criterion.
Measure: Extent that community and neighbourhood parks are located adjacent to a school.	53% (9 of 17) of the proposed elementary and secondary schools are located adjacent to a neighbourhood or community park Evaluation: Moderately Preferred	All proposed elementary and secondary schools in Concept 2 are located adjacent to a neighbourhood or community park Evaluation: Most Preferred	18% (3 of 17) of the proposed elementary and secondary schools are located adjacent to a neighbourhood or community park Evaluation: Least Preferred	Concept 2 proposes all elementary and secondary schools to be located adjacent to a park.



Study Principle: Sustainable Community

Build a sustainable community by incorporating climate resilient and sustainable design with cost effective community scale solutions to reduce greenhouse gas emissions, conserve energy and water and reduce waste generation.

This principle will be addressed through policy rather than differences in land use patterns.

5. Preferred Land Use Plan

5.1. Key Structural Elements

The Preferred Land Use Plan for NEP was developed based on an evaluation of the three Land Use Concepts, as well as additional feedback received throughout the process. Each of the Land Use Concepts are preferred for different criteria and measures. The Preferred Land Use Plan is not arrived as a preference for one Land Use Concept versus another but rather as hybrid of the three Land Use Options, based on the key structural elements described below. The Preferred Land Use Plan is shown in **Figure 4**.

Central Regional Centre

The Preferred Land Use Plan is defined by a high density mixed use Regional Centre along Salem Road in the middle of the community, similar to Land Use Option 2, but instead the Regional Centre spans all the way from Highway 407 to 7th Concession to provide the greatest support for higher order transit route options.

Transit Corridor

The Preferred Land Use Plan also identifies a new east-west transit corridor mid way between Highway 407 and 7th Concession linking Westney Road and Lake Ridge Road. This new road will provide additional east-west transportation capacity, but also potential higher order transit as an alternative to providing future transit along Highway 407. As there is no confirmation from the Province or Metrolinx that a new transit corridor will be selected versus providing higher order transit along Highway 407, the plan provides flexibility by ensuring there is intensified forms of mixed use development along the corridor.

The new east-west transit road between Highway 407 and 7th Concession does not need to connect with Columbus Road in Whitby, as any higher order transit would turn south to connect to Highway 412. Instead, the Preferred Land Use Plan connects 7th Concession with Columbus Road to provide for a continuous east-west transportation and bus corridor through the Region. Any future higher order transit should consider turning south on Lakeridge Road or Halls Road (which would require a more significant flyover) to connect with the future Hospital site in Whitby before connecting to Highway 412. To accommodate potential future transit stations, two mixed use Community Nodes have been located on each east and west end of the community at Westney Road and Lakeridge Road.

Employment Area

Similar to Land Use Option 3, lands designated Employment Area are located north and south of Highway 407 and span east-west across the Secondary Plan Area. The Preferred Land Use Plan includes a larger residential areas around the Kinsdale Hamlet, south of the Natural Heritage System. A new east-west collector road on the

south end of the Employment Area, south of Highway 407, has been located to act as a land use separator and provide access from the Employment Area to highway interchanges. North of Highway 407, the Prestige Employment Area designation spans north to the new transit corridor.

A Business Area designation will specifically apply along the south side of the transit corridor. With the change in Employment Area permissions in the Provincial Planning Statement, the Business Area will provide for commercial services and major offices that will no longer be permitted in the Employment Area designation.

Transportation Network

Evaluation of the road network determined that Land Use Concept 1 as preferred in terms of least impact to the Natural Heritage System; however, Land Use Concept 2 was preferred in terms of providing a greater transportation and active transportation connectivity due to additional collector roads. The Preferred Land Use Plan achieves a balance through refining Land Use Option 3 by adding additional collector roads without impacting the Natural Heritage System.

Residential Land Uses

Medium Density Areas have been located along most arterial and collector roads in the Preferred Land Use Plan. Additional High Density Areas, not present in any of the Land Use Concepts, have been added at key intersections along 7th Concession to support overall density and intensification of this area. Low Density Areas are distributed throughout the rest of the community to create distinct neighbourhoods, each with their own parks and schools.

Open Space and Recreation

The Preferred Land Use Plan includes three community parks, similar to Land Use Concept 3, rather than one or two larger community parks which will ensure access for the different residential neighbourhoods north and south of Highway 407. The locations of the community parks are similar to Land Use Concept 3, except the western community park has been located more central, similar to Land Use Concept 2. The community parks have been combined with secondary schools where possible.

Fourteen neighbourhood parks are dispersed throughout the community, generally central to each residential neighbourhood and co-located with elementary schools where possible. Eight village greens are distributed throughout the community to serve smaller residential areas. The park distribution is to allow residents to access a park without crossing an arterial or collector road.

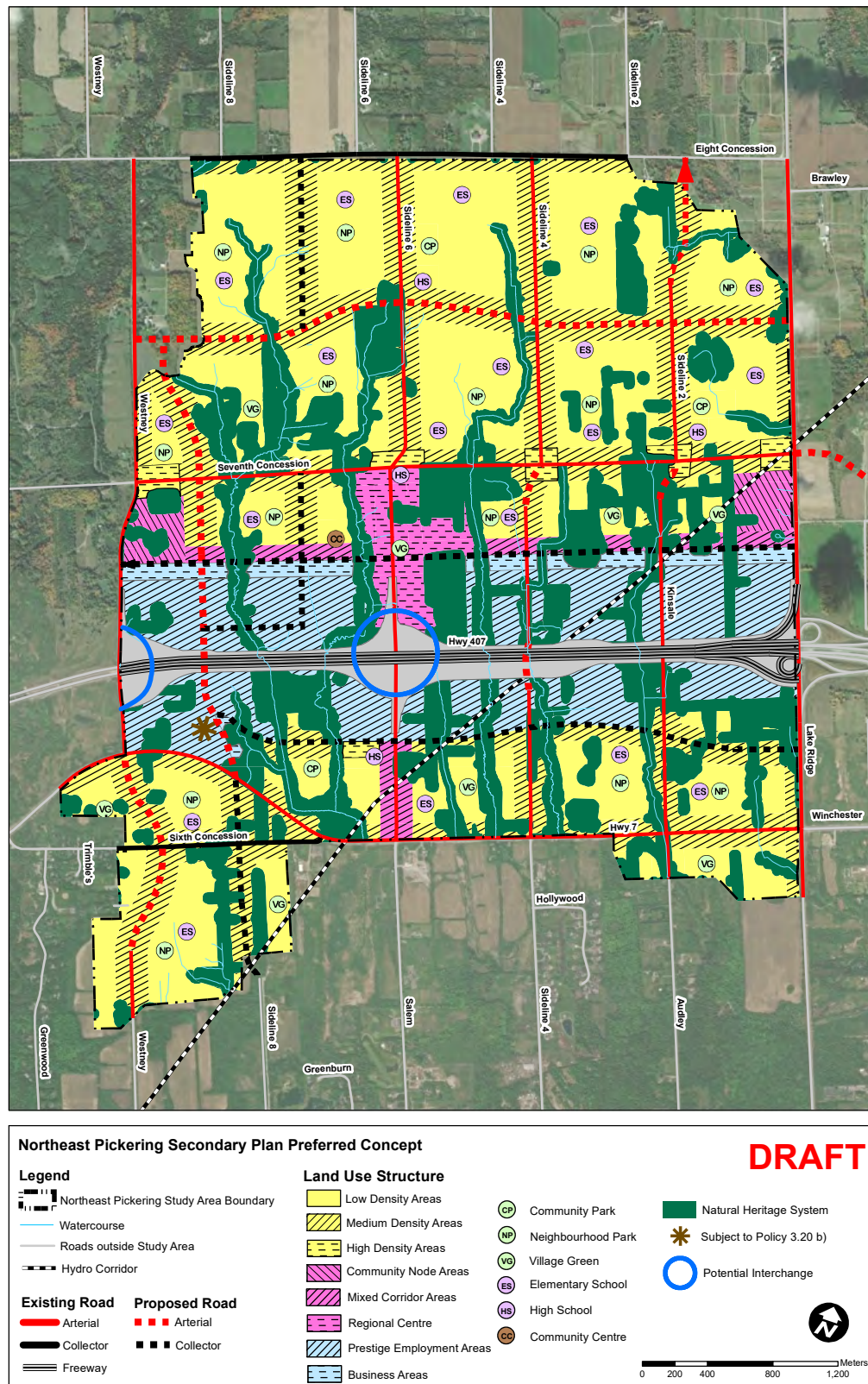


Figure 4: Preferred Land Use Plan

5.2. Description of Land Use Designations and Elements

5.2.1. Regional Centre

A centralized Regional Centre has been located along Salem Road, between Highway 407 and 7th Concession where intensification and higher density mixed use development will be prioritized. This orientation will provide the greatest support for potential future higher order transit, whether it falls along Highway 407 or the new east-west collector road between Highway 407 and 7th Concession.

The Regional Centre designation will permit a full range of institutional, commercial, public service facilities, residential, recreational, cultural, entertainment and office uses. Mixed use mid-rise and high-rise buildings will be permitted, alongside a mix of uses and public spaces that will provide a focal point for the community. Envision Durham's minimum transit supportive density target of 100 to 150 people and jobs per gross hectare will apply.



5.2.2. Mixed Corridors

A Mixed Corridor is identified along the new transit corridor. A small portion of Salem Road, south of the Highway 407 Employment Area, is also designated as Mixed Corridor. The Mixed Corridors will provide for transit-supportive densities and connections between the Regional Centre, Community Nodes and Employment Area.

The Mixed Corridor designation will permit a full range of commercial, public service facilities, residential, recreational, cultural, entertainment and office uses. Mid-rise mixed use and mid-rise residential buildings will be permitted. Interim sole-commercial uses are also permitted, with the intent of intensification in the future. The Mixed Corridors will be planned at a net residential density between 30 to 140 dwellings per hectare.



5.2.3. Community Node

To anchor the transit corridor, provide for potential future transit stations, and to accommodate commercial needs, two separate Community Nodes are identified on the east (Lakeridge Road) and west (Westney Road) ends of the Secondary Plan Area. Community Nodes are intended to develop as centralized neighbourhood areas, catering to the daily and weekly shopping needs of nearby residents. Community Nodes could evolve and intensify in the future to support higher order transit.

The Community Node designation will permit a full range of institutional, commercial, public service facilities, residential, recreational, cultural, entertainment and office uses. Mid-rise mixed use and mid-rise residential buildings will be permitted. Interim sole-commercial uses are also permitted, with the intent of intensification in the future. The Mixed Corridors will be planned at a net residential density between 80 to 140 dwellings per hectare.



5.2.4. High-Density Residential

High Density Residential areas have been located along 7th Concession at key arterial and collector road intersections. The High Density Residential designation will permit

apartment buildings, with the tallest built form located at key intersections and closer to the Community Nodes. High Density Residential areas will be planned at a net residential density between 80 to 140 dwellings per hectare.

5.2.5. Medium-Density Residential

Medium Density Residential areas are located along most arterial and collector roads throughout the Secondary Plan Area. The Medium Density Residential designation will permit a mix of mid-rise and ground-related residential dwellings including stacked and back-to-back townhouses. Taller buildings will be prioritized at key intersections and closer to the Mixed Corridors and Community Nodes. Medium Density Residential areas will be planned at a net residential density between 30 to 80 dwellings per hectare.

5.2.6. Low-Density Residential

Areas designated Low Density Residential are distributed throughout the Secondary Plan Area. The Highway 407 and Employment Areas essentially separate the Low Density Residential areas into two separate neighbourhoods north and south of the highway. A phase one Low Density Residential Area is located between Highway 7 and the Employment Area south of Highway 407, as well as around the established Greenwood community.

The Low Density Residential designation will permit a mix of ground-related residential dwellings including single-detached, semi-detached and townhouses. Low Density Residential areas will be planned at a maximum net residential density of 30 dwellings per hectare.

5.2.7. Parks and Schools

Based on parkland dedication requirements of 5 for community areas approximately 48 ha of parkland will be required. Higher density residential development may lead to the requirement for additional parkland. Three community parks, generally planned at 6 hectares each, have been integrated throughout the Secondary Plan Area, one located in the residential neighbourhood to the south of Highway 407 and two located in the neighbourhood north of Highway 407. The two community parks in the north portion of the Secondary Plan Area are co-located with secondary schools. The focus of the southern community park is integration with the Natural Heritage System to allow for open space linkages.

A future community centre site, planned at 5 hectares, has been identified in proximity to the Regional Centre, south of 7th Concession and north of the new transit corridor.

Fourteen neighbourhood parks, generally planned at 1.8 hectares each, are dispersed throughout the community, generally central to each residential neighbourhood and co-located with elementary schools where possible, Eight village greens, generally

planned at 0.6 hectares each, are distributed throughout the community to serve smaller residential areas.

Based on a the estimated population and school board pupil yields, the following schools are required and are identified on the Preferred Land Use Plan:

- 12 public elementary schools;
- 7 catholic elementary schools;
- 3 public high schools; and
- 1 catholic high school.



5.2.8. Employment Area

Lands designated as Prestige Employment Area are located north and south of Highway 407 and span east-west across the Secondary Plan Area. South of Highway 407, the Prestige Employment Area designation spans south to a new east-west collector road which will act as a land use separator and provide access from the Prestige Employment Areas to the Highway 407 interchanges.

The Prestige Employment Area designation will permit uses such as light manufacturing, assembly, processing of goods, service industries, research and development facilities, warehousing and logistics.

A Business Area designation will apply along the south side of the transit corridor. With the change in Employment Area permissions in the Provincial Planning Statement, the Business Area will provide for commercial services and major offices that will no longer be permitted in the Employment Area designation. Specifically, the Business Area designation will permit uses such as offices; personal service uses, commercial services, restaurants, land extensive retail uses, hotels and financial institutions, equipment and vehicle supplies and automotive and vehicle sales and service.

The two employment designations provide for the anticipated land area and employment identified by the Envision Durham studies with the Business area providing

approximately 20% of the employment in major office and supporting retail and services as shown in Table 2.



5.2.9. Roads and Transit

Arterial Roads

In addition to the existing arterial road network, the Preferred Land Use Plan proposes one new east-west arterial road in the northern portion of the Secondary Plan Area. 7th Concession has also been extended easterly to connect to Columbus Road and provide for a continuous east-west transportation and bus corridor through the Region. A new north-south arterial road, Sideline 8, is proposed in the west portion of the Secondary Plan Area. As well, a Westney Road by-pass is provided around the Greenwood hamlet.

The plan provides for two new flyovers of Highway 407 at Sideline 4 and Sideline 8. The Sideline 4 flyover should be shifted to the west to miss a stream corridor and culvert under Highway 407. The Sideline 8 flyover provides for additional north-south transportation capacity on the west side of the community.

Collector Roads and Transit Corridor

A new east-west collector road is proposed south of Highway 407, with the new transit corridor north of Highway 407. These roads are key elements of the plan and border the Employment Area from the residential neighbourhoods of the Secondary Plan Area. Additional north-south collector roads throughout the plan are proposed to provide further connections in the west portion of the Secondary Plan Area.

The new transit corridor will provide additional transportation capacity, as well as a location for future higher order transit through the community if it is not located along Highway 407. This new road would be a primary transit corridor rather than a traffic corridor.

Highway 407 Interchanges

The Preferred Land Use Plan reflects the existing 407 interchange at Lakeridge Road and identifies two locations for future potential interchanges at Salem Road and Westney Road. It still needs to be determined whether one or both of the interchanges will be developed in the future.

5.3. Estimated Density, Units, Population and Jobs

Table 1 and **2** below describes the land areas and projected units, population and jobs that could arise from the Preferred Land Use Plan. The Preferred Land Use Plan results in an approximate population of 68,790 at a density of 75 persons and jobs per hectare not including work at home employment.

Table 1: Community Area Approximate Land Area, Units, People, and Jobs

Preferred Land Use Plan - Community Areas				
Designation / Land Use	Gross Area (ha)	Units	People	Jobs
Low Density Residential	488.6	7,955	28,195	-
Medium Density Residential	364.4	10,805	31,005	-
High Density Residential	20.8	1,565	2,585	-
Regional Centre	35.6	1,880	3,100	670
Community Node	20.5	1,080	1,785	385
Mixed Corridor	25.3	865	2,120	70
Total Gross Community Area (excl. NHS/employment)	960.1	24,150	68,790	3,125
Approximate Density		Units per hectare	People and jobs/hectare	
		25 uph	75 p+j/ha	
Community Centre (x1)	4.9	-	-	-
Elementary School	50.4	Public = 12 schools @ 2.8ha each Catholic = 7 schools @ 2.4ha each		1,520
High School	22.9	Public = 3 schools @ 6ha each Catholic = 1 school @ 4.9ha each		480
Community Parks (x3)	18 (6 ha each)			
Neighbourhood Parks (x14)	25.2 (1.8 ha each)			
Village Green (x8)	4.8 (0.6ha each)			

Table 2: Employment Area Approximate Land Area and Jobs

Preferred Land Use Plan – Employment Area		
Designation	Area (ha)	Jobs
Prestige Employment Area	220.7	5,300
Business Area	28.1	1,300

6. Conclusion and Next Steps

A Public Information Centre will be held in June 2025 on the Preferred Land Use Plan. Once finalized based on comments, the Preferred Land Use Plan will be used to provide the overall land use framework for the Secondary Plan Area and will inform the development of the Official Plan Amendment in **Phase 3** of the Study.

Phase 3 of the Study will involve the preparation of the Official Plan Amendment, which will introduce the Land Use Plan and corresponding policies for NEP into the Pickering Official Plan. A Public Meeting on the Secondary Plan is anticipated to be held in early Fall 2025.

Following refinement of the Official Plan Amendment, **Phase 4** of the Project will involve a Final Recommended Secondary Plan to be prepared and presented for Council Adoption before the end of 2025.



— City of —
PICKERING



Report to Planning & Development Committee

Report Number: PLN 31-21

Date: June 7, 2021

From: Kyle Bentley
Director, City Development & CBO

Subject: Northeast Pickering Area
Request for Proposals Particulars for Preparation of a Community Plan for
Northeast Pickering
Funding Agreement for Consulting Assistance
Funding Agreement for a Senior Project Manager
- File: D-1100-099

Recommendation:

1. That Council approve the draft "Appendix D – Request for Proposals Particulars Northeast Pickering Community Plan", which identifies the deliverables, including scope of work, project management, consultation and engagement, and timetable, for the consulting assignment for the preparation of an overall community plan for the Northeast Pickering Area for the consideration of Council, generally as set out in Appendix I to Report PLN 31-21;
2. That Council approve the funding agreement between the North East Pickering Landowners Group Inc. and the City of Pickering, for the hiring of a planning consulting team to prepare a Community Plan for the Northeast Pickering Area, generally as set out in Appendix II to Report PLN 31-21;
3. That Council approve the funding agreement between the North East Pickering Landowners Group Inc. and the City of Pickering, for the hiring of a Senior Project Manager (contract) dedicated to managing the preparation of the overall community plan for the Northeast Pickering Area, generally as set out in Appendix III to Report PLN 31-21;
4. That the Mayor and City Clerk be authorized to execute the funding agreements subject to any minor refinements acceptable to the Chief Administrative Officer, the Director, Corporate Services & City Solicitor and the Director, Finance & Treasurer;
5. That staff be authorized to issue Request for Proposals for the overall Northeast Pickering Community Plan, subject to any minor refinements to the project particulars acceptable to the Director, City Development & CBO and the Director, Economic Development & Strategic Projects, following the execution of the funding agreements and the hiring of the contract Senior Project Manager;
6. That staff report back to Council on the recommended planning consulting team; and
7. That Council authorize the appropriate City officials to undertake the necessary actions required to implement the above recommendations.

Executive Summary: Council Resolutions #173/19 and #347-348/20 directed staff to outline a process to initiate a secondary plan for a new proposed community in Northeast Pickering, and to arrange the establishment of a dedicated team with the landowners (see Location Map, Attachment #1, and Pickering Council Resolutions #173/19 and #347-348/20, Attachments #2 and #3).

Since that time, a North East Pickering Landowners Group Inc. (NEPLG) has been established. Currently, six landowners comprise the group, although discussions are underway to include other property owners. For the past several months, staff have been having regular meetings with NEPLG representatives to develop a work program for the community planning process, and to establish a terms of reference for the Request for Proposals (RFP) to procure a consultant team to undertake the necessary background and planning studies in support of the vision for this community (see Request for Proposals Particulars Northeast Pickering Community Plan, Appendix I).

Also, staff has been working with the NEPLG to secure funding for this initiative. NEPLG has committed to funding the majority of the cost for the consulting team (29 percent is covered by Development Charges; therefore, the NEPLG will be funding 71 percent of the cost). The NEPLG will be fully funding the cost of a 3-year contract City staff member to co-ordinate this project (see Funding Agreement for Northeast Pickering Community Plan Consulting Assistance, Appendix II and Funding Agreement for the Northeast Pickering Senior Project Manager Position, Appendix III).

It is recommended that Council approve the Request for Proposals (RFP) Particulars substantially as set out in Appendix I to this Report. The draft funding agreements have been reviewed and approved by the Director, Corporate Services & City Solicitor and the Director, Finance & Treasurer. It is recommended that Council approve the funding agreements substantially as set out in Appendices II and III to this Report, and authorize their execution. Further, it is recommended that Council authorize staff to release the RFP, subject to the funding agreements being executed between the NEPLG and the City, and the timing of the contract staff member being hired, and report back to Council with appropriate recommendations.

Financial Implications: A planning study for Northeast Pickering is identified in the current 2021 approved budget for Planning & Design with funding to be provided by 71 percent from Landowners and 29 percent from DCs. A full-time, contract Project Manager for Northeast Pickering is identified in the current 2021 approved budget for the Office of the CAO for a total of \$155,000. The position is to be funded 100 percent by external sources.

The implementation of the recommendations of this report enable funding to be secured from the North East Pickering Landowners Group to:

- (a) offset 71 percent of the cost of the City retaining the services of a consulting team to undertake an overall community plan for Northeast Pickering community, and
- (b) offset the full cost of the City hiring a contract Senior Project Manager position (including salary, vacation, benefits, expenses, and equipment (computer, phone, etc.)), for a term of 3 years.

Discussion: The planning for the future development of Northeast Pickering area has been underway for the past 4 years (see Location Map, Attachment #1). In response to delegations and submissions from one of the Northeast Pickering landowners (Dorsay Development Corporation), Council passed Resolutions #173/19 and #347-348/20, which included the following actions:

- reaffirmed Council's support for inclusion of the Northeast Pickering lands within an expanded urban area (see Pickering Council Resolution, #140/19);
- indicated Council's support for the proposed community planning principles for Northeast Pickering;
- directed staff to outline a process to initiate a secondary plan for the new proposed community in Northeast Pickering; and
- requested staff to work with the landowners to establish a dedicated team for this project.

Copies of Resolutions #173/19, #347-384/20 and #140/19 are provided as Attachments #2, #3 and #4.

In December 2020, the North East Pickering Landowners Group Inc. (the 'NEPLG') was established, and as of writing this Report, includes representatives from:

- Dorsay Development Corporation;
- Stonelake Developments Inc. (Tribute);
- Canelli Heights Development Inc. (Greenpark);
- Cougs (Lakeridge) Ltd. (Coughlan Homes);
- 2750 Highway 7 Inc. (Clark/Ravi); and
- Pinebrown Salem Lands Ltd. (the Brown Group).

The NEPLG control approximately 40 percent of the lands in Northeast Pickering. The Group has a group manager, a planner, a lawyer, a trustee, and the Group has established a funding mechanism. The NEPLG has revised the community planning principles for Northeast Pickering (which were originally developed by Dorsay Development Corporation, in consultation with City staff), to only 'consider', not require, a true-north road configuration, where feasible. The community planning principles form part of the Request for Proposals Particulars (see Appendix I).

The NEPLG has committed to funding a 3-year contract staff position for the City to coordinate the community plan process. The NEPLG has also committed to funding 71 percent of the cost of the consulting assistance that the City will require to undertake the community planning process. The remainder of the cost will be funded by Development Charges.

The Region of Durham is currently undertaking a Municipal Comprehensive Review of its Official Plan. Through that review process, the need for additional land for urban development is being assessed. Pickering Council is already on record as supporting an expansion to the urban boundary to include Northeast Pickering (see Pickering Council Resolutions #140/19 and #173/19, Attachments #2 and #4). The Region anticipates having its new Official Plan adopted by Regional Council in 2022. The Province is the approval authority for the Region's new Official Plan. Commencing the community plan process for Northeast Pickering now will allow the Region to be in a position to approve the City's official plan amendment that will be the outcome of the community plan study.

It is recommended that Council approve the Request for Proposals (RFP) Particulars substantially as set out in Appendix I to this Report. It is recommended Council approve the funding agreements, substantially as set out in Appendices II and III to this Report, and authorize their execution. Further, it is recommended that Council authorize staff to release the RFP, subject to the funding agreements being executed between the NEPLG and the City, and the timing of the contract staff member being hired, and report back to Council with appropriate recommendations.

Appendices:

Appendix I Request for Proposals Particulars Northeast Pickering Community Plan
Appendix II Funding Agreement for Northeast Pickering Community Plan Consulting Assistance
Appendix III Funding Agreement for the Northeast Pickering Senior Project Manager Position

Attachments:

1. Location Map
 2. Pickering Council Resolution #173/19
 3. Pickering Council Resolutions #347-348/20
 4. Pickering Council Resolution #140/19
-

Prepared By:

Original Signed By

Catherine Rose, MCIP, RPP
Chief Planner

CR:ld

Approved/Endorsed By:

Original Signed By

Kyle Bentley, P. Eng.
Director, City Development & CBO

Original Signed By

Fiaz Jadoon
Director, Economic Development &
Strategic Projects

Recommended for the consideration
of Pickering City Council

Original Signed By

Marisa Carpino, M.A.
Chief Administrative Officer

**Request for Proposals Particulars
Northeast Pickering Community Plan**

Appendix D – Request for Proposals Particulars
Northeast Pickering Community Plan

Contents

A:	THE DELIVERABLES	1
1.0	Introduction and Purpose	1
1.1	Study Area	1
2.0	Background.....	1
2.1	Envision Durham	1
2.2	Carruthers Creek Watershed Plan.....	2
2.3	Initiating the Community Planning Process	2
3.0	Policy Context.....	2
4.0	Project Organization and Management.....	2
4.1	City's Project Manager.....	3
4.2	Consulting Team Project Lead	3
4.3	Consulting Team.....	4
4.4	Steering Committee	4
5.0	Scope of Work	5
5.1	Phase 1: Develop Work Plan and Confirmation of Vision and Principles	5
5.1.1	<i>Develop Work Plan</i>	<i>5</i>
5.1.2	<i>Develop Stakeholder Engagement Strategy</i>	<i>5</i>
5.1.3	<i>Confirm Vision and Guiding Principles</i>	<i>6</i>
5.1.4	<i>Lakeridge Health Acute Care Hospital – Request for Information</i>	<i>6</i>
5.2	Phase 2: Background Studies	6
5.2.1	<i>Prepare Terms of Reference</i>	<i>6</i>
5.2.2	<i>Undertake Required Background Studies</i>	<i>6</i>
5.2.2.1	Planning Report and Community Master Plan.....	6
5.2.2.2	Community Services and Facilities Study.....	7
5.2.2.3	Transportation Background Analysis	7
5.2.2.4	High Level Background Servicing Analysis	8
5.2.2.5	Natural Heritage and Hazard Background Analysis.....	8
5.2.2.6	Archeological Assessment	9
5.2.2.7	Cultural Heritage Analysis.....	9
5.2.2.8	Urban Design Guidelines	9
5.2.2.9	Housing Affordability Strategy	9

5.2.2.10	Retail Market Study.....	10
5.2.2.11	Agricultural Impact Assessment.....	10
5.2.2.12	Sustainability Plan.....	10
5.2.2.13	Employment Lands Strategy	10
5.2.3	<i>Develop Community Structure Plan and Neighbourhood Plan Areas.....</i>	11
5.3	Phase 3: Refinement of Community Structure Plan & Neighbourhood Plan Areas & Preparation of Draft Official Plan Amendment	11
5.3.1	<i>Prepare Draft Official Plan Amendment</i>	11
5.4	Phase 4: Official Plan Amendment Adoption and Approval.....	11
5.4.1	<i>Official Plan Amendment Adoption</i>	11
5.4.2	<i>Official Plan Amendment Regional Approval.....</i>	12
6.0	Consultation and Engagement Strategy	12
7.0	Meetings & Presentations	13
8.0	Project Schedule.....	14
9.0	Considerations	15
9.1	AODA Compliance and City of Pickering Brand Guidelines	15
9.2	Submission of Electronic Documents	16
10.0	Resources	16
B:	MATERIAL DISCLOSURES	19
C:	MANDATORY TECHNICAL REQUIREMENTS	20
D:	RATED CRITERIA	21
Appendices		
Appendix A:	Northeast Pickering Community Plan Study Area	
Appendix B:	Preliminary Vision and Community Design Principles	

A: THE DELIVERABLES

1.0 Introduction and Purpose

The City of Pickering is seeking the professional services of a qualified Consulting Team to prepare a Community Plan (Secondary Plan) and associated background studies for lands in Northeast Pickering. The purpose of the Community Plan is to establish a more detailed planning framework in accordance with the City of Pickering Official Plan and Durham Region Official Plan.

The Northeast Pickering Community Plan (NPCP) work program will be undertaken as the background study in support of a City-initiated Official Plan Amendment to the Pickering Official Plan. The Amendment will be a “parent” or “Part One” plan, and as a minimum, contain the vision, the guiding principles, the master plan concept, and implementing policies including directions on secondary plan requirements. The Community Plan work program will be undertaken in cooperation with the City of Pickering, the Region of Durham, and in consultation with the public, agencies and other stakeholders.

A final work plan shall be prepared by the successful Consulting Team prior to commencement of the Community Planning (Secondary Plan) process.

1.1 Study Area

The Northeast Pickering Community Plan (NPCP) Area encompasses approximately 1,600 ha (4,000 acres) in Northeast Pickering. The lands are situated in northeast Pickering, generally north of Highway 7, south of Concession Road 8, west of Lake Ridge Road, and east of Westney Road.

The extent of the Community Plan is identified in Appendix A as the Northeast Pickering Lands.

2.0 Background

As part of the Region’s previous Municipal Comprehensive Review, some of the lands in northeast Pickering were recommended for urban development. However, when the Minister of Municipal Affairs & Housing approved the Region’s Official Plan Amendment #128, the Minister did not support the inclusion of the lands at that time. The Minister added policy 7.3.11 p) to the Regional Official Plan that reads as follows:

“where a comprehensive review of this Plan includes consideration of lands for Urban Area expansion within the City of Pickering east of the Pickering Airport lands, outside of the Greenbelt Plan, the following additional matters will be assessed and evaluated at that time: i) the amount and rate of development that has occurred in the Seaton Community; and ii) the preparation and completion of a watershed plan update for the East Duffins and Carruthers Creek watersheds.”

2.1 Envision Durham

The Region is currently undertaking Envision Durham a Municipal Comprehensive Review of the Regional Official Plan to ensure conformity of the Official Plan with the policies of the

Growth Plan. A key component of the Envision Durham background studies includes a Growth Management Study (GMS). The Region's GMS is being completed in two phases. The first focuses on the completion of a Land Needs Assessment (LNA). The LNA is a comprehensive review and calculation of the Region's land base, including existing urban areas, to determine how the Growth Plan population and employment forecasts can be accommodated and how much, if any, additional urban land is required. The second, focused on determining the most appropriate location for Urban Boundary expansions. As part of the GMS, the Region will be considering the Northeast Pickering lands for Settlement Area Expansion (refer to Durham Region Report 2020-P-15).

The GMS will provide the appropriate analysis of the Seaton Community to satisfy subsection i) of policy 7.3.11 p) of the Regional Official Plan.

2.2 Carruthers Creek Watershed Plan

Furthermore, the Toronto and Region Conservation Authority (TRCA) initiated a review of the Carruthers Creek Watershed Plan in 2015. The draft watershed plan, was released for public review and comment on March 2020. City staff prepared comments on the draft Watershed Plan (see Pickering Report PLN 16-20). The City of Pickering's Planning & Development Committee approved the recommendations of the Report on September 24, 2020. The public comment period closed March 19, 2021. Feedback will be incorporated into an updated draft, which will be presented to Durham Regional Council.

The final Carruthers Creek Watershed Plan will satisfy the requirements of subsection ii) of policy 7.3.11 p).

2.3 Initiating the Community Planning Process

Prior to commencing a Work Program for the NPCP, City staff must report to Council on the Work Program and receive Council's authorization to proceed. This is building on Resolution #173/19 from the November 25, 2019 Council Meeting, see attached modified Principles in Appendix B.

The NPCP will be a prototypical community focused on the mental and physical well-being of its residents and the sustainability of its natural environment. This will be accomplished through ground-breaking approaches to environmental and social place-making, healthy living practices, and community resiliency. The NPCP is conceptualized and realized through a holistically planned community that is Complete, Thriving (sustainable) and Connected (smart)."

3.0 Policy Context

The Community Plan must conform with and be consistent with all applicable policies and land use planning requirements of the City of Pickering, Region of Durham, and Province of Ontario. The City of Pickering Official Plan should serve as the starting point for this analysis.

4.0 Project Organization and Management

The City of Pickering is looking for a superior interdisciplinary Consulting Team to undertake the

Northeast Pickering Community Planning Program. The Consulting Team's Project Lead and City's Project Manager will have experience in coordinating major multidisciplinary projects of a similar scope and scale, exercise strong financial control, integrate and inform work underway through related studies by others, and creatively address competing interests. The Consulting Team will demonstrate strong leadership skills and a commitment to implementing a model of sustainable development.

The Consulting Team will bring expertise in sustainable community development, urban design, housing, retail market assessment, parks and recreation, transportation, engineering, planning, landscape ecology, communication, consultation and engagement, report writing and drafting policy. The Consulting Team, in collaboration with the City of Pickering, will be responsible for establishing the Work Program and the necessary studies and consultation required to produce the Northeast Pickering Community Plan.

The Community Plan will be led by the Consulting Team's Project Lead and conducted by the Consulting Team. A Project Manager assigned from the City of Pickering will manage the Community Plan process and oversee the Consulting Team's Project Lead and the Consulting Team. A Steering Committee will provide strategic direction and will consist of representatives from various City departments, agencies, and landowner representatives.

The responsibilities of the City's Project Manager, Consulting Team Project Lead, Consulting Team and Steering Committee are outlined below.

4.1 City's Project Manager

The Community Planning process will be led by the City Development Department who will assign a Project Manager to this process. The Project Manager will be responsible for the supervision of the process ensuring it is carried out to the satisfaction of the City in accordance with this request for proposal, and the Consulting Team's proposal. The Project Manager will monitor the progress of the process, circulate reports for review and comment, liaise with the Consulting Team's Project Lead, and exercise budgetary control.

The Project Manager is to be:

- Kept informed through regular progress meetings with the Consulting Team and Steering Committee for the duration of the Study;
- Copied on all correspondence;
- Advised of significant problems, issues, options, and solutions considered;
- Involved in meetings with the public and stakeholders;
- Consulted prior to making any changes to the project schedule; and
- Advised of any additional work considered beyond the scope of work (additional work is not to be undertaken without prior written approval by the City's Project Manager).

4.2 Consulting Team Project Lead

The Consulting Team's Project Lead will make all day-to-day decisions, address requests for information, coordinate the Consulting Team's work, ensure the process is within budget, and be responsible for all the deliverables outlined in this request for proposal.

The Project Leader will:

- Attend meetings with City staff, the public and stakeholders;
- Involve the City's Project Manager in any meetings with the public, agencies and stakeholders (all liaison with the public and stakeholders by the Company must be approved by the Project Manager);
- Prepare agendas, draft meeting notes, and final meeting notes for the Steering Committee meetings and progress meetings;
- Provide written responses to questions raised at meetings, as required (the City's Project Manager is to review and approve responses prior to responding to the public and stakeholders);
- Liaise and correspond with the City's Project Manager to obtain and communicate information related to the Study;
- Advise the City's Project Manager of significant problems/issues and options considered;
- Update the City's Project Manager on a monthly basis on details of the Study;
- Co-ordinate project tasks with any related task undertaken by the City;
- Prepare and submit reports, drawings and other documentation to the City and obtain comments, and approvals;
- Submit progress reports to the City's Project Manager at least five (5) days prior to any progress meeting;
- Prepare for, operate, and follow-up on open houses and other consultations including presentations/displays, and dry-runs;
- Record and prepare a summary of comments; and
- Receive the City's Project Manager's prior written approval for any significant change from the approved project schedule, budget or tasks.

4.3 Consulting Team

The Consulting Team shall have the necessary qualifications to undertake the scope of work and deliverables detailed in Section 5.0.

4.4 Steering Committee

The Northeast Pickering Steering Committee will be led by the City's Project Manager and will have senior representation from various City Departments, the Consulting Team Project Lead, Region of Durham, Conservation Authorities, Landowners Group, and other agencies and stakeholders as may be required.

The purpose of the Steering Committee is to ensure that all of the major stakeholders in the Community Plan area have a forum and opportunity to make their interests known. The Committee is intended to keep all relevant agencies and organizations up to date on the status up the planning process and timelines for achieving key milestones, as well as to highlight issues and progress that is made on any related studies.

The Steering Committee will:

- Provide advice and strategic direction to the City and the Consulting Team on the overall Community Plan process; and,

- Review draft and final meeting notes for Steering Committee meetings.

The Steering Committee members will serve as the liaison between their respective agency/organization and the City. Members are responsible for coordinating and representing their agency's/organization's position.

5.0 Scope of Work

The NPCPNPCP Work Program is intended to occur in four (4) phases including the following:

- Phase 1: Develop Work Plan and Confirmation of Vision and Guiding Principles;
- Phase 2: Background Studies, Preliminary Community Structure Plan & Neighbourhood Plan Areas;
- Phase 3: Refinement of Community Structure Plan & Neighbourhood Plan Areas & Preparation of Draft Official Plan Amendment; and,
- Phase 4: Official Plan Amendment Adoption & Approval

Key components of the scope of work required to be undertaken by the Consulting Team as part of each phase is detailed in the subsections below.

5.1 Phase 1: Develop Work Plan and Confirmation of Vision and Principles

Phase 1 of the Community Planning Program is intended to occur concurrently with Phase 2 and includes the following key tasks:

5.1.1 Develop Work Plan

At the outset of this project, the Consulting Team will be required to develop a Work Plan, including a chart with key deliverable and meeting milestones, for review and approval by City staff in consultation with the Steering Committee. The Consulting Team's Work Plan will be based on the Scope of Work detailed in Section 5.0 and the Project Schedule included in Section 8.0 of this document.

5.1.2 Develop Stakeholder Engagement Strategy

The Consulting Team will be required to develop a Stakeholder Engagement Strategy with recommended approaches and formats for engaging broad interest and public participation in the Community Plan process (e.g. type of session, required materials etc.). The Strategy at minimum shall include, recommendations for the required Public Consultation Meetings, Statutory Public Meeting and Steering Committee Meetings outlined in Section 7.0. The Strategy shall also clarify the roles and responsibilities of the Project Team. In general, it is expected the Consulting Team will be responsible for preparation, operation and follow-up on open houses and other consultations, including presentations/displays, dry-runs, set-ups, attendance, and compilation of comments. The City will be responsible for preparation and circulation of public notices for the public/stakeholder consultation meetings.

Additional consultations with specific stakeholders may be identified through the course of the Study.

Further details on the Stakeholder Engagement Strategy are provided in Section 6.0.

5.1.3 Confirm Vision and Guiding Principles

The Consulting Team will be required to facilitate visioning sessions with key stakeholders and the public. The sessions are intended to aid the City in confirming an overall vision and guiding principles for the NPCP, as well as to support the development of a Community Structure Plan and Neighbourhood Plan Areas.

This task includes six (6) Public Consultation Session as identified in Section 7.0.

The Vision and Community Design Principles included as Appendix B should form the preliminary basis of this exercise and shall be refined by the Consulting Team, in consultation with the City, as a result of stakeholder and public engagement.

5.1.4 Lakeridge Health Acute Care Hospital – Request for Information

The Consulting Team is to use a \$20,000 total budget allotment (excluding HST) to assist the City of Pickering's Hospital Task Force with the completion of the necessary Lakeridge Health Request for Information (RFI) and/or Request for Proposal (RFP) processes associated with a new acute care hospital site selection within Durham Region.

It is the understanding, that Lakeridge Health will be undertaking a RFI and/or RFP process for the new acute care hospital site located within Durham Region. In addition to the budget allotment, the Consulting Team is to include appropriate tasks within the Work Plan to include address the potential for a hospital site located within the NPCP.

5.2 Phase 2: Background Studies

Phase 2 of the Community Planning Program includes the following key tasks:

5.2.1 Prepare Terms of Reference

The initial step of the Phase 2 Work Program involves the preparation of detailed Terms of Reference for required studies, circulation of draft Terms of Reference to the Steering Committee for review and comment, and finalization of Terms of Reference prior to commencing work on the respective studies.

This task includes one (1) Steering Committee Meeting as identified in Section 7.0.

5.2.2 Undertake Required Background Studies

The following studies and analyses will be required to be completed by the Consulting Team. It is expected that the City will circulate draft reports to all relevant agencies and stakeholders for review and comment and that reports will be finalized based on this input.

5.2.2.1 Planning Report and Community Master Plan

This report provides the overall planning framework and policy recommendations for the Northeast Pickering Community Plan ("NPCP").

The key sub-deliverables of the report will include:

- 1) An overall statement of the intended character and objectives for the NPCP will be included to provide the framework and vision.
- 2) Compliance matrix addressing the requirements of Provincial Plans, Durham Region Official Plan, and Pickering Official Plan policies.
- 3) A growth management analysis, including the forecasted population, employment, housing mix, density, and recommended phasing policies to stage development.
- 4) Recommended NPCP Community Structure Plan, including:
 - a. Recommended location of community structural elements such as community facilities, parks, hospital, arterial and major collectors roads, and centres and corridors.
 - b. Proposed land use structure and designations,
 - c. Delineation of Neighbourhood Plan Areas,
 - d. Description of the other background studies that feed into the analysis.

The report will form the planning basis for a Community Structure Draft Official Plan Amendment for the NPCP. The Community Structure OPA provides a framework for the preparation of Neighbourhood Plans by establishing policies on land use, accessible, affordable & age-friendly housing, transportation, urban design, community facilities, environmental protection, and servicing and infrastructure for the NPCP.

Relevant work completed to-date: Veraine Master Plan Report, prepared by Sasaki, dated October 2019;

5.2.2.2 Community Services and Facilities Study

Community, cultural, recreational and other public uses are an essential component of the development of the Northeast Pickering Community. The Community Services and Facilities Study assesses the need for community services and facilities (e.g. community centres, parks and open space, schools, places of worship, emergency services) required to adequately support the planned population of the NPCP.

The key sub-deliverables of the report include:

- 1) A review of the community services and facility goals and objectives of the Region and City Official Plans, including a review of all relevant documents including the City's Recreation and Parks Master Plan.
- 2) An assessment of the need for community services and facilities based on population driven service ratios or other City and agency standard service levels and requirements;
- 3) A description of where, how, and when the public services and facilities could be provided.
- 4) a recommendation based on best practices regarding parks and recreation and opportunities for the development of joint and/or mixed-use facilities to achieve land use efficiencies.

5.2.2.3 Transportation Background Analysis

This analysis is required to assess the adequacy of existing local and regional infrastructure (transportation/transit, including pedestrian and bicycle paths), as well as evaluate and identify infrastructure requirements (i.e., new or upgraded local and Regional infrastructure) that will be

necessary to service the Northeast Pickering Community. This analysis will build off Durham's Transportation Master Plan and Pickering's Integrated Transportation Master Plan (for which a Notice of Study Completion has been issued), as well as the City and Region Official Plan policies.

The key sub-deliverables of the report will include:

- 1) An integrated transportation/transit strategy (e.g., road network, public transit, active transportation, complete streets) that will support a well-connected network of corridors and complete streets (roads, rails, sidewalks, trails and bikeways).
- 2) Phases 1 and 2 of the Environmental Assessment (EA) process under the Environmental Assessment Act, with respect to the planning and layout of any arterial or major (mid-block) collector roads. Policies will also be included in the Plan to inform the later completion of Phases 3 and 4 of the EA process.

Relevant work completed: Preliminary Transportation Study Veraine, Pickering: Final Report, prepared by IBI Group, dated October 2019;

5.2.2.4 High Level Background Servicing Analysis

The servicing analysis will be required to examine and identify the adequacy of existing local and regional water and wastewater infrastructure, as well as major infrastructure requirements (i.e., new or upgraded local and Regional infrastructure) necessary to service the Northeast Pickering Community. Information from the Region's Water and Wastewater Master Plan Study Review (currently underway), as well as City and Regional Official Plan policies should be used to inform this analysis.

The key sub-deliverables of this study will include:

- 1) An evaluation of alternatives and recommendations for a preferred strategy.
- 2) The preferred means of servicing the community.

Relevant work completed: Preliminary Master Servicing Report Veraine – North East Pickering, prepared by SCS Consulting Group Ltd., dated April 2020;

5.2.2.5 Natural Heritage and Hazard Background Analysis

This analysis will inventory, characterize and assess natural hazard, natural heritage and water resource features and functions within the NPCP. The analysis will provide recommendations for the protection, conservation and management of natural hazard, natural heritage, and water resource features within the NPCP. The Natural Heritage and Hazard Background Analysis will draw on the City and Regional Official plan policies as well as TRCA and CLOCA guidelines.

The key sub-deliverables of this study will include:

- 1) A hydrology assessment based on flood plain modelling and land use concept and a Regional Flood Analysis and an Assessment of Mitigation Measures
- 2) A desktop assessment of natural heritage features, and recommendations for the creation of a natural heritage system, including mapping and proposed policies;
- 3) Recommendations for a management strategy, implementation and monitoring plan to be implemented through the NPCP and future Neighbourhood Planning Programs.

Relevant work completed: Veraine Environmental Conditions Report: Final Report, prepared by GeoProcess Research Associates, dated June 2020;

Veraine Hydrologic and Hydrogeologic Characterization Final Report, prepared by GeoProcess Research Associates, dated June 15, 2020;

5.2.2.6 Archeological Assessment

The archaeological assessment will identify, assess, and inventory significant archaeological resources or sites and develop a strategy to conserve those archaeological resources as per Ministry of Heritage, Sport, Tourism and Culture Industries 2011 Standards and Guidelines for Consultant Archaeologists. The assessment will also need to draw upon policies of the City and Regional Official Plans.

The key sub-deliverables of this study will include:

- 1) Stage 1 and Stage 2 assessments including:
 - a. background study,
 - b. property inspection,
 - c. property assessment,
 - d. identification of lands requiring further study.

5.2.2.7 Cultural Heritage Analysis

This cultural heritage analysis will identify, inventory and assess the significance of cultural heritage resources (built heritage resources and cultural heritage landscapes) within and in close proximity to the Northeast Pickering Community. Further, it will provide recommendations for the conservation of the cultural heritage resources within the Northeast Pickering Community and draw upon the City and Regional Official Plan policies. Information from Pickering's Municipal Heritage Register and Cultural Strategic Plan, among other plans and studies should be used to inform this analysis.

5.2.2.8 Urban Design Guidelines

The Urban Design Guidelines will result in urban design recommendations that assist in the interpretation of the City's Official Plan policies. The guidelines will detail and illustrate how the Official Plan urban design goals and objectives for the built and natural environment will be achieved within the NPCP Neighbourhoods. The guidelines will provide high-level design direction and will inform the preparation of more detailed urban design and sustainability guidelines as part of future Neighbourhood Planning processes.

5.2.2.9 Housing Affordability Strategy

The strategy will detail the means to achieve the affordable housing targets established by the City and Regional Official Plan policies in housing forms considered affordable to low- and moderate-income households. The strategy will include a demographic and housing profile of the City of Pickering, an analysis of affordability and recommend policies and implementation measures to accommodate affordable housing within the NPCP area and future Neighbourhood Plan areas. The strategy will also need to consider the findings of Durham Region's At Home in Durham (Housing Plan) and Pickering's Housing Strategy Study (currently underway), as well

as the City and Regional Official Plan policies. The Housing Affordability Strategy will be implemented through the NPCP.

5.2.2.10 Retail Market Study

The Retail Market Study will determine the total amount, type, role and function of retail uses to properly serve residents in the Northeast Pickering Community. The study will recommend the distribution of retail space within a retail hierarchy as well as identify the most appropriate locations for designating retail commercial land. In completing the Retail Market Study, the consulting team should consult with the Region of Durham as to whether a Regional Interest in commercial planning has been triggered. This study will also draw from City and Regional Official Plan policies.

5.2.2.11 Agricultural Impact Assessment

This assessment will include a review of agricultural land uses within and surrounding the Northeast Pickering Community and the applicable planning policies and regulations. The assessment will identify the potential of adverse physical and operational impacts of the proposed land uses on surrounding agricultural uses and where applicable propose mitigative measures. It will also need to consider how the change in land use will adversely affect existing and future agricultural production or activities in the area. The assessment will need to draw upon the work and recommendations of the Durham Region Agricultural Strategy and the City and Region Official Plan policies. Information from OMAFRA's Guidance Document for Agricultural Impact Assessments, among other plans and studies, should be used to guide this analysis.

Relevant work completed: High Level Agricultural Assessment for Agricultural Capability, Livestock Operations and Identification of Agri-food Network Operators Durham Region, prepared by DBH Soil Services Inc., dated October 2019.

5.2.2.12 Sustainability Plan

The purpose of the Sustainability Plan is to establish sustainable initiatives, principles and implementation measures to guide future development. The plan should align with and build upon the goals and objectives found within the City and Regional Official Plans. The plan should review and consider the City of Pickering Sustainable Guidelines (latest version currently under review), Guideline #1 and Guideline #2 as well as Durham's Community Climate Action Plan. Furthermore, it should identify sustainability measures at different stages of the development process (e.g. those applicable at draft plan of subdivision vs those more appropriate at site plan control and building permit).

Relevant work completed: The Veraine Sustainability Report, prepared by Urban Equation, dated October 2019;

5.2.2.13 Employment Lands Strategy

The Employment Lands Strategy (ELS) will provide a recommended vision and strategy to ensure the provision of an adequate supply of jobs for the City of Pickering's growing population. The ELS is to include a review of the City of Pickering's current employment land areas and related policies, best practices review, and analysis of trends/factors influencing

employment. It will assist in identifying employment land locations (primarily along the Highway 407 corridor) and offer guidance on the planning framework and policy recommendations for the NPCP.

5.2.3 Develop Community Structure Plan and Neighbourhood Plan Areas

Based on the results of the visioning exercises and the findings and recommendations of preliminary background study work the Consulting Team will refine the Community Structure Plan and Neighbourhood Plan Areas and will identify next steps and requirements for Neighbourhood Plans. The Consulting Team, along with City staff and in consultation with the Steering Committee will assess the merits of the Community Structure Plan and delineated Neighbourhood Plan Areas.

This task includes one (1) Public Consultation Session and one (1) Steering Committee Meeting as identified in Section 7.0.

5.3 Phase 3: Refinement of Community Structure Plan & Neighbourhood Plan Areas & Preparation of Draft Official Plan Amendment

Phase 3 of the Community Planning Program includes the following key tasks:

5.3.1 Prepare Draft Official Plan Amendment

This task involves the preparation of draft Official Plan Amendment policies and associated schedules for the NPCP. The draft Official Plan Amendment will be a “parent” or “Part One” plan, and at minimum shall contain the vision, the guiding principles, the master plan concept, and implementing policies including directions on secondary plan requirements.

The draft amendment will be circulated to relevant agencies and stakeholders for review and comment.

This task includes one (1) Steering Committee Meeting as identified in Section 7.0.

5.4 Phase 4: Official Plan Amendment Adoption and Approval

Phase 4 of the Community Planning Program includes the following key tasks:

5.4.1 Official Plan Amendment Adoption

This task involves the refinement of the draft Official Plan Amendment and associated schedules in response to agency and stakeholder comments. It will result in the preparation of a draft final Official Plan Amendment and associated schedules for consideration by the City’s Planning & Development Committee and Council for adoption.

This task includes one (1) Statutory Public Meeting and one (1) Committee/Council Meeting for the Recommended By-law.

5.4.2 Official Plan Amendment Regional Approval

The Council adopted Official Plan Amendment and supporting background studies will be provided by the City to the Region of Durham for approval. This task includes City staff's and the Consulting Team's review and response, as required, to Regional comments and proposed modifications regarding the Council adopted Official Plan Amendment.

6.0 Consultation and Engagement Strategy

Initiating a dialogue with the public and stakeholders, and facilitating participation in the process is key to achieving broad support in the development and successful implementation of the new By-law. A strong emphasis placed on consultation in this Study.

The consultation strategy is to include proposed consultations (information and response components) with Aboriginal communities, First Nations and Métis communities. It is noted that the strategy is to be flexible and adaptable, considering the information obtained throughout the consultation strategy.

As such, the Consulting Team shall prepare, and include in their proposal, a consultation strategy that demonstrates how they propose to obtain early input from the public and stakeholders in an effort to advance the resolution of issues, and identify concerns requiring further research. The consultation strategy is to incorporate the City of Pickering's digital engagement platform. The final consultation strategy is to be developed following the project kick-off meeting and in coordination with the City of Pickering's Corporate Communicates staff to ensure that it utilizes current communication methods/platforms.

Over the course of the Community Plan process, the Consulting Team will facilitate public consultation, host open houses, present the draft discussion papers and draft By-law to Planning & Development Committee and Council, and present the recommended By-law to Planning & Development Committee. The City shall be responsible for the preparation and circulation of public notices for public/stakeholder consultation meetings and public meetings. Additional consultations with specific stakeholders may be required.

The Consulting Team will be responsible for the following:

- Facilitation, presentation and subject matter expertise at public and stakeholder meetings, including the preparation and delivery of any presentations, preparation and printing of handout material and/or display boards, and, staffing for public consultation sessions;
- Presentation and subject matter expertise at meetings of the Planning & Development Committee and Council; including the preparation and delivery of any presentations, display boards, and consolidation/summary of comments;
- Creation and maintenance of a public consultation file, including a matrix documenting public and stakeholder comments with the Project Team and City staff responses;
- Preparation of agenda, draft meeting notes, and final meeting notes for the progress meetings and Steering Committee meetings;
- Advice/input on consultation proposed by The City, such as media releases and

newspaper ads, social media advertisements, website page, brochures, etc; and,

- Recommended approach for consultation (and form of consultation) with specific stakeholders that may be warranted or appropriate to seek input on specific topics.

The City's Project Manager will be responsible for the following:

- Establishment and updating of a study page on the City's website to facilitate communication with the public;
- Creation and maintenance of a database of public, stakeholder and agency contacts;
- Posting of social media messaging;
- Booking of venues and audio visual equipment, and provision of refreshments (as warranted) for all public and stakeholder meetings;
- Circulation of any study documents/deliverables; and,
- Preparation and circulation of public notices in the local newspaper, mail, email, on the City's website, etc.

All external consultation elements will require pre-approval by the City's Project Manager and are subject to participation by the City. The consultation strategy proposed by the Project Team shall comply with *Municipal Freedom of Information and Protection of Privacy Act* requirements.

7.0 Meetings & Presentations

The following lists the type and minimum number of meetings that are to be included in the proponent's proposal. The Project Schedule identified in Section 8.0, includes preliminary targets by phase for key meetings/presentations.

Meeting	Minimum Number
Start-up Meeting <ul style="list-style-type: none"> • One (1) Start-up Meeting with Consultant Team and City's Project Manager 	1
Steering Committee Meetings <ul style="list-style-type: none"> • One (1) Kick-off Meeting • One (1) Terms of Reference Review Meeting • Two (2) Draft Background Studies, Preliminary Concept, Structure and Neighbourhood Plan Areas Review Meeting • Two (2) Draft Official Plan Amendment Review Meeting 	6

Public Consultation Sessions <ul style="list-style-type: none"> • One (1) Session on Visioning and Guiding Principles; • One (1) Session on Preliminary Concept, Structure and Neighbourhood Plan Areas • One (1) Recommended Structure and Neighbourhood Plan 	3
Planning & Development Committee Meetings and/or Council Meetings These meetings include: <ul style="list-style-type: none"> • One (1) Statutory Public Meeting • One (1) Information/Update Meeting • One (1) Meeting for Recommended By-law 	3
TOTAL	13

Additional Meetings may be required over the course of the Community Plan process. These meetings will be identified by the City's Project Manager, in consultation with the Consulting Team Project Lead and Steering Committee, during the course of the Community Plan process.

8.0 Project Schedule

The Community Plan process is expected to take approximately twenty-four (24) months with an award and start-up meeting between the Consulting Team and City's Project Manager prior to [INSERT DATE]. Proponents shall submit a work plan, in the form of a Gantt Chart (or other similar illustration), for all portions of the contract in accordance with the estimated timeline below. The work plan must contain detailed descriptions of all tasks to be performed, staff responsible for each task, key milestones and activities for completing the work. Proponents may propose alternative milestone events and/or dates, provided that the proposed overall duration does not exceed twenty-four (24) months.

	Expected Date
Award of Contract	TBD
Phase 1 – Develop Work Plan and Confirmation of Vision and Principles 4 months (concurrent with Phase 2)	
Start-up Meeting	TBD
Complete Stakeholder Engagement Strategy	TBD

Steering Committee Kick-off Meeting	TBD
Public Consultation Meeting #1	TBD
Phase 2 – Background Studies, Preliminary Community Structure Plan & Neighbourhood Plan Areas 12 months (concurrent with Phase 1)	
Complete Terms of Reference for Background Studies	TBD
Complete Draft Background Studies	TBD
Complete Preliminary Concept, Structure and Neighbourhood Plan Areas	TBD
Public Consultation Meeting #2	TBD
Phase 3 – Community Structure Plan & Neighbourhood Plan Areas Refinement & Draft Official Plan Amendment 6 months	
Complete Draft Official Plan Amendment	TBD
Phase 4 – Official Plan Amendment Adoption & Approval 6 months	
Statutory Public Meeting at Planning and Development Committee	TBD
Official Plan Amendment Adoption	TBD
Official Plan Amendment Approval	TBD

9.0 Considerations

9.1 AODA Compliance and City of Pickering Brand Guidelines

Studies, reports, plans and presentations that will be published on the City of Pickering website must be provided to the City in an accessible format compatible to Adobe Acrobat XI or higher.

Companies performing the work for the City must comply with the *Accessibility for Ontarians With Disabilities Act, 2005* (“AODA”), in particular the Integrated Accessibility Standards, O. Reg. 191/11.

Unless determined by the City to not be practicable, Companies shall ensure that any information, products, deliverables and/or communications (as defined in the Integrated Regulation) produced pursuant to a contract shall be in conformity with World Wide Web Consortium Web Content Accessibility Guidelines (WCAG) 2.0 Level AA and shall

be provided in accessible Word, Excel, PowerPoint, PDF, etc. Visit Ontario.ca for rules on how to comply.

Materials produced must comply with the City's Creating Accessible Documents Procedure.

All documents and products produced by the Company that will be released to the public (electronic and hard copy) must also comply with the City's Brand Guidelines. This includes PowerPoint presentations, reports, newsletters, brochures and any other handout material.

9.2 Submission of Electronic Documents

All electronic documents produced by the Project Team during the course of the study and at the conclusion of it will be compatible with the City's Information Technology systems and software. At the conclusion of the Study, the Company will compile and submit to the City all electronic files corresponding, but not limited to, the following:

- letters and communications, memorandums, meeting minutes and agendas in Microsoft Word 2016
- background and technical documents in Microsoft Word or Excel, as applicable
- study report(s) and appendices, including draft By-laws in the following formats, as applicable:
 - Microsoft Word 2016
 - Adobe InDesign
 - PDF (compatible with Acrobat Pro Version 2019.010.20091)
- GIS and AutoCAD (Map 3D 2018) files in the following format:
 - GIS shapefile georeferenced to NAD_1983_UTM_Zone_17N
 - WKID: 26917 Authority: EPSG
- sketches, drawings, illustrations and graphics in the following, as applicable:
 - AutoCAD (map 3D 2018) georeferenced to NAD_1983_UTM_Zone_17N
 - Corel Draw (X8)
 - Adobe Illustrator

10.0 Resources

The City will, upon request, make a variety of documents and data available to the Project Team. In certain circumstances, the Project Team may need to enter into an agreement with the City or other public body to access or use certain data sets. The study resources include:

- Planning Act
- Provincial Policy Statement

- A Place to Grow: Growth Plan for the Greater Golden Horseshoe
- Greenbelt Plan
- Oak Ridges Moraine Conservation Plan
- TRCA Living City Policies
- Carruthers Creek Watershed Plan
- OMAFRA's Guidance Document for Agricultural Impact Assessments and Minimum Distance Separation Formulae

Region of Durham

- Durham Regional Official Plan
- Transportation Master Plan
- Water and Wastewater Master Plan Study Review (in progress)
- At Home in Durham (Housing Plan)
- Durham Region Agricultural Strategy

City of Pickering

- Pickering Official Plan
- Recreation & Parks Master Plan
- Integrated Transportation Master Plan (in progress)
- Cultural Strategic Plan
- Housing Strategy Study (in progress)
- City of Pickering Sustainable Guidelines
- Municipal Heritage Register

Landowner Group Documents

- Why Veraine? Settlement Boundary Expansion Rationale, prepared by Sorensen Gravely Lowes Planning Associates Inc., dated June 2020
- Veraine Master Plan Report, prepared by Sasaki, dated October 2019
- Veraine Environmental Conditions Report: Final Report, prepared by GeoProcess Research Associates, dated June 2020
- Veraine Hydrologic and Hydrogeologic Characterization Final Report, prepared by GeoProcess Research Associates, dated June 15, 2020
- Preliminary Transportation Study Veraine, Pickering: Final Report, prepared by IBI Group, dated October 2019
- Preliminary Master Servicing Report Veraine – North East Pickering, prepared by SCS Consulting Group Ltd., dated April 2020

- The Veraine Sustainability Report, prepared by Urban Equation, dated October 2019
- High Level Agricultural Assessment for Agricultural Capability, Livestock Operations and Identification of Agri-food Network Operators Durham Region, prepared by DBH Soil Services Inc., dated October 2019

DRAFT

B: MATERIAL DISCLOSURES

The material disclosures that apply to this Request for Proposals, if any, are set out below.

Not applicable for this Proposal.

The pre-conditions of award that apply to this Request for Proposals, if any, are set out below.

1. The Proponent agrees to provide to the City for review after closing:

- a) A copy of the City's Health & Safety form (currently dated and signed);
- b) A certificate of insurance completed by the Company's agent, broker or insurer (City form is attached); and
- c) Such further information as the City may require, as requested in writing.

Items (a) and (b) do not have to be submitted with the proposal. Documentation (a) and (b) shall be provided within **three (3) business days** of written request by the City.

The City's findings shall be used to serve the best interests of the Corporation of the City of Pickering.

2. Supplementary Documents:

Subsequent to the Request for Proposal opening and upon request, the following documentation may be requested by the City for approval at any time throughout the duration of the project:

- a) A completed Accessibility Regulations for Contracted Services from;
- b) A completed Sub-contractors List, listing all sub-contractors who may be carrying out any part of this Contract; and
- c) Such further information, as the City may request in writing.

Documentation shall be provided within **three (3) business days** of written request by the City.

The City's findings shall be used to serve the best interests of the Corporation of the City of Pickering.

C: MANDATORY TECHNICAL REQUIREMENTS

The mandatory technical requirements that apply to this Request for Proposals, if any, are set out below.

Not applicable for this Proposal.

DRAFT

D: RATED CRITERIA

The following is an overview of the categories and weighting for the rated criteria of the Request for Proposals. Proponents who do not meet a minimum threshold score for a category will not proceed to the next stage of the evaluation process.

Rated Criteria Category	Weighting (Points)	Threshold
Company's Experience and Qualifications	15	
Understanding of Project	15	
Work Plan and Deliverables	30	
Project Manager, Project Team and Resources	20	
Quality of References	5	
Total Rated Criteria Points	85	51
Pricing	15	
Total Points	100	
Interview (up to 3 Proponents, if required)	25	
Total Points (if interview required)	125	

Company's Experience and Qualifications = 15 Points

- Provide a Company profile and three (3) relevant examples of past projects within the last five (5) years that are comparable in scope. This should include a project synopsis that identifies the team members assembled who worked on the project, the current project status, budgeted costs versus actual costs, scheduling issues and resolutions, and design challenges or efficiencies. Provide client names, contacts and up-to-date contact phone numbers.
- A description demonstrating the Company's substantial resources and support services available.
- A description of the Company's proven methodology for communicating information to the applicable stakeholders.

Understanding of Project = 15 Points

The Proposal should include information that provides:

- Information that the Proponent understands the objectives and requirements of this project. Proponents must relate these objectives to past experience or expertise of the Proponent and/or their team; and

- b) A summary of the risks, problems or issues associated with the work and how they will be mitigated.

Work Plan and Deliverables = 30 Points

The Proponent is to provide a written response which clearly and concisely details the following:

1. An indication of when the Consultant can commence the work;
2. A detailed work plan for Phases 1 - 4 indicating and detailing the method, tasks and deliverables, including an outline of the methods to engage and communicate with the public;
3. A preliminary work schedule that identifies work phases (by Gantt Chart or other similar illustration) including key dates for major deliverables (concept, goals and objectives, development criteria, community workshops and focus groups, infrastructure and implementation) in the proposed detailed work plan;
4. Proposed staffing roles and the amount of time that they will be dedicated to this project;
5. State the assumptions regarding the roles and involvement of City staff;
6. Identification of “value-added” services brought by the Consultant’s team; and
7. A description of the quality control methods that will be employed throughout the work phases.

Project Manager, Project Team and Resources = 20 Points

It is important that the Work be provided by a staff team that can demonstrate knowledge of, and experience in providing similar services for projects of comparable nature, size and scope. In particular, the Proponent should provide an overview of the key personnel who would be primarily involved in the project and include the following:

- a) Identify the prime firm submitting the Proposal and the sub-consultant firms (if applicable) that will be assembled to undertake the work for each part of the deliverables.
- b) The name, title, mailing address, phone number and e-mail address of the Project Manager;
- c) Condensed resumes and professional credentials of each individual on the Project Team that highlights their education, training, and work history;
- d) The respective roles of the team members and their current office locations. Team members named in this RFP cannot be replaced without prior written approval from the City;

- e) Current and future project list that will be undertaken by members of the Proponent's team including their current workload (i.e., identify other competing priorities that are assigned to each member within this project timeline); and
- f) Organizational chart that clearly defines the chain of command for each individual with the team.

Quality of References = 5 Points

Relevance of projects similar in scope and value completed over the last five (5) years. Complete Appendix E – Reference Form (or supply on other paper stock) and submit with the proposal.

The City will contact the references provided as part of its evaluation process.

Pricing = 15 Points

Proponents should review, complete and submit Appendix C, Pricing Form.

Interview – 25 Points (if required)

Up to a maximum of three (3) of the top-ranked Proponents may be selected to attend an interview with key City staff at a mutually agreeable date/time at the City's specified location. Interview questions may be provided to those Proponents who have been chosen, prior to the interview.

Legend

- Northeast Pickering Lands
- MTO Owned Lands
- Greenbelt Boundary
- Hamlets

Location Map
Property Description for Northeast Pickering Lands:
 Parts of Lots A, 1 to 11, Parts of Concessions 5, 6 and 7

City of PICKERING
 City Development Department

Date: Jul. 24, 2020
 SCALE: 1:30,000

Appendix B – Preliminary Vision and Community Design Principles

Vision for Northeast Pickering Community Plan

“To create a world-renowned community based on healthy, sustainable and thriving principles that will enable leading edge innovations in housing affordability, environmental stewardship and improved quality of life.”

Modified Community Design Principles from Resolution #173/19 (attached).

DRAFT

Community Planning Principles: Veraine

Veraine will be a prototypical community focused on the mental and physical well-being of its residents and the sustainability of its natural environment. This will be accomplished through ground-breaking approaches to environmental and social place-making, healthy living practices, and community resiliency. Veraine is conceptualized and realized through a holistically planned community that is Complete, Thriving (Sustainable) and Connected (Smart).

1. A Complete Community:

- a. Neighbourhoods that support a fully inclusive and integrated lifestyle where residents and visitors alike can live, learn, work and socialize; all within the bounds of their own community.
- b. A multi-generational community offering a wide variety of housing choice and affordability, that is designed for residents from all walks and stages of life—a community to age in place.
- c. A mixed-use town-centre acting as a central focal point for shopping, entertainment, high-rise living, and employment, in cohesion with neighbourhoods containing a mix of densities to generate demand for the local transit and active transit network.
- d. Integrates with the greater surrounding area and region by embracing its authenticity, as well as its diversity of people, places, and natural habitats.
- e. Walkable neighbourhoods linked by multi-modal connections and an intuitive grid network which offer seamless opportunities for healthy living and active and safe active transport along streets and intersections.

2. A Thriving (Sustainable) Community:

- a. Create a highly resource efficient community that deploys cost-effective, community scale solutions to achieve reduced greenhouse gas emissions, energy and water consumption, and waste generation.
- b. Celebrates and enhances the Region's ecological systems and resources for future generations through land stewardship and the preservation of natural heritage.
- c. Resilient to a changing climate and the varying characteristics of Canadian weather through infrastructure, building, home, and community design.
- d. Achieves economic sustainability through the inclusion of a strong employment node with a focus on health and wellness, higher education, and a wide variety of commercial and professional service industries to ensure a diverse range of employment options and opportunities.
- e. Strives for excellence in environmental and social placemaking through a myriad of initiatives including maintaining existing/historic hedgerows and concession roads for use as a natural trail system and managing

Community Planning Principles: Veraine

stormwater using sustainable design that strives to capture the greatest amount of rainwater that the natural system will allow.

3. A Connected (Smart) Community

- a. A future-focused community that is adaptable and evolving, supporting future opportunities for innovative forms of transportation through adaptable infrastructure.
- b. Provides and allows for the potential of various incoming multi-modal transportation opportunities that take advantage of smart technologies including Autonomous Vehicles (AV).
- c. Integrated planning approach to land use to maximize the potential for dual use functions such as resource efficient structure being integrated with inclusive neighbourhood spaces.
- d. Achieves a sustainable and healthful way of life through the deployment of low-carbon and smart systems and technologies at the district-scale and building-scale.
- e. Optimizes solar gain opportunities through a grid street network potentially aligned with True North where feasible.

**Funding Agreement for
Northeast Pickering Community Plan Consulting Assistance**

**NORTH EAST PICKERING
COMMUNITY PLAN FUNDING AGREEMENT**

THIS AGREEMENT is made this ♦ day of ♦, 2021

BETWEEN:

THE CORPORATION OF THE CITY OF PICKERING
(hereinafter referred to as the “**City**”)

and

NORTH EAST PICKERING LANDOWNERS GROUP INC.
(hereinafter referred to as the “**Trustee**”)

RECITALS:

- A. The Trustee represents owners of land listed in Schedule “A” (the “**Owners**”).
- B. The Owners’ lands are located in the north east area of the City of Pickering identified and depicted on Schedule “B” within the thick red line (the “**North East Pickering Area**”).
- C. The Owners have agreed to initiate a process to pursue the development of the North East Pickering Area including, inter alia, the completion of a proposed community plan (“**Community Plan**”).
- D. The Owners have agreed to fund the full costs associated with the preparation of the Community Plan, subject to the terms of this Agreement.
- E. The Trustee has been appointed by the Owners to act on their behalf in order to implement the terms of this Agreement.
- F. The Trustee and the City have entered into this Agreement to confirm the manner in which the Owners, through the Trustee, will provide funding for the Community Plan, participate in the process of the Community Plan, and recover costs in the future.
- G. The City is authorized to execute this Agreement through the enactment of By-law ♦ by the City’s Council on ♦.

NOW THEREFORE THIS AGREEMENT WITNESSES that in consideration of the covenants and agreements herein contained, the receipt and sufficiency of which are hereby acknowledged, the parties covenant and agree as follows.

**ARTICLE 1
DEFINITIONS**

- 1.1 **Definitions** - In this Agreement, the following terms and expressions shall have the following meanings:
 - (a) “**Actual Costs**” means all actual costs incurred by the City, and any other costs agreed to by the City and the Trustee, to complete the Community Plan, and includes, but is not limited to, HST and project management or administrative costs of the City associated with the completion of any aspect of the preparation and approval of the Community Plan.
 - (b) “**Additional Costs**” means any amount of the Actual Costs (or any component thereof) that exceeds the Estimated Costs (or the

applicable component thereof) by more than the Contingency Allowance.

- (c) **“Agreement”** means this agreement and all Schedules attached hereto, as same may be amended from time to time.
- (d) **“Business Day”** means a day other than Saturday or Sunday or any day upon which the principal commercial banks in the geographic area of the City are not open for business during normal banking hours.
- (e) **“Community Plan”** has the meaning ascribed to it in Recital C.
- (f) **“Community Plan Area”** is the area depicted on a preliminary basis as the lands shown outlined in red on Schedule “B”, and subject to adjustment as determined by the Consultant and the City.
- (g) **“Consultant”** means the consulting firm retained by the City to complete the Community Plan.
- (h) **“Contingency Allowance”** means an allowance of ten percent (10 %) of the Consultants’ fees, which has been included in the calculation of the Estimated Costs by the City.
- (i) **“Development Charges”** means charges imposed pursuant to the Development Charges Act.
- (j) **“Development Charges Act”** means the *Development Charges Act*, 1997, S.O. 1997, c. 27, as amended, revised or consolidated from time to time and any successor legislation.
- (k) **“DC By-law”** means a by-law to impose Development Charges pursuant to Section 2(1) of the Development Charges Act.
- (l) **“Estimated Costs”** means the City’s estimate of the costs to complete the Community Plan to be incurred pursuant to this Agreement set out for reference in Schedule “D” prior to the confirmation of the Actual Costs.
- (m) **“Non-Participating Benefitting Owner”** means the owner of any land in the Community Plan Area who is not a “Owner”, as confirmed by the Trustee.
- (n) **“North East Pickering Area”** has the meaning ascribed to it in Recital B.
- (o) **“Owner”** means an owner of land in the North East Pickering Area currently listed in Schedule “A”, as well as any other owner of land in the North East Pickering Area who contributes its share of the Actual Costs, as confirmed by the Trustee.
- (p) **“Planning Act”** means the *Planning Act*, R.S.O. 1990, c. P. 13, as amended, revised, or consolidated from time to time and any successor legislation.
- (q) **“Steering Committee”** is defined in Section 3.2.
- (r) **“Terms of Reference”** means the terms of reference to be adhered to by the Consultant to prepare the Community Plan dated ♦, a copy of which is attached hereto as Schedule “C”.

ARTICLE 2 PRINCIPLES

- 2.1 **Principles** – The parties agree that the following constitute the principles which govern the interpretation, application, and administration of this Agreement:

- (a) The City will retain the Consultant to complete the Community Plan in accordance with the Terms of Reference;
- (b) The Trustee and the Owners will provide input to the completion of the Community Plan as provided for in the Terms of Reference and this Agreement;
- (c) The Trustee, on behalf of the Owners, will administer payments to the City of the Actual Costs as set out in this Agreement;
- (d) The City will use best efforts to seek future contributions to the Costs from Non-Participating Benefitting Owners in accordance with the policies of the Official Plan of the City;
- (e) The Trustee, on behalf of the Owners, has entered into this Agreement on the basis of the understanding that the City will initiate and pursue the completion and final approval of the Community Plan; and
- (f) Any consent or approval required or permitted under this Agreement shall be sought and considered reasonably, in good faith and in a timely basis.

ARTICLE 3 COMMUNITY PLAN PROCESS

- 3.1 **Initiation of Community Plan** – The City will be the proponent of the Community Plan. The City covenants and agrees to retain the Consultant and all necessary sub-consultants and complete all necessary work related to the undertaking and completion of the Community Plan, in accordance with the Terms of Reference and the process set out in this Agreement.
- 3.2 **Steering Committee** – The parties acknowledge and agree that:
 - (a) The Community Plan will be undertaken in accordance with the process described in the Terms of Reference, which will include the creation of a “**Steering Committee**” comprising the following persons:
 - (i) The City’s Project Manager (Chair);
 - (ii) The Consulting Team Project Lead
 - (iii) Staff of the City;
 - (iv) Staff of the Region of Durham;
 - (v) Staff of the Conservation Authorities;
 - (vi) The Trustee; and
 - (vii) At least two (2) Owner representatives.
 - (b) The Steering Committee will provide direction related to the Community Plan, be a sounding board for ideas, provide key directions and input for criteria for evaluation of land use alternatives, review all technical input, and oversee the schedule of the project.
 - (c) Through ongoing meetings of the Steering Committee (which will be held regularly) the Trustee and its appointees will be given a meaningful opportunity to comment on the Community Plan process, including, without limitation, with respect to the review, negotiation and approval of any Additional Costs or contingencies. The authorization for the completion of these Additional Costs, either in whole or in part, will be evaluated on an ongoing basis through the Community Plan process, and approved by the Owners through discussion with the Steering

Committee to be undertaken at which time it is deemed to be necessary and appropriate.

- (d) The Consultant will provide leadership to the Steering Committee to ensure that the Community Plan process adheres to the applicable consultation and notification requirements to satisfy the requirements of the Community Plan. Each participant in the Steering Committee will be encouraged to provide the Consultant with any and all relevant background studies that may be in their possession, and will provide the Consultant with all relevant information requested by the Consultant in as timely a manner as is reasonably possible.

ARTICLE 4 ADMINISTRATION

- 4.1 **Payments of Costs** – The City will, on a phased basis as outlined in the terms of reference, invoice the Trustee in respect of the Estimated Costs (including Contingency Allowance) prior to commencing the next Phase of the Community Plan process. Provided that the City's invoice is appropriate for the applicable Phase of the Community Plan in accordance with the approved budget of Estimated Costs set out in Schedule "D", the Trustee will provide payment to the City in the amount set out in the invoice received from the City within fifteen (15) Business Days following receipt of such invoices.
- 4.2 **Cost oversight** – In the event that the Owners have an objection to any Additional Costs or if Additional Costs are projected to exceed the contingency amount set out in Schedule "D", the Trustee, on behalf of the Owners, may request a meeting with the City for the purpose of resolving the issue. In the event that the Trustee delivers written notice of such an objection to the City, a meeting between the City, the Trustee and representatives of the Owners shall be held as soon as possible, and an automatic extension of at least five (5) Business Days following the date that such meeting is held shall apply with respect to the time period for the Trustee to remit any related payment to the City, if any.

ARTICLE 5 TRUSTEE

- 5.1 **Appointment** – The Trustee represents that it has been duly appointed by the Owners to act as Trustee for the Owners for the purposes of this Agreement.
- 5.2 **Functions of Trustee** – The Trustee shall perform the functions specified in this Agreement and functions ancillary thereto. The Trustee shall generally do all such things required to give effect to those provisions of this Agreement, in accordance with the intentions of the parties as expressed by the terms of this Agreement.
- 5.3 **Representative of Trustee** – For the purpose of any of the functions of Trustee that entail communications and/or interactions between the Trustee and the City pursuant to this Agreement, the affairs and functions of the Trustee shall be controlled, managed, and performed by lawyers at a law firm retained to act on behalf of the Trustee and the Owners for this purpose.

ARTICLE 6 REPRESENTATIONS AND WARRANTIES

- 6.1 **Trustee representations and warranties** – The Trustee represents and warrants that, as of the date of this Agreement:
 - (a) It is duly incorporated, organized, and subsisting under the laws of the Province of Ontario.
 - (b) It has all necessary capacity, power, and authority to enter into and to carry out the provisions of this Agreement.
 - (c) Neither the execution of this Agreement nor the fulfilment of or compliance with the terms and conditions hereof:

- (i) Conflicts with or will conflict with or result in a breach of any of the terms, conditions, or provisions of or constitute a default under the constating documentation of the Trustee; and
- (ii) Conflicts in a material respect with or will conflict in a material respect with or result in a material breach of any of the terms, conditions, or provisions of or constitute a material default under any agreement, licence, or other instrument to which the Trustee is a party or by which it is bound.
- (d) To its knowledge after due inquiry, there are no actions, suits or proceedings pending or threatened against the Trustee which could reasonably be expected to materially adversely affect its ability to perform its obligations under this Agreement.

6.2 **City representations and warranties** – The City represents and warrants that, as of the date of this Agreement that:

- (a) It is a municipal corporation duly established and organized under the laws of the Province of Ontario.
- (b) It has all necessary capacity, power, and authority to enter into this Agreement pursuant to Part II of the *Municipal Act*, 2001, S.O. 2001, c. 25, as amended and, subject only to the qualifications expressly provided in this Agreement, to carry out the provisions of this Agreement.
- (c) To its knowledge after due inquiry, there are no actions, suits or proceedings pending or threatened against the City which could reasonably be anticipated to materially adversely affect its ability to perform its obligations under this Agreement.

ARTICLE 7 TERM AND TERMINATION

- 7.1 **Effective date of this Agreement** – This Agreement shall be of no force and effect until executed by the City and the Trustee. Once so executed, the effective date of this Agreement shall be deemed conclusively to be the date shown on the first page of the Agreement.
- 7.2 **Termination** – This Agreement shall terminate upon such time as the Community Plan is complete, finally approved and in force, and the City confirms that the Actual Costs have been paid by the Trustee.

ARTICLE 8 OWNER RECOVERIES

- 8.1 **Development Charges** – The City acknowledges that policies in the City's Official Plan permit the Actual Costs to be included in an existing and/or future DC By-law for the City. The City will include the Actual Costs within a DC By-law for the City and will provide any available Development Charge credits to the Owners in relation to the Actual Costs.
- 8.2 **Recoveries from Non-Participating Benefitting Owners** – The City agrees to use its best efforts to recover the portions of the Actual Costs funded by the Owners through the Trustee pursuant to this Agreement for the benefit of Non-Participating Benefitting Owners, by requiring, as a condition of development, that appropriate cost sharing arrangements be entered into by Non-Participating Benefitting Owners. The City further agrees to support the inclusion of a specific policy in the Community Plan that requires that appropriate cost sharing arrangements be entered into by Non-Participating Benefitting Owners to reimburse the Owners for the Actual Costs as a condition of development approval.

ARTICLE 9 NOTICE

9.1 **Notice particulars** – Any notice, demand, acceptance, request, or other communication (“**Notice**”) required to be given hereunder shall be given in writing and shall be given by personal delivery or email and addressed to:

(a) The City as follows:

The Corporation of the City of Pickering
One The Esplanade
Pickering, ON L1V 6K7

Attention: Catherine Rose, Chief Planner
Email: crose@pickering.ca

(b) The Trustee as follows:

North East Pickering Landowners Group Inc.
c/o Davies Howe LLP
The Tenth Floor
425 Adelaide Street West
Toronto, ON M5V 3C1

Attention: Daniel Steinberg
Email: daniels@davieshowe.com

9.2 **Method of notice** – Any notice shall be conclusively deemed to have been given to and received by the party to which it is addressed (a) if personally delivered, on the date of delivery; or (b) if by email or facsimile, on the day transmission delivery is confirmed by the party delivering the notice, provided that if delivery occurs after 5:00 p.m., Eastern Standard time, on a Business Day or at any time which is not a Business Day, delivery shall be conclusively deemed to have been given on the next Business Day.

ARTICLE 10 GENERAL PROVISIONS

10.1 **Recitals** – The parties agree that the recitals herein are true and accurate and form part of this Agreement.

10.2 **Singular and plural** – Words importing the singular include the plural and vice versa.

10.3 **Gender** – Words importing gender include all genders.

10.4 **Captions and headings** – The captions and headings contained herein are for reference only and in no way affect this Agreement or its interpretation.

10.5 **Covenants** – Each agreement and obligation of each party hereto in this Agreement, even though not expressed as a covenant, shall be considered for all purposes to be a covenant.

10.6 **Applicable law** – This Agreement shall be construed and enforced in accordance with the laws of the Province of Ontario and the laws of Canada applicable thereto and shall be treated in all respects as an Ontario contract.

10.7 **Currency** – All references to currency in this Agreement shall be references to Canadian dollars.

10.8 **Entire agreement** – This Agreement, the schedules referred to herein constitute the entire agreement between the parties hereto and supersede all prior agreements, representations, reports, recommendations, statements, promises, information, arrangements, and understandings, whether oral or

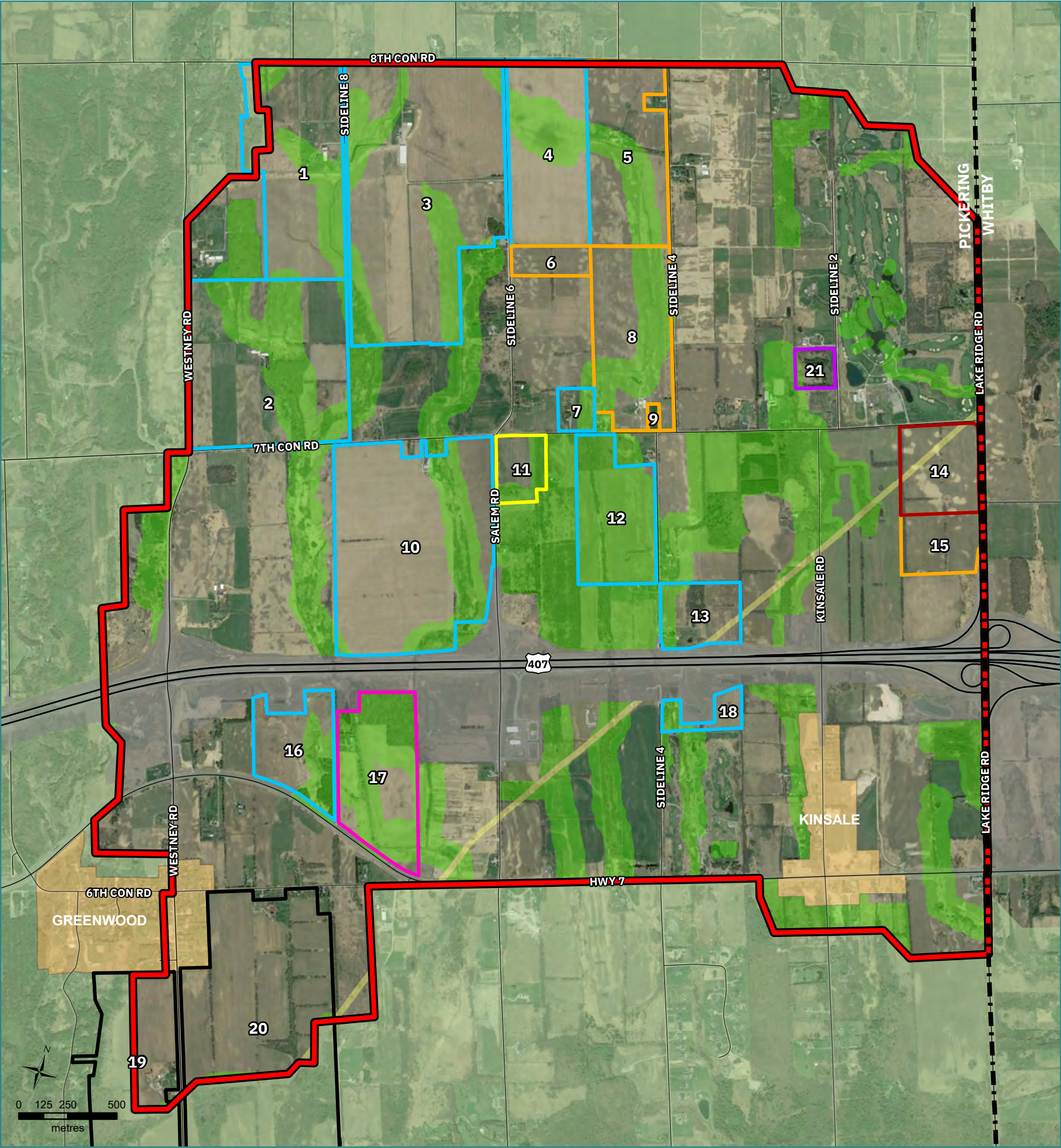
written, express or implied, with respect to the subject matter of this Agreement.

- 10.9 **Successors and assigns** - It is hereby agreed by the parties hereto that this Agreement shall be enforceable by and against the parties, their administrators, heirs (where applicable), successors and permitted assigns.
- 10.10 **Force majeure** – If the City is delayed or hindered in or prevented from the performance of any act required to be performed by the City under this Agreement by reason of acts of God, strikes, lockouts, unavailability of materials, curtailment of transportation facilities, failure of power, prohibitive governmental laws or regulations, riots, insurrections, war, terrorist activities, explosions, unavoidable casualty or the act or failure to act of any other party (except those for whom in law the City is responsible), adverse weather conditions preventing the performance of work, or other unspecified, unforeseen or uncontrollable events beyond the City’s control, then the time for performance of such act shall be extended for a period equivalent to the period of such delay.
- 10.11 **Modifications and amendments** – No modifications or amendment to this Agreement may be made unless agreed to by the parties in writing.
- 10.12 **Further assurances** – At all times and from time to time hereafter upon every reasonable written request to do so, the Parties shall make, execute, deliver or cause to be made, done, executed and delivered, all such further acts, deeds, assurances and things as may be reasonably required to implement and carry out, the true intent and meaning of this Agreement.
- 10.13 **Parties to act reasonably** – Notwithstanding anything else in this Agreement, wherever in this Agreement any decision, action, consent, approval, or fee is to be made, taken or charged by or on behalf of any party hereto, this Agreement requires that the parties and their respective agents, servants, consultants or contractors shall act reasonably, expeditiously, and in good faith in respect thereof.
- 10.14 **Time of the essence** – Time shall be of the essence of this Agreement.
- 10.15 **Counterpart execution** – This Agreement may be executed in counterparts (i.e. it shall not be necessary for all of the parties to have signed the same copy hereof) and may be executed and/or transmitted by facsimile or e-mail.
- 10.16 **No fettering** – Where any provision of this Agreement contemplates a future legislative or policy decision within the discretion of Council of the City, such decision shall remain within the sole and unfettered legislative or policy discretion of Council of the City.
- 10.17 **Schedules** – The following schedules are attached to and form an integral part of this Agreement:

Schedule “A”	List of Owners
Schedule “B”	Plan Depicting North East Pickering Area
Schedule “C”	Terms of Reference
Schedule “D”	Estimated Costs

The parties are signing this Agreement on the date above first written.

[SIGNATURE PAGES TO FOLLOW]



PARTICIPATING LANDOWNERS

NORTH EAST PICKERING

PARTICIPATING LANDOWNERS DEVELOPABLE AREA

Map ID	Participating Landowner	Gross Area	Developable Area
21	Armland Group	4.0	3.5
11	Brown Group	8.4	4.3
17	Clark (Ravi)	31.8	6.1
14	Coughlan Homes	18.1	16.8
1	Dorsay	50.2	31.2
2		68.9	41.7
3		104.2	77.7
4		38.4	26.8
7	Dorsay	4.0	2.2
10		82.2	63.6
12		27.2	0.3
13		13.1	9.5
16		19.1	12.6
18	Trinison	4.8	3.0
5		37.2	25.5
6		6.2	6.2
8		36.3	19.4
9	Tribute	0.8	0.8
15		12.1	12.1
19		69.6	14.4
20	Tribute	118.7	61.5
Total Participating Landowners		755.5	439.2

Notes:
1. Areas measured in hectares.
2. Developable area excludes:
- Greenbelt Plan (outside of Veraine Community)
- Highway 407 Right-of-Way
- 30m Hydro Corridor
- Natural Area Designation from Schedule I: Land Use Structure, Pickering Official Plan, Edition 8, June 2018
- Natural Heritage System Designation within Active Recreational Areas from Schedule III A: Resource Management - The Natural Heritage System, Pickering Official Plan, Edition 8, June 2018.

- North East Pickering
- Municipal Boundary
- Greenbelt Plan - Protected Country
- Hamlet
- Non-Developable Area**
 - Hwy 407 Right-of-Way
 - 30m Hydro Corridor
 - Natural Area/Natural Heritage System
- Participating Landowners**
 - Armland Group
 - Brown Group
 - Clark (Ravi)
 - Coughlan Homes
 - Dorsay
 - Trinison
 - Tribute

Sources: Google Earth Imagery, May 2018
Contains information licensed under the Open Government Licence – Ontario

MGP File: 20-2918
Date: May 17, 2021



**Funding Agreement for
Northeast Pickering Senior Project Manager Position**

**NORTH EAST PICKERING
SENIOR PROJECT MANAGER POSITION FUNDING AGREEMENT**

THIS AGREEMENT is made this ♦ day of ♦, 2021

BETWEEN:

THE CORPORATION OF THE CITY OF PICKERING
(hereinafter referred to as the “**City**”)

and

NORTH EAST PICKERING LANDOWNERS GROUP INC.
(hereinafter referred to as the “**Trustee**”)

RECITALS:

- A. The Trustee represents owners of land listed in Schedule “A” (the “**Owners**”).
- B. The Owners’ lands are located in the north east area of the City of Pickering identified and depicted on Schedule “B” within the thick red line (the “**North East Pickering Area**”).
- C. The Owners have agreed to initiate a process to pursue the development of the North East Pickering Area including, inter alia, the completion of a proposed community plan (“**Community Plan**”).
- D. The Owners and the City have agreed that the Owners will front-fund the fees and expenses of a senior project manager to assist the City in the Community Plan formulation process (the “**City’s Project Manager**”), subject to the terms of this Agreement.
- E. The Trustee has been appointed by the Owners to act on their behalf in order to implement the terms of this Agreement.
- F. The Trustee and the City have entered into this Agreement to confirm the manner in which the Owners, through the Trustee, will provide funding for the City to pay City’s Project Manager and recover costs in the future.
- G. The City is authorized to execute this Agreement through the enactment of By-law ♦ by the City’s Council on ♦.

NOW THEREFORE THIS AGREEMENT WITNESSES that in consideration of the covenants and agreements herein contained, the receipt and sufficiency of which are hereby acknowledged, the parties covenant and agree as follows.

- 1.1 **Definitions** - In this Agreement, the following terms and expressions shall have the following meanings:
- (a) “**Actual Costs**” means all actual fees and expenses (including HST) of the City’s Project Manager.
 - (b) “**Additional Costs**” means any amount of the Actual Costs that exceeds the Estimated Costs by more than the Contingency Allowance.
 - (c) “**Agreement**” means this agreement and all Schedules attached hereto, as same may be amended from time to time.
 - (d) “**Business Day**” means a day other than Saturday or Sunday or any day upon which the principal commercial banks in the geographic area of the City are not open for business during normal banking hours.
 - (e) “**City’s Project Manager**” has the meaning ascribed to it in Recital D.
 - (f) “**Community Plan**” has the meaning ascribed to it in Recital C.

- (g) **“Community Plan Area”** is the area depicted on a preliminary basis as the lands shown outlined in red on Schedule “B”, and subject to adjustment as determined by the City’s Project Manager and the City.
- (h) **“Development Charges”** means charges imposed pursuant to the Development Charges Act.
- (i) **“Development Charges Act”** means the *Development Charges Act*, 1997, S.O. 1997, c. 27, as amended, revised or consolidated from time to time and any successor legislation.
- (j) **“DC By-law”** means a by-law to impose Development Charges pursuant to Section 2(1) of the Development Charges Act.
- (k) **“Disbursement Allowance”** means an allowance of \$5,500 paid at the beginning of the first year and \$1,500 paid up front each year thereafter, which has been included in the calculation of the Estimated Costs by the City.
- (l) **“Estimated Costs”** means the City’s estimate of the fees and expenses of the City’s Project Manager set out for reference in Schedule “D”, prior to the confirmation of the Actual Costs.
- (m) **“Non-Participating Benefitting Owner”** means the owner of any land in the Community Plan Area who is not a “Owner”, as confirmed by the Trustee.
- (n) **“North East Pickering Area”** has the meaning ascribed to it in Recital B.
- (o) **“Owner”** means an owner of land in the North East Pickering Area currently listed in Schedule “A”, as well as any other owner of land in the North East Pickering Area who contributes its share of the Actual Costs, as confirmed by the Trustee.
- (p) **“Planning Act”** means the *Planning Act*, R.S.O. 1990, c. P. 13, as amended, revised, or consolidated from time to time and any successor legislation.

ARTICLE 2 PRINCIPLES AND GENERAL OBLIGATIONS

2.1 **Principles** – The parties agree that the following constitute the principles which govern the interpretation, application and administration of this Agreement:

- (a) The City will retain the City’s Project Manager;
- (b) The Trustee and the Owners will provide funding for and input into the selection of the City’s Project Manager, which is subject to this agreement and to the Community Plan process pursuant to a separate agreement to be entered into between the City and the Trustee;
- (c) The anticipated term of employment of the City Project Manager is three (3) years, which is related to the duration of the Community Plan process;
- (d) The term of employment may be extended in six (6) month increments if approved in writing by the City and the Trustee, to ensure completion of the Community Plan process;
- (e) The Trustee, on behalf of the Owners, will administer payments to the City of the Actual Costs as set out in this Agreement;
- (f) The City will use best efforts to seek future contributions to the Costs from Non-Participating Benefitting Owners in accordance with the policies of the Official Plan of the City;

- (g) The Trustee, on behalf of the Owners, has entered into this Agreement on the basis of the understanding that the City will initiate and pursue the completion and final approval of the Community Plan; and
 - (h) Any consent or approval required or permitted under this Agreement shall be sought and considered reasonably, in good faith and in a timely basis.
- 2.2 **Retainer of City's Project Manager** – The City will retain the City's Project Manager to assist the City with the project management and implementation of the Community Plan process.
- 2.3 **Payments of Costs** – The City will make written requests for funds from the Trustee on a semi-annual basis to fund the Estimated Costs (including the Disbursement Allowance). Provided that the City's request is appropriate for the Estimated Costs of the applicable semi-annual term in accordance with the approved budget set out in Schedule "C", the Trustee will provide payment to the City in the amount set out in the request received from the City within fifteen (15) Business Days following receipt of such request.
- 2.4 **Cost oversight** – In the event that the Owners have an objection to any Additional Costs or if Additional Costs are projected to exceed the estimated amount set out in Schedule "D", the Trustee, on behalf of the Owners, may request a meeting with the City for the purpose of resolving the issue. In the event that the Trustee delivers written notice of such an objection to the City, a meeting between the City, the Trustee and representatives of the Owners shall be held as soon as possible, and an automatic extension of at least five (5) Business Days following the date that such meeting is held shall apply with respect to the time period for the Trustee to remit any related payment to the City, if any.

ARTICLE 3 TRUSTEE

- 3.1 **Appointment** – The Trustee represents that it has been duly appointed by the Owners to act as Trustee for the Owners for the purposes of this Agreement.
- 3.2 **Functions of Trustee** – The Trustee shall perform the functions specified in this Agreement and functions ancillary thereto. The Trustee shall generally do all such things required to give effect to those provisions of this Agreement, in accordance with the intentions of the parties as expressed by the terms of this Agreement.
- 3.3 **Representative of Trustee** – For the purpose of any of the functions of Trustee that entail communications and/or interactions between the Trustee and the City pursuant to this Agreement, the affairs and functions of the Trustee shall be controlled, managed, and performed by lawyers at a law firm retained to act on behalf of the Trustee and the Owners for this purpose.
- 3.4 **Trustee representations and warranties** – The Trustee represents and warrants that, as of the date of this Agreement:
- (a) It is duly incorporated, organized, and subsisting under the laws of the Province of Ontario.
 - (b) It has all necessary capacity, power, and authority to enter into and to carry out the provisions of this Agreement.
 - (c) Neither the execution of this Agreement nor the fulfilment of or compliance with the terms and conditions hereof:
 - (i) Conflicts with or will conflict with or result in a breach of any of the terms, conditions, or provisions of or constitute a default under the constating documentation of the Trustee; and
 - (ii) Conflicts in a material respect with or will conflict in a material respect with or result in a material breach of any of the terms,

conditions, or provisions of or constitute a material default under any agreement, licence, or other instrument to which the Trustee is a party or by which it is bound.

- (d) To its knowledge after due inquiry, there are no actions, suits or proceedings pending or threatened against the Trustee which could reasonably be expected to materially adversely affect its ability to perform its obligations under this Agreement.

3.5 City representations and warranties – The City represents and warrants that, as of the date of this Agreement that:

- (a) It is a municipal corporation duly established and organized under the laws of the Province of Ontario.
- (b) It has all necessary capacity, power, and authority to enter into this Agreement pursuant to Part II of the *Municipal Act*, 2001, S.O. 2001, c. 25, as amended and, subject only to the qualifications expressly provided in this Agreement, to carry out the provisions of this Agreement.
- (c) To its knowledge after due inquiry, there are no actions, suits or proceedings pending or threatened against the City which could reasonably be anticipated to materially adversely affect its ability to perform its obligations under this Agreement.

**ARTICLE 4
TERM AND TERMINATION**

- 4.1 **Effective date of this Agreement** – This Agreement shall be of no force and effect until executed by the City and the Trustee. Once so executed, the effective date of this Agreement shall be deemed conclusively to be the date shown on the first page of the Agreement.
- 4.2 **Termination** – This Agreement shall terminate upon such time as all Actual Costs have been paid or mutually agreed by the City and the Trustee, provided that a minimum of 60 days notice is provided.

**ARTICLE 5
OWNER RECOVERIES**

- 5.1 **Development Charges** – The City acknowledges that policies in the City's Official Plan permit the Actual Costs to be included in an existing and/or future DC By-law for the City. The City will include the Actual Costs within a DC By-law for the City and will provide any available Development Charge credits to the Owners in relation to the Actual Costs.
- 5.2 **Recoveries from Non-Participating Benefitting Owners** – The City agrees to use its best efforts to recover the portions of the Actual Costs funded by the Owners through the Trustee pursuant to this Agreement for the benefit of Non-Participating Benefitting Owners, by requiring, as a condition of development, that appropriate cost sharing arrangements be entered into by Non-Participating Benefitting Owners. The City further agrees to support the inclusion of a specific policy in the Community Plan that requires that appropriate cost sharing arrangements be entered into by Non-Participating Benefitting Owners to reimburse the Owners for the Actual Costs as a condition of development approval.

**ARTICLE 6
NOTICE**

- 6.1 **Notice particulars** – Any notice, demand, acceptance, request, or other communication ("**Notice**") required to be given hereunder shall be given in writing and shall be given by personal delivery or email and addressed to:

The City as follows:

The Corporation of the City of Pickering
One The Esplanade
Pickering, ON L1V 6K7

Attention: Catherine Rose, Chief Planner
Email: crose@pickering.ca

The Trustee as follows:

North East Pickering Landowners Group Inc.
c/o Davies Howe LLP
The Tenth Floor
425 Adelaide Street West
Toronto, ON M5V 3C1

Attention: Daniel Steinberg
Email: daniels@davieshowe.com

- 6.2 **Method of notice** – Any notice shall be conclusively deemed to have been given to and received by the party to which it is addressed (a) if personally delivered, on the date of delivery; or (b) if by email or facsimile, on the day transmission delivery is confirmed by the party delivering the notice, provided that if delivery occurs after 5:00 p.m., Eastern Standard time, on a Business Day or at any time which is not a Business Day, delivery shall be conclusively deemed to have been given on the next Business Day.

ARTICLE 7 GENERAL PROVISIONS

- 7.1 **Recitals** – The parties agree that the recitals herein are true and accurate and form part of this Agreement.
- 7.2 **Singular and plural** – Words importing the singular include the plural and vice versa.
- 7.3 **Gender** – Words importing gender include all genders.
- 7.4 **Captions and headings** – The captions and headings contained herein are for reference only and in no way affect this Agreement or its interpretation.
- 7.5 **Covenants** – Each agreement and obligation of each party hereto in this Agreement, even though not expressed as a covenant, shall be considered for all purposes to be a covenant.
- 7.6 **Applicable law** – This Agreement shall be construed and enforced in accordance with the laws of the Province of Ontario and the laws of Canada applicable thereto and shall be treated in all respects as an Ontario contract.
- 7.7 **Currency** – All references to currency in this Agreement shall be references to Canadian dollars.
- 7.8 **Entire agreement** – This Agreement, the schedules referred to herein constitute the entire agreement between the parties hereto and supersede all prior agreements, representations, reports, recommendations, statements, promises, information, arrangements, and understandings, whether oral or written, express or implied, with respect to the subject matter of this Agreement.
- 7.9 **Successors and assigns** - It is hereby agreed by the parties hereto that this Agreement shall be enforceable by and against the parties, their administrators, heirs (where applicable), successors and permitted assigns.
- 7.10 **Force majeure** – If the City is delayed or hindered in or prevented from the performance of any act required to be performed by the City under this Agreement by reason of acts of God, strikes, lockouts, unavailability of materials, curtailment of transportation facilities, failure of power, prohibitive

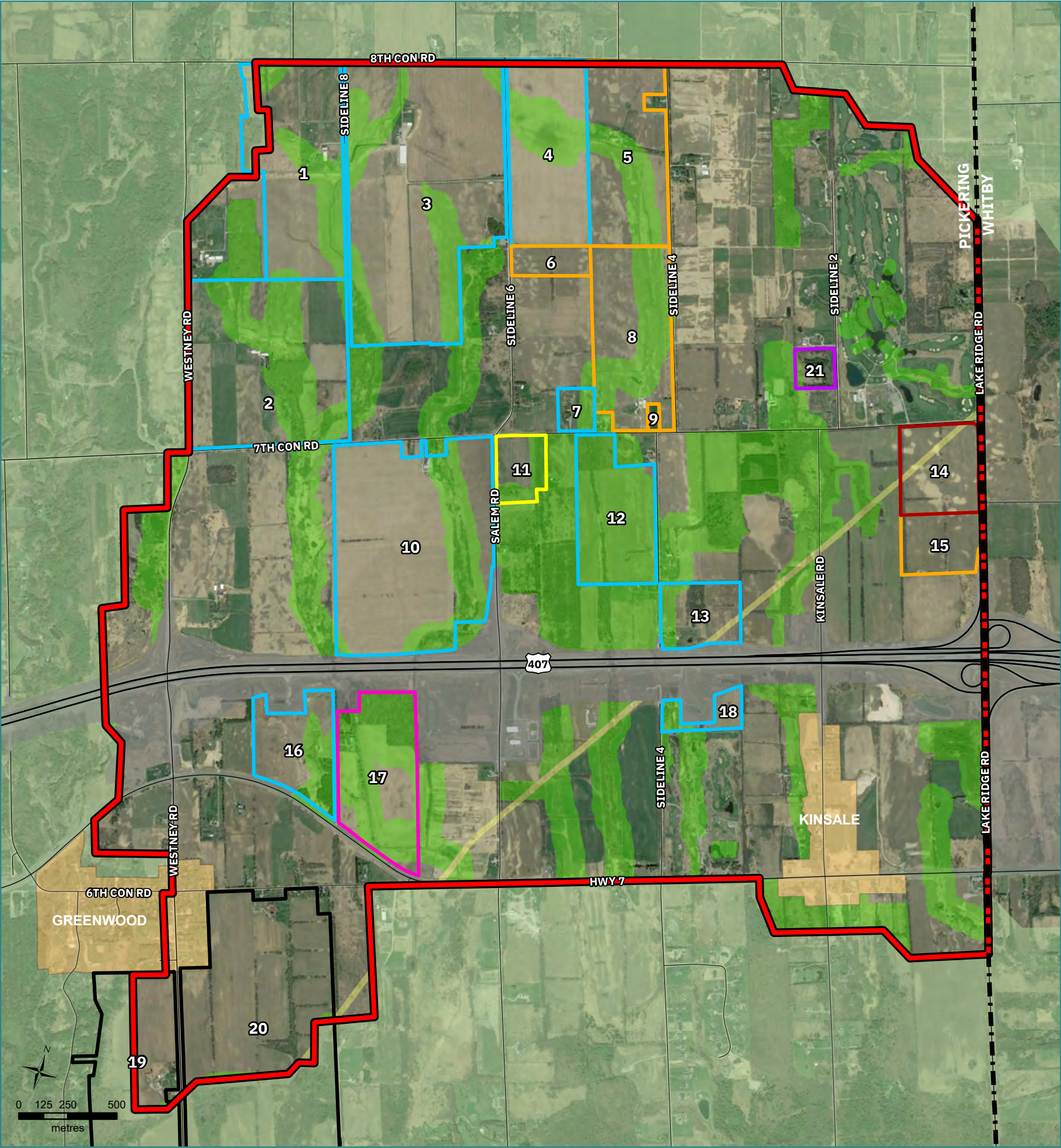
governmental laws or regulations, riots, insurrections, war, terrorist activities, explosions, unavoidable casualty or the act or failure to act of any other party (except those for whom in law the City is responsible), adverse weather conditions preventing the performance of work, or other unspecified, unforeseen or uncontrollable events beyond the City's control, then the time for performance of such act shall be extended for a period equivalent to the period of such delay.

- 7.11 **Modifications and amendments** – No modifications or amendment to this Agreement may be made unless agreed to by the parties in writing.
- 7.12 **Further assurances** – At all times and from time to time hereafter upon every reasonable written request to do so, the Parties shall make, execute, deliver or cause to be made, done, executed and delivered, all such further acts, deeds, assurances and things as may be reasonably required to implement and carry out, the true intent and meaning of this Agreement.
- 7.13 **Parties to act reasonably** – Notwithstanding anything else in this Agreement, wherever in this Agreement any decision, action, consent, approval, or fee is to be made, taken or charged by or on behalf of any party hereto, this Agreement requires that the parties and their respective agents, servants, consultants or contractors shall act reasonably, expeditiously, and in good faith in respect thereof.
- 7.14 **Time of the essence** – Time shall be of the essence of this Agreement.
- 7.15 **Counterpart execution** – This Agreement may be executed in counterparts (i.e. it shall not be necessary for all of the parties to have signed the same copy hereof) and may be executed and/or transmitted by facsimile or e-mail.
- 7.16 **No fettering** – Where any provision of this Agreement contemplates a future legislative or policy decision within the discretion of Council of the City, such decision shall remain within the sole and unfettered legislative or policy discretion of Council of the City.
- 7.17 **Schedules** – The following schedules are attached to and form an integral part of this Agreement:

Schedule "A"	List of Owners
Schedule "B"	Plan Depicting North East Pickering Area
Schedule "C"	Approved Budget
Schedule "D"	Estimated Fees and Expenses

The parties are signing this Agreement on the date above first written.

[SIGNATURE PAGES TO FOLLOW]



PARTICIPATING LANDOWNERS

NORTH EAST PICKERING

PARTICIPATING LANDOWNERS DEVELOPABLE AREA

Map ID	Participating Landowner	Gross Area	Developable Area
21	Armland Group	4.0	3.5
11	Brown Group	8.4	4.3
17	Clark (Ravi)	31.8	6.1
14	Coughlan Homes	18.1	16.8
1	Dorsay	50.2	31.2
2		68.9	41.7
3		104.2	77.7
4		38.4	26.8
7	Dorsay	4.0	2.2
10		82.2	63.6
12		27.2	0.3
13		13.1	9.5
16		19.1	12.6
18	Trinison	4.8	3.0
5		37.2	25.5
6		6.2	6.2
8		36.3	19.4
9	Tribute	0.8	0.8
15		12.1	12.1
19		69.6	14.4
20	Tribute	118.7	61.5
Total Participating Landowners		755.5	439.2

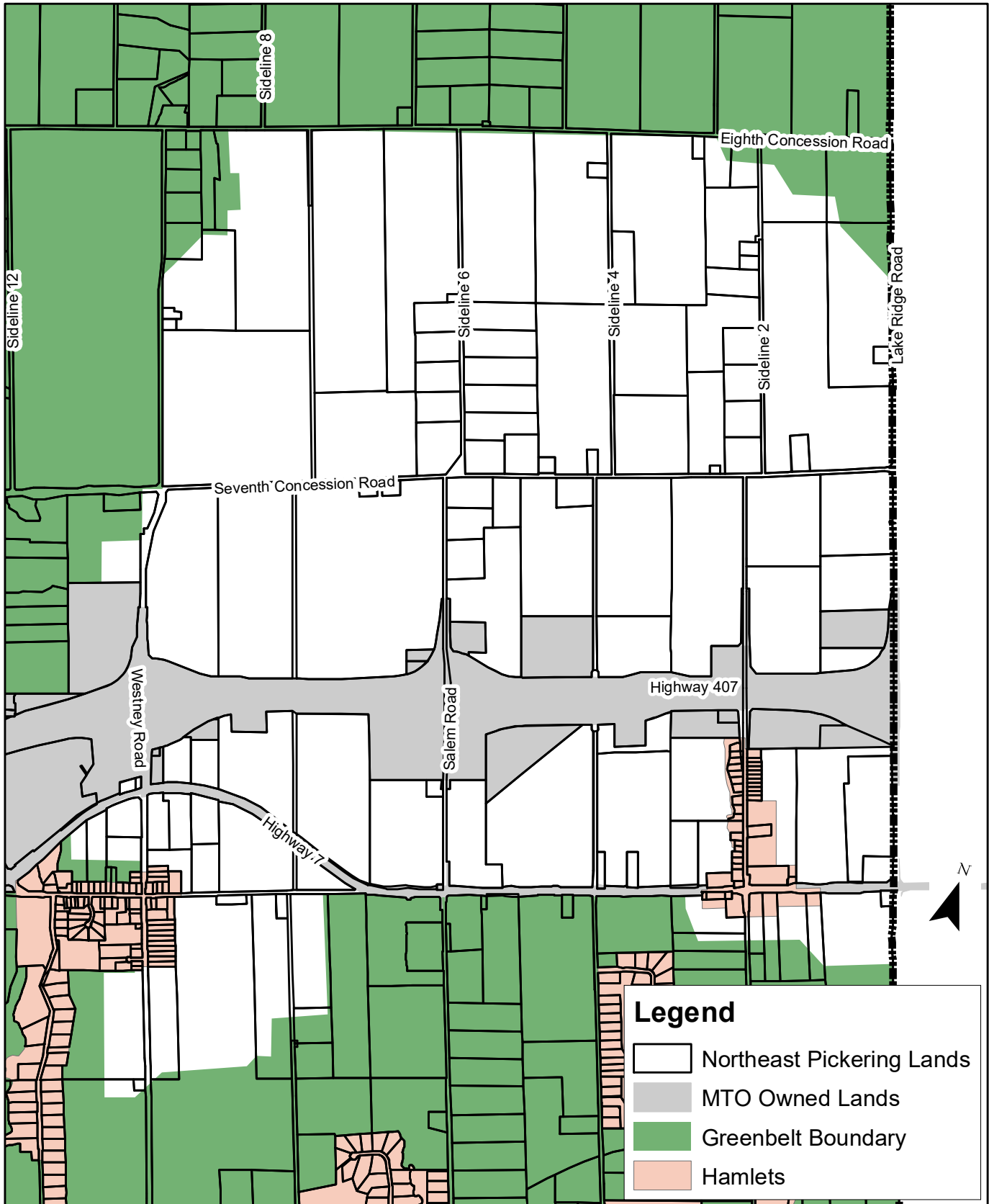
Notes:
1. Areas measured in hectares.
2. Developable area excludes:
- Greenbelt Plan (outside of Veraine Community)
- Highway 407 Right-of-Way
- 30m Hydro Corridor
- Natural Area Designation from Schedule I: Land Use Structure, Pickering Official Plan, Edition 8, June 2018
- Natural Heritage System Designation within Active Recreational Areas from Schedule III A: Resource Management - The Natural Heritage System, Pickering Official Plan, Edition 8, June 2018.

- North East Pickering
- Municipal Boundary
- Greenbelt Plan - Protected Country
- Hamlet
- Non-Developable Area**
 - Hwy 407 Right-of-Way
 - 30m Hydro Corridor
 - Natural Area/Natural Heritage System
- Participating Landowners**
 - Armland Group
 - Brown Group
 - Clark (Ravi)
 - Coughlan Homes
 - Dorsay
 - Trinison
 - Tribute

Sources: Google Earth Imagery, May 2018
Contains information licensed under the Open Government Licence – Ontario

MGP File: 20-2918
Date: May 17, 2021





City of
PICKERING

City Development
Department

Location Map

Property Description for Northeast Pickering Lands:

Parts of Lots A, 1 to 11, Parts of Concessions 5, 6 and 7

Date: Jul. 24, 2020

SCALE: 1:30,000

THIS IS NOT A PLAN OF SURVEY

© The Corporation of the City of Pickering Produced (in part) under license from: © Queen's Printer, Ontario Ministry of Natural Resources.
All rights reserved. © Her Majesty the Queen in Right of Canada, Department of Natural Resources. All rights reserved.
© Teranel Enterprises Inc. and its suppliers all rights reserved. © Municipal Property Assessment Corporation and its suppliers all rights reserved.

Council Decision

Resolution #173/19

WHEREAS, at the September 23, 2019 Council meeting, the City of Pickering adopted Resolution #140/19 “An Age Friendly Affordable Housing Strategy”;

And Whereas, included in this Resolution was a request for Durham Region to include in their Municipal Comprehensive Review all lands within the City of Pickering that meet the following criteria:

- lands not restricted by availability of servicing
- lands that do not compromise a specialty crop area
- lands that are not within a natural heritage system
- lands not located in the moraine natural core and linkage areas
- lands experiencing growth pressures and/or with locations in the white belt that are appropriate for growth and can achieve a healthy, connected, thriving and complete community
- lands that have existing or planned infrastructure to support and accommodate growth;

And Whereas, at the Planning and Development Committee meeting of November 4, 2019, the Community of Veraine presentation was made to the City of Pickering, being a new community proposed for northeast Pickering based on thriving, connected and complete community principles that comprise inclusivity and affordability;

And Whereas, among other things Veraine provides an opportunity that can address the need for age friendly, affordable housing options for future generations for decades to come;

Now therefore be it resolved that the Council of The Corporation of the City of Pickering:

1. Supports the Vision and Community Planning Principles for the lands in northeast Pickering known as Veraine, and reaffirms its request that the Region of Durham include these lands in the settlement area boundary during its current Municipal Comprehensive Review;
2. That City Staff be directed to report back to Committee in Q1 2020 outlining a process to initiate a secondary plan for the new community of Veraine based on the Community Planning Principles in Appendix 1 attached to this Motion;
3. That City Staff be directed through the CAO's Office to discuss with the landowners an arrangement for a dedicated team that will work on the Veraine file, without impacting other priorities of the City of Pickering; and,
4. That a copy of this resolution be forwarded to the Region of Durham.

Council Decision

Resolution #347/20 & #348/20

1. That Corr. 29-20, dated June 17, 2020, from Geoffrey Grayhurst, President and CEO, Dorsay (Pickering) Limited, regarding a Request to Initiate a Ministerial Zoning Order for Lands in Northeast Pickering – the Community of Veraine, be received;
- 2.a) That the Deputy Mayor, on behalf of Council, be directed to make a request to Minister Steve Clark, Minister of Municipal Affairs and Housing, for a Minister's Zoning Order for the Community of Veraine;
- b) That Staff be directed to include in the August Secondary Plan Strategy, the ability to implement an interim control by-law, prior to any approvals, to ensure that the Town of Ajax is satisfied with any matters pertaining to the watershed on Carruthers Creek; and,
3. That the request and this resolution be copied to the Premier of Ontario, the Honourable Doug Ford and Pickering-Uxbridge MPP, the Honourable Peter Bethlenfalvy.

Council Decision

Resolution #140/19

WHEREAS, the City of Pickering is projected to be a driving force for residential and economic growth in Durham Region and the GTA over the next 2 decades;

And Whereas, by the year 2031 the estimated population of Pickering will grow to 190,000;

And Whereas, the lack of affordable and sustainable housing options have reached a crisis in parts of Canada, and in particular the Greater Toronto area;

And Whereas, the City of Pickering recognizes that there is an urgent need to create an age friendly housing strategy that includes reviewing and redefining its urban/living boundaries consistent with current and future growth within the GTA, Durham, and City of Pickering beyond 2031;

And Whereas, the City of Pickering considers all serviceable lands with access to water and sewer within its current and potential urban/living boundaries be considered as a living area;

And Whereas, the Province of Ontario has recognized the need for more housing choices and more affordability;

And Whereas, the Ministry of Municipal Affairs and Housing has produced its “More Homes, More Choice: Ontario’s Housing Supply Action Plan”, and has given royal assent to Bill 108 (*More Homes, More Choice Act, 2019*) to address housing supply, housing variety and affordability;

And Whereas, the City of Pickering has commenced a Strategic Plan Review that includes redefining its urban/living boundaries;

And Whereas, the Provincial Government amended the Growth Plan to permit some additional options for urban area boundary expansions, and to allow upper and single- tier municipalities to request alternative intensification targets to address, among other matters, greater housing supply, and affordability;

And Whereas, proposed amendments to the Provincial Policy Statement will allow consideration of market demands and needs in determining housing options, as a strategy to provide a more diverse range of grade related homes;

And Whereas, the Region of Durham is currently undertaking a municipal comprehensive review of its settlement areas, including a land needs assessment as required by the Growth Plan for the Greater Golden Horseshoe;

And Whereas, on February 27, 2019, Durham Regional Council commented on Amendment 1 to the Growth Plan for the Greater Golden Horseshoe 2017 in support of a minimum density of 50 persons and jobs per gross hectare for new greenfield developments, and a region-wide intensification target of a minimum 45% within the existing built boundary;

And Whereas, the City of Pickering supports the Region's comments on Amendment 1 to the Growth Plan;

Now therefore be it resolved that the Council of the Corporation for the City of Pickering request that the Region of Durham in their review include:

1. All lands within the City of Pickering meet the following criteria:
 - Lands not restricted by availability of servicing
 - Lands that do not comprise a Specialty Crop Area
 - Lands that are not within a Natural Heritage System
 - Lands not located in the Moraine Natural Core and Linkage Areas
 - Lands experiencing growth pressures and or with locations in the white belt that are appropriate for growth and can achieve a healthy, connected, thriving and complete community
 - Lands that have existing or planned infrastructure to support and accommodate growth
2. That the Region of Durham be requested to seek approval of the Minister of Municipal Affairs and Housing to an alternate intensification rate of 45% for Durham Region that will enable greater flexibility to provide a more diverse range of grade related housing mix;
3. That City staff be directed to report back to Planning & Development Committee in the first quarter of 2020 outlining a process to develop an age friendly housing strategy, including changes to Pickering's Official Plan and any required secondary plan reviews of those lands in Pickering that meet the stated criteria of recommendation #1; and,
4. That a copy of this resolution be forwarded to the Premier of Ontario, Durham Region MPPs, all Durham Regional Municipalities, and the Region of Durham.

Legislative Services Division
Clerk's Office
Directive Memorandum

July 2, 2021

To: Kyle Bentley
Director, City Development & CBO

From: Susan Cassel
City Clerk

Subject: Direction as per Minutes of the Meeting of City Council held on
June 28, 2021

Director, City Development & CBO, Report PLN 31-21
Northeast Pickering Area
Request for Proposals Particulars for Preparation of a Community Plan for
Northeast Pickering
Funding Agreement for Consulting Assistance
Funding Agreement for a Senior Project Manager

Council Decision

Resolution #625/21

1. That Council approve the draft "Appendix D – Request for Proposals Particulars Northeast Pickering Community Plan", which identifies the deliverables, including scope of work, project management, consultation and engagement, and timetable, for the consulting assignment for the preparation of an overall community plan for the Northeast Pickering Area for the consideration of Council, generally as set out in Appendix I to Report PLN 31-21;
2. That Council approve the funding agreement between the North East Pickering Landowners Group Inc. and the City of Pickering, for the hiring of a planning consulting team to prepare a Community Plan for the Northeast Pickering Area, generally as set out in Appendix II to Report PLN 31-21;
3. That Council approve the funding agreement between the North East Pickering Landowners Group Inc. and the City of Pickering, for the hiring of a Senior Project Manager (contract) dedicated to managing the preparation of the overall community plan for the Northeast Pickering Area, generally as set out in Appendix III to Report PLN 31-21;
4. That the Mayor and City Clerk be authorized to execute the funding agreements subject to any minor refinements acceptable to the Chief Administrative Officer, the Director, Corporate Services & City Solicitor and the Director, Finance & Treasurer;
5. That staff be authorized to issue Request for Proposals for the overall Northeast Pickering Community Plan, subject to any minor refinements to the project particulars acceptable to the Director, City Development & CBO and the Director, Economic Development & Strategic Projects, following the execution

of the funding agreements and the hiring of the contract Senior Project Manager;

6. That staff report back to Council on the recommended planning consulting team; and,
7. That Council authorize the appropriate City officials to undertake the necessary actions required to implement the above recommendations.

Please take any action deemed necessary.

Susan Cassel

Copy: Chief Administrative Officer
 Director, Corporate Services & City Solicitor
 Director, Finance & Treasurer
 Director, Economic Development & Strategic Projects



CITY OF PICKERING

Northeast Pickering Secondary Plan

Round One Engagement Summary

Final
July 2023



Table of Contents

1.0	Introduction	1
2.0	Community Engagement	3
3.0	Round One Engagement Overview	4
3.1	Public Information Centre #1.....	4
3.2	Online Survey #1	5
4.0	What We Heard	6
4.1	Vision and Guiding Principles.....	6
4.2	Natural Environment and Watershed	10
4.3	Agriculture.....	13
4.4	Community Connections	15
4.5	Community Facilities.....	18
4.6	Placemaking and Built Form	20
5.0	Next Steps and Staying Involved	23
	Appendix A: Public Information Centre #1 Notice	24
	Appendix B: Open House Display Panels	25
	Appendix C: Meeting Presentation Slide Deck	26
	Appendix D: Online Survey #1 Questions	27



1.0 Introduction

The City of Pickering is creating a Secondary Plan for Northeast Pickering to guide the growth of this area over the next 30 years. The Secondary Plan will determine what environmental areas remain protected, the land use, the transportation pattern, the scale and type of homes and businesses that will built, the appropriate community facilities and amenities, the design of the streetscape, and priorities for sustainable design. As Pickering is experiencing significant growth, the Secondary Plan will also help to address the need for planning to accommodate new residents and employment opportunities, as well as affordable housing. The Secondary Plan area is shown in **Figure 1-1** and is located approximately:

- North of Highway 7;
- West of Lakeridge Road;
- South of Eighth Concession Road; and
- East of Westney Road.

The goal of the Secondary Plan is to create a complete community that promotes the well-being of residents and the sustainability of the natural environment.

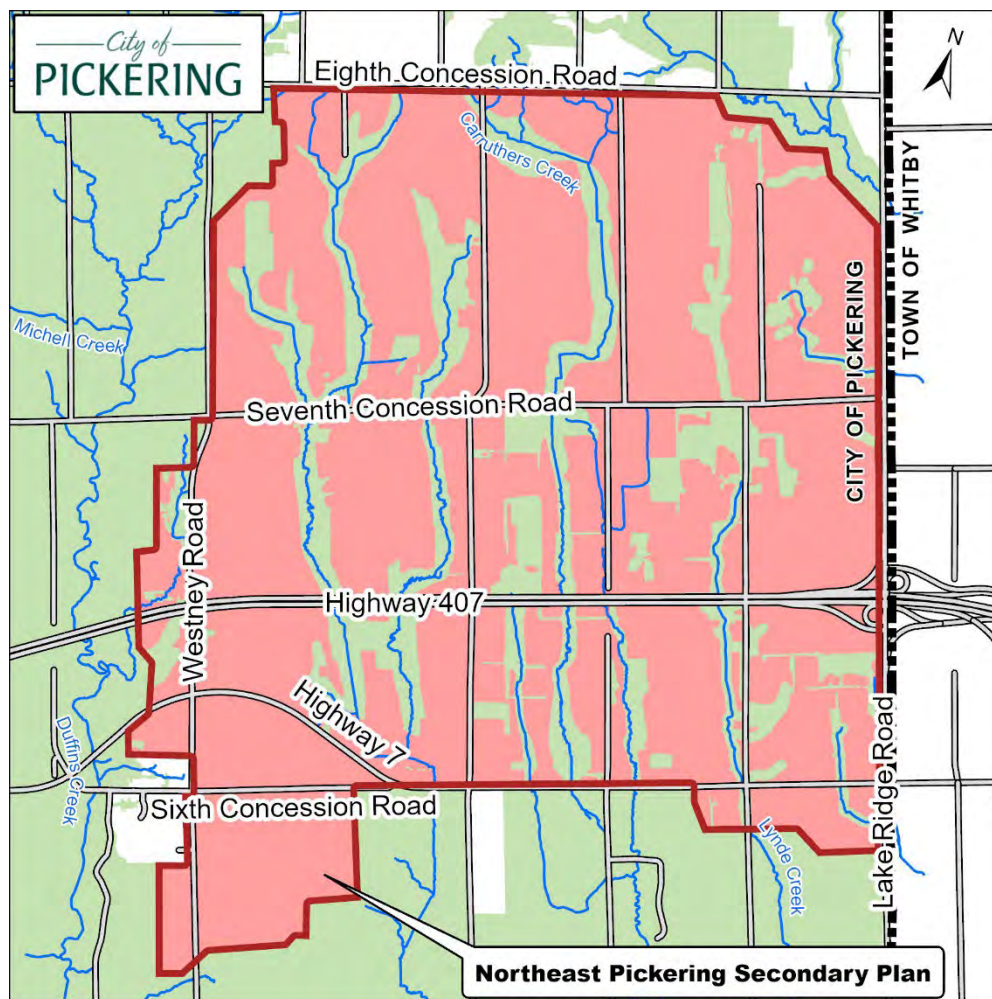


Figure 1-1 Northeast Pickering Secondary Plan Area

A Public Information Centre was held on May 25th 2023, from 6:00 pm to 8:00 pm, to present the draft vision and guiding principles for the project and discuss the opportunities and constraints in planning for a future community in Northeast Pickering with community members.

In addition to the Public Information Centre, an online survey was hosted on the City's online engagement portal at letstalkpickering.ca/nep from June 8 to June 23.

2.0 Community Engagement

Community engagement and outreach is a key part of the Secondary Plan process, and continued opportunities for community engagement will be provided throughout.

Figure 2-1 shows the four phases of the project. The first round of community engagement included a Public Information Centre held on May 25th at the Chestnut Hill Development Recreation Centre in Pickering. A copy of the PIC Notice is provided in **Appendix A**. A total of 19 people attended the PIC. This event was followed by an online survey that was open from June 8th to June 23rd, 2023.

The purpose of this first round of engagement was to describe the background studies being undertaken, confirm the vision, and opportunities and constraints for Northeast Pickering, and collect feedback on key topics that will be considered in land use scenarios that will be developed in the next stage of the project.



Figure 2-1 Northeast Pickering Secondary Plan – Project Process

Feedback from the first round of engagement will be considered in preparing the draft growth scenarios and evaluation criteria to decide among them, which will be brought forward for public input in the next round of engagement.



3.0 Round One Engagement Overview

3.1 Public Information Centre #1

The event began with a drop-in, where participants were invited to browse project information on display boards and speak with project team members. A copy of the display panels is provided in **Appendix B**. Following the drop-in, the consulting team led by SGL Planning and City staff delivered a presentation that provided an overview of the project process and the background research completed to date, and an overview of the events activities. A copy of the presentation is provided in **Appendix C**. A video recording of the presentation is posted on the project webpage at: letstalkpickering.ca/nep.

Following the presentation, participants were divided into small groups to participate in table activities on key topics related to the Secondary Plan. A facilitator from the consulting team was available at each table to facilitate the discussion and answer questions. The table materials included open-ended discussion questions as well as a visual preference survey. The discussion topics included:

- Natural environment and watershed conservation;
- Agriculture;
- Community connections and community facilities; and
- Placemaking and built form.

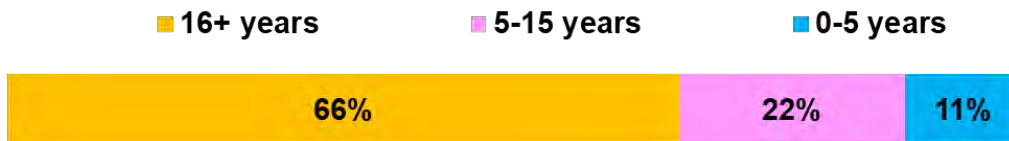
3.2 Online Survey #1

Following PIC #1, an online survey was launched on the project webpage to gather information on the same discussion themes explored in the PIC. A copy of the Survey questions is provided in **Appendix D**. The survey received a total of 187 responses, with the following key attributes of respondents:

- The majority were Pickering residents (92%) with smaller numbers (less than 10) from Whitby and Ajax.
- Most Pickering residents reported living in the City for longer than 16 years (62%), with another 21% being residents for between 5 and 15 years, and a smaller number (11%) having moved to the city within the last 5 years.
- A significant proportion were over the age of 55 (46%), with another 23% between 45-54 years old and 20% 35 to 44 years old. A smaller number were below the age of 34 (11%).

92% live in Pickering

How long have you lived in Pickering?



How old are you?

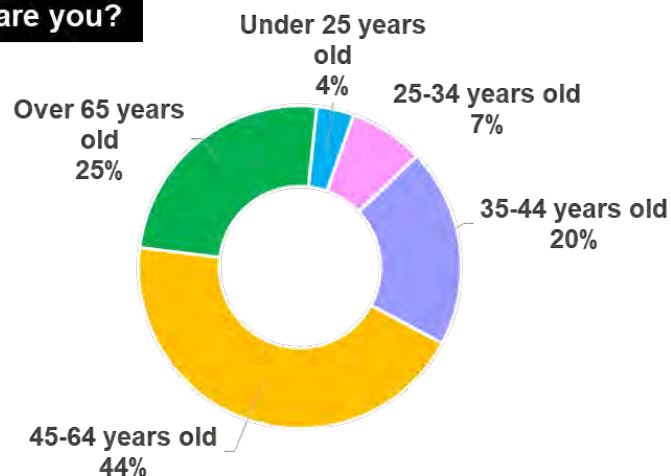


Figure 3-1 Online Survey #1 Respondent Profile Overview

A summary of the feedback received during PIC#1 and the online survey is provided in Section 4 of this report.



4.0 What We Heard

This section provides a summary of the comments received through PIC#1 and the online survey. All comments received will be considered in the Secondary Plan process, and are summarized in the following section by key theme.

4.1 Vision and Guiding Principles

The draft Vision and Guiding Principles for Northeast Pickering were presented for feedback at the PIC and through the online survey. Participants were asked at the PIC to highlight which of the six guiding principles represented their top two priorities in the development of the Secondary Plan. The online survey included questions to gauge participant sentiments around the alignment of the Vision and Guiding Principles with their view of the future for the area. The results are summarized below:

Vision for Northeast Pickering

The draft Vision statement was presented for feedback as follows:

The Northeast Pickering Secondary Plan Area will be holistically planned as a complete community focused on the well-being of its residents and the sustainability of its natural environment. This will be accomplished through innovative approaches to people-centred design, sustainability and land stewardship. Northeast Pickering is envisioned as a multi-generational, economically diverse community with vibrant public spaces and walkable neighbourhoods.

Does the Vision describe the type of community you would like to see for the Northeast Pickering Secondary Plan area?

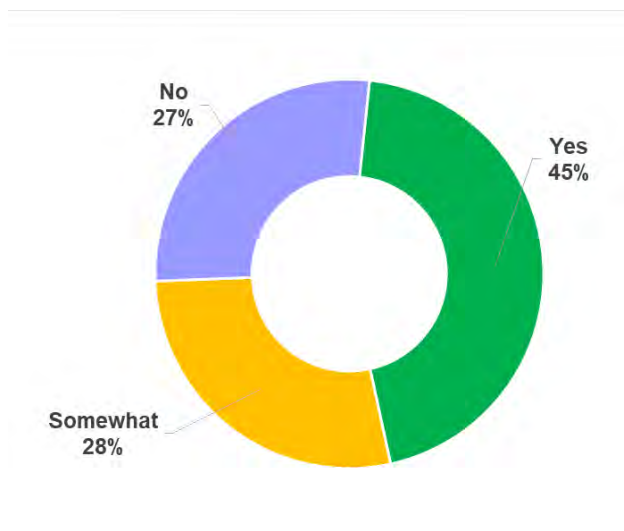


Figure 4-1 Participant response to the draft Vision for Northeast Pickering

Approximately 73% respondents said the vision matches or somewhat matches what they would like to see in Northeast Pickering.

Comment Spotlight

“Create something unique to differentiate this community from others in the GTA.”

...

“Would like to hear about dedicated green spaces, community gardens, maintaining the natural landscape as much as possible”

Guiding Principles for the Secondary Plan

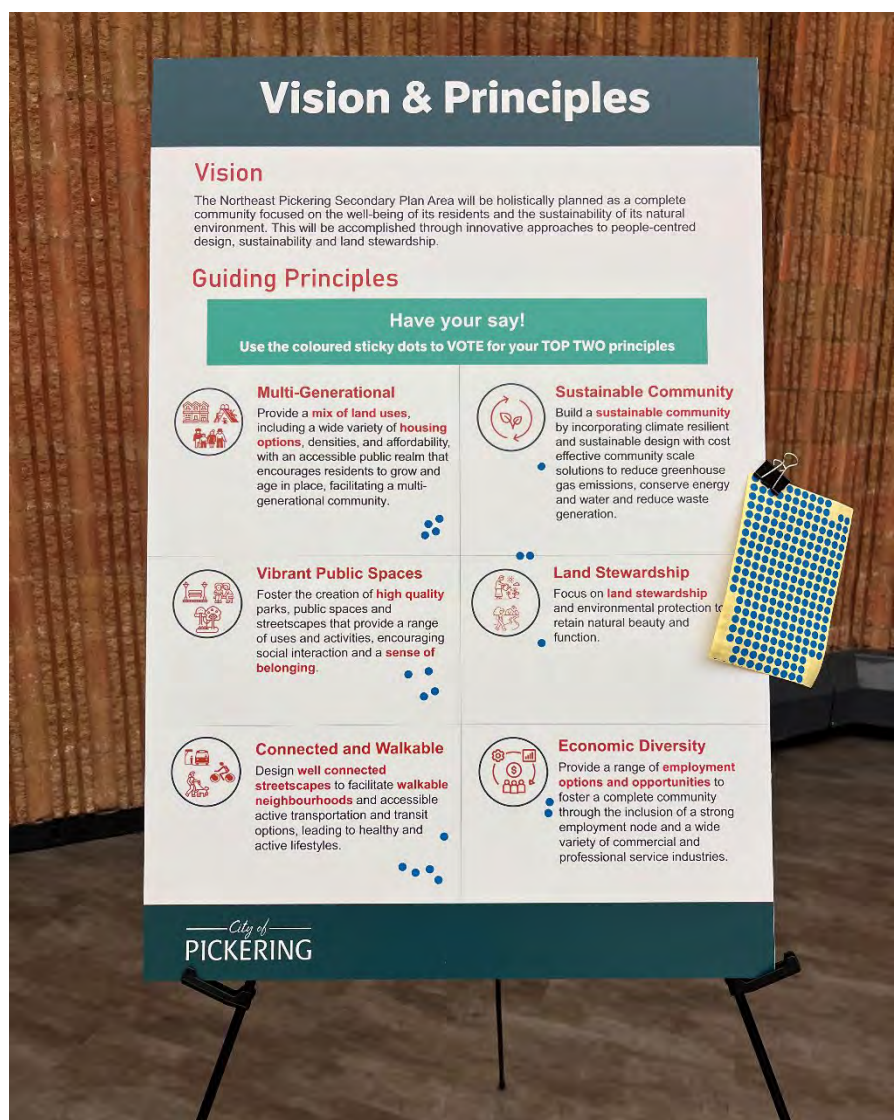
Respondents were asked to rank the six guiding principles in order of importance. The overall order is presented below. There was significant diversity in the ways that people responded to this question; as a result, there was no consensus on the first or second top ranked principles, with several participants noting that all six principles are equally important.

Guiding principles in order of priority:

1. **Connected and Walkable:** Design walkable neighbourhoods, and accessible active transportation and transit options
2. **Land Stewardship:** Focus on environmental protection and natural beauty and function
3. **Vibrant Public Spaces:** Create high quality parks, public spaces, and streetscapes
4. **Sustainable Community:** Incorporate climate resilient and sustainable design
5. **Multi-Generational:** Provide a mix of land uses and housing options and affordability
6. **Economic Diversity:** Provide a range of employment options and opportunities

Comment Spotlight

“More community discussions on the plan...more of a participatory research where community members/tax payers are authentically included in the planning phase.”



General comments

- A number of respondents opposed any form of development in Northeast Pickering, owing to the anticipated environmental impacts.
- Ensure corresponding recreational and community services
- Ensure adequate greenspace
- Some felt the draft Vision and Guiding Principles were too broad and vague, and did not set specific priorities for development in this area.
- There was concern that the implementation of the vision would ultimately not produce the intended result based on private development approaches and lack of available infrastructure.
- Importance of future affordability of housing in the area.

Comment Spotlight

“I believe we should be focusing on protecting our lands, particularly our rich farmlands...”

“One of my favourite things is to see parks and general green spaces, as well as walkability factored into the development that goes on...As a young person this is important to me when looking for a place to settle down and live.”

4.2 Natural Environment and Watershed

Discussion Questions

The following discussion was held during PIC#1, to explore various aspects of planning for environmental protection and conservation.

1. What considerations should be included in the design of infrastructure such as bridges, roads, and sewers to protect the natural environment?

Responses:

- Road and other infrastructure should provide amphibian, turtle, and wildlife crossings
- Reduce salt run-off from roads to creeks and natural areas through road design
- Design roads to withstand climate change, so they don't deteriorate quickly
- Integrate nature-based solutions

Comment Spotlight

“Protect any existing woodlots and waterways. Also protect any underground springs that are actually the headwaters of the Carruthers Creek. Many of these are present in this area.”

2. How can we design to reduce heat impacts from climate change?

Responses:

- Low impact development
- Integrate opportunities for renewable energy, such as solar and geothermal
- Utilize resilient and sustainable building materials to reduce the impact of climate change
- Provide open green spaces
- Provide a tree canopy that can help reduce heat impacts

3. How can we design to effectively manage stormwater and impacts from more severe storms?

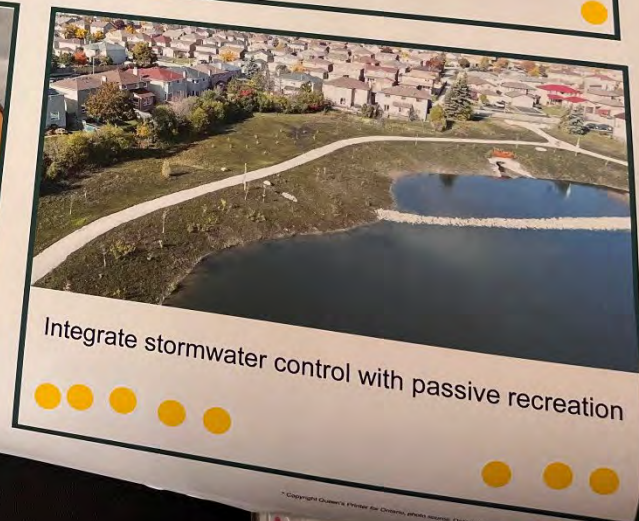
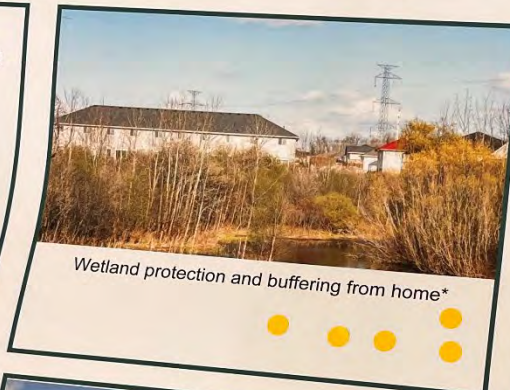
Responses:

- Low impact development
- Grey infrastructure
- Bio-swales
- Mixed use stormwater ponds
- Create temporary ponds in public gathering places
- Protect wetlands
- Implement storage tanks underground
- Use nature-based solutions

Natural Environment, Agriculture & Watershed

What images best represent the preservation of the natural environment and watershed

Place a sticker next to the image you like best.



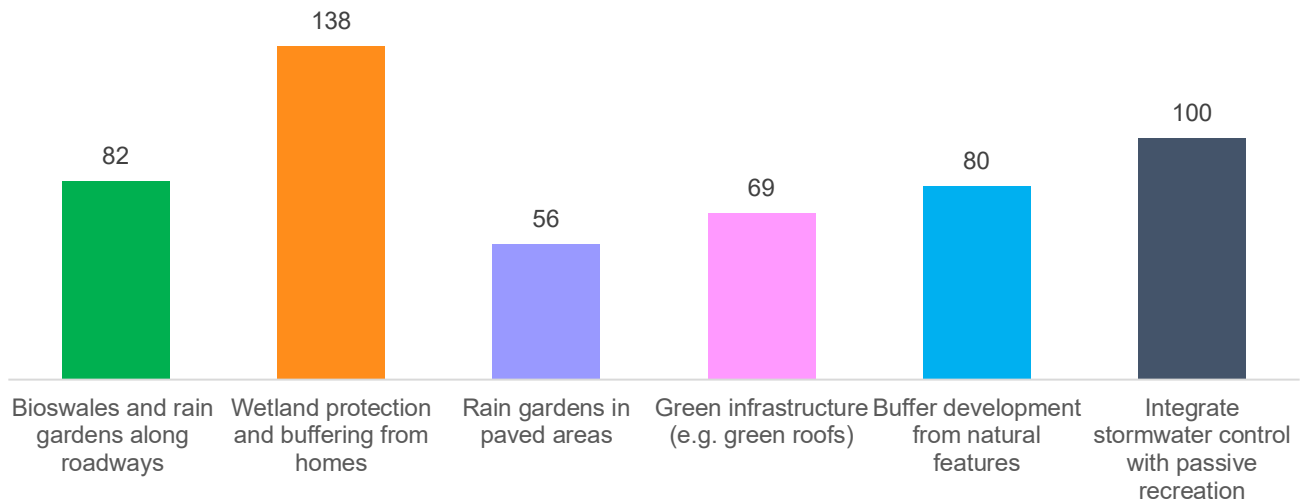
Big Ideas Survey

Participants were asked to identify what ideas best represent the preservation of the natural environment and watershed by voting for the top three ideas they liked best. Vote totals are summarized in the graphic below, and include both the in-person activities at PIC #1 as well as the online survey.

The top ideas were:

1. Wetland protection and buffering from homes
2. Integration of stormwater control within recreational spaces
3. Bioswales and rain gardens along roadways
4. Buffering development from natural features

Natural Environment - Ideas Survey



Additional ideas that were suggested included:

- Environmental conservation and protection, land management
 - Preference for a significant proportion of the lands to be maintained as green space and natural habitat, to avoid sprawl and protect source water.
 - Greater emphasis on respect for the natural environment, particularly with regard to flood protection, erosion, and habitat conservation.
 - Integration of green spaces and natural areas into any and all built up areas through interconnected paths, trails, and parks.
 - Large buffers from sensitive natural heritage lands.
- Climate change action
 - Understanding of climate sensitive design, including shading for parks and open spaces, transit shelters, etc.
 - Integration of renewable energy alongside passive energy design
 - Plan for electric vehicle charging stations across the community.
 - Maintain and expand the tree canopy, particularly in heavily hardscaped areas like parking lots.

Key Concerns

Concerns raised by participants in PIC#1 and the online survey relating to preservation of the natural environment included:

- Concern over the contradiction between prioritizing sustainability through development of the lands and the loss of farmland, wetlands, and forest cover.
- Appropriate design of stormwater management facilities to avoid any negative impacts or maintenance issues.
- Impacts to downstream communities from flooding as a result of development in Northeast Pickering.
- Habitat loss and biodiversity decline as a result of development in the area.

4.3 Agriculture

Discussion Questions

The following discussion was held during PIC#1, to explore various aspects of planning to support agricultural activity.

1. What types of impacts to the surrounding agricultural lands need to be managed as a result of future growth? How can we plan to protect and support the agricultural and food sector as the community grows?

Responses:

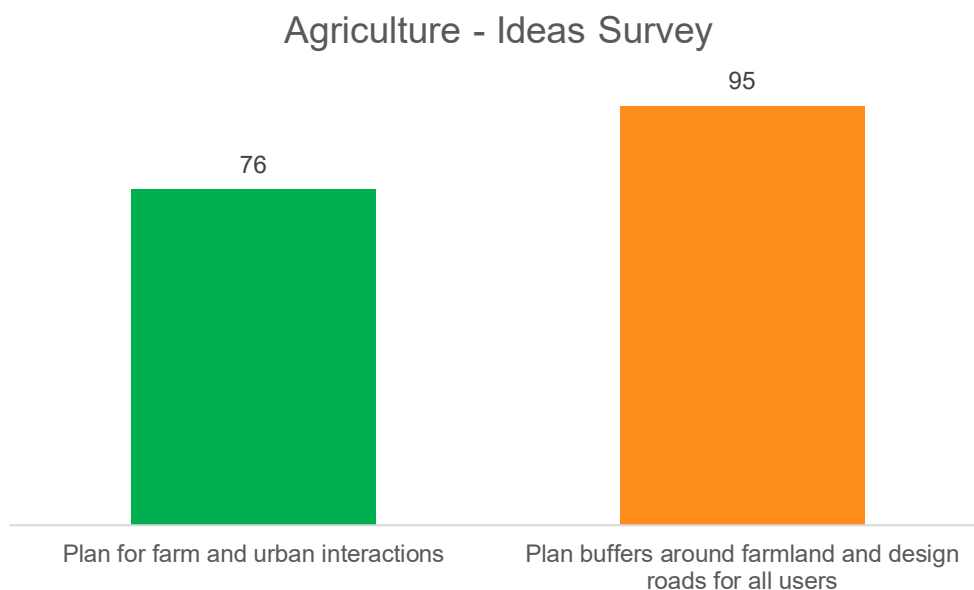
- The City should work to get the buy-in of active farm owners.
- Plan for educational and community farms.
- Implement stormwater management to avoid run-off and flooding impacts to roadways and farm operations.
- Implement the appropriate buffers.
- Ensure there is availability of connected contiguous agricultural lands.
- Promote / allow for vertical farming.
- Promote local food systems and integration with the surrounding agricultural community.
- Permit agri-tourism.

Comment Spotlight

“The interests and specific consultation of the existing communities especially those involved in food production should be included.”

Big Ideas Survey

Participants were asked to identify what ideas best represent agriculture-related planning by voting for the top three ideas they liked best. Vote totals are summarized in the graphic below, and include both the in-person activities at PIC #1 as well as the online survey.



Additional ideas that were suggested included:

- Food security and supply:
 - Need for widespread agricultural spaces to grow food.
- Farmland preservation and land use compatibility:
 - Respect for existing farms and integration of consultation with farmers
 - Support for agri-tourism, local food markets and community gardens.
 - Integration of dedicated space for farm vehicles along rural area roadways to avoid conflicts with other road users.

Key Concerns

Concerns raised by participants in PIC#1 and the online survey relating to agricultural productivity included:

- Providing for local food security by maintaining farmland supply.
- Need for buffers and distance between active farmland operations and residential developments.

4.4 Community Connections

Discussion Questions

The following discussion was held during PIC#1, to explore ways to plan for people to move through the Secondary Plan area and connect residential areas to other community functions and daily needs of the population.

1. How can we accommodate travel / access to community facilities and key destinations for everyone (people with disabilities, kids, seniors, those who cannot drive)?

Responses:

- Create 15-minute neighbourhoods.
- Provide strong transit opportunities.
- Manage car dependency.
- Create a connected network that is linked to key destinations.
- Ensure there are efficient routes for people to travel to the core and commercial areas.
- Promote cycling in building design (such as providing showers for commuters).
- Create efficient connections to jobs to lessen commute times.

Comment Spotlight

“Multigenerational means examining needs for multiple age groups and multiple interests in each age group. Don't forget that not everyone likes or is physically able to do the same things.”

Community Connections and Facilities

How can we accommodate travel to / access to community facilities and key destinations for everyone (people with disabilities, kids, seniors, those who cannot drive)?

15-MIN
NEIGHBOURS.

CONCERN ABOUT
SPIN UP &
DEVELOPMENT
FROM INFRASTRUC-
TURE

ENVIRONMENTAL
CONCERNS -
DUE DILIGENCE?
PROVINCIAL
DIRECTION VS.
CITY/REGION

OPPORTUNITY
FOR STRONG
TRANSIT,
MANAGE CAR
DEPENDENCY

CONNECTED
NETWORK IS
KEY, LINKING
TO DESTINATION

- NEED BIGGER
ROUTES FOR
PEOPLE TO GET TO
CORE EMP /
COMMERCIAL
AREAS

INCLUDING
FACILITIES W/IN
BLOKS - SHOWERS,
ETC.

How can we plan for accessible communities that meet the needs of everyone in the community? What types of community facilities should be included (e.g. One large sports and recreation facility, with additional smaller facilities distributed throughout)?

PUBLIC HEALTH
LENS ON SERVICES
FOR ALL AGES
+ PEOPLE W/ DIFF.
NEEDS

MICRO-SITE
FACILITIES IN
ALL COMMUNITIES
- LIBRARY, SERVICES

CONVENIENT
ACCESS TO CARE
FOR SENIORS
+ ADULTS W/
INDEPENDENT
LIVING

CO-LOCATE
AMENITIES +
FACILITIES W/
WHERE PEOPLE
ARE

HEALTHCARE
+ MEDICAL
FACILITIES

COMMUNITY
HUB - SENSE OF
PLACE - DIVERSE
SERVICES,
DECENTRALIZED

ECONOMIES OF
SCALE FROM
LARGER
CENTRALIZED
FACILITIES, TAX
SPENDING EFFICIENT

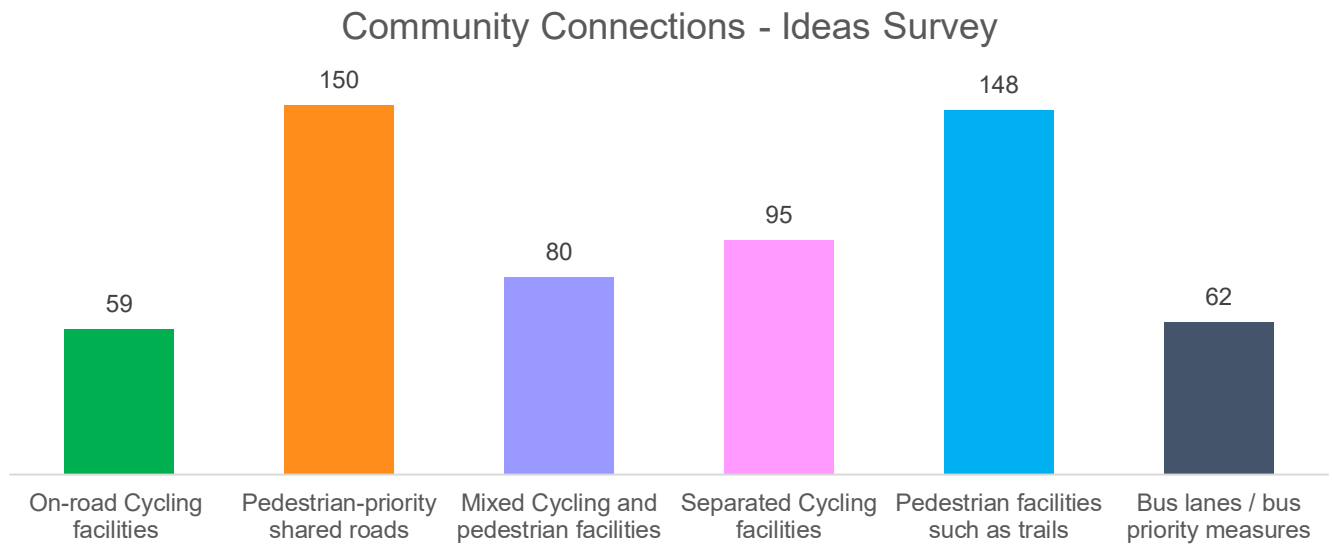
CONNECTIONS TO
JOBS / MD.
SPACE, SUPPORT
LESS DRIVING TO
WORK

Big Ideas Survey

Participants were asked to identify what ideas best represent opportunities for developing community connections by voting for the top three ideas they liked best. Vote totals are summarized in the graphic below, and include both the in-person activities at PIC #1 as well as the online survey.

The top ideas were:

1. Pedestrian-priority in the design of roads and other facilities
2. Separated cycling facilities
3. Mixed cycling and pedestrian facilities



Additional ideas that were suggested included:

- Mobility and transportation:
 - Need for a clear vision statement relating to reducing automobile dependency and focus on accessibility for other modes of travel.
 - Planning for employment areas and jobs to be within an accessible distance of residential areas via active transportation.
- Streetscape design
 - Safe cycling facility design, with a focus on children and older adults.
 - Consideration for integration of micro-mobility and appropriate design for mopeds, electric bicycles and boards, etc.
- Accessibility:
 - Plan for people with disabilities and an aging population, with a focus on how people move between places and barrier-free design.
 - Consider the impact of sustainable design (i.e. rain gardens/bioswales) on accessibility (i.e. access to the sidewalk/driveways from street parking spaces).
- Traffic management:
 - Consider typical commuting patterns when planning the road system.
 - Integration of rail connectivity to the GTA.
 - Clarity on how Northeast Pickering will integrate the existing rural and agricultural community, and be connected to the broader Pickering community.

Key Concerns

Concerns raised by participants in PIC#1 and the online survey relating to community connectivity included:

- Consideration of overflow impacts from traffic in Northeast Pickering onto other corridors in the City.
- Planning for adequate roads and corridors to support the planned population including potential for a new highway, and increased demand for access to existing highways.

- Clarify the meaning of ‘high-quality streetscapes’.
- Clarify the impacts from the planned airport on future development.
- Conflicts between the Provincial direction regarding population growth and expansion of greenfield areas vs. the City/Regional direction around intensification and sustainable growth.

4.5 Community Facilities

Discussion Questions

The following discussion was held during PIC#1, to explore the types of facilities that would be needed in the development of complete communities in the Secondary Plan area.

- 1. How can we plan for accessible communities that meet the needs of everyone in the community? What types of community facilities should be included (e.g. one large sports and recreation facility, with additional smaller facilities distributed throughout)?**

Responses:

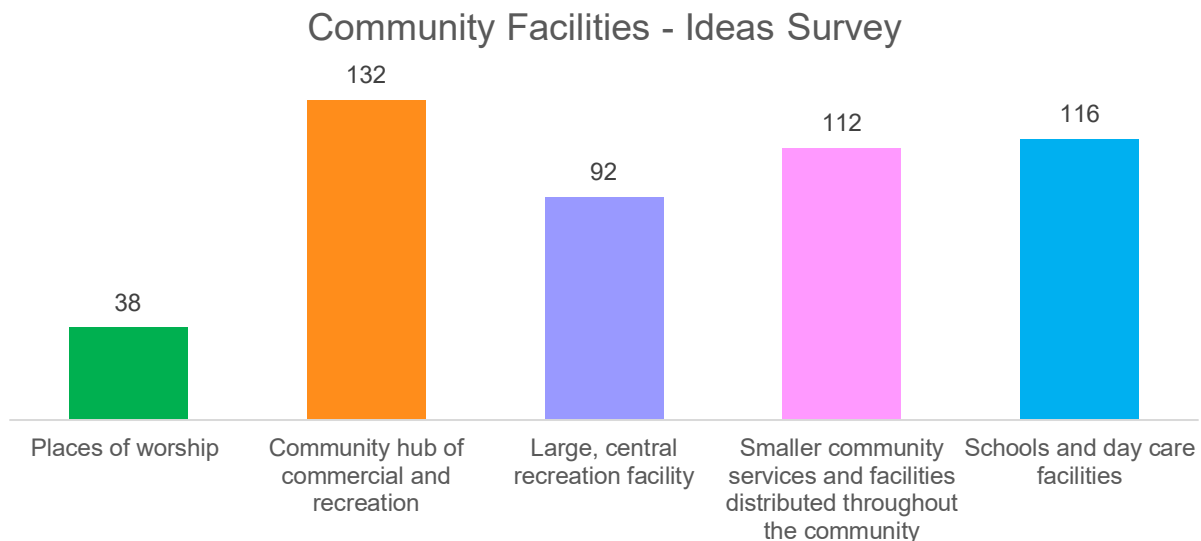
- Use a public health lens to ensure there are services for people of all ages and abilities.
- Include micro-site facilities in all communities, e.g. library services.
- Ensure convenient access to care for seniors and adults with independent living.
- Co-locate amenities and facilities where people are / where they need to go.
- Ensure there are spaces for healthcare and medical facilities.
- Community hub – sense of place, diverse services, decentralized.
- Plan larger, centralized facilities that are more efficient and value for money.

Comment Spotlight

“[Northeast Pickering should include] community parks and squares, significant watershed protection, high quality streetscapes that promote walking, [and] wetland protection and buffering.”

Big Ideas Survey

Participants were asked to identify what ideas best represent the types of community facilities they would like to see by voting for the top three ideas they liked best. Vote totals are summarized in the graphic below, and include both the in-person activities at PIC #1 as well as the online survey.



The top ideas were:

1. Community hub of commercial and recreational activity.
2. Schools and daycare facilities.
3. Smaller community services and facilities distributed throughout the community.

Additional ideas that were suggested included:

- Complete community design:
 - Need for accessible, neighbourhood-scale community destinations, including retail, sporting, community centres, libraries, hospital and medical facilities, schools, and entertainment spaces to support active transportation and full community participation.
 - Digital connectivity and access was raised as a consideration in public space and facility design.
 - Incentives to attract a range of employers to the area.
- Range of facilities:
 - A variety of sporting and recreational facilities were suggested, both in large centralized facilities as well as neighbourhood parks.
 - Integrate schools and daycares to support the future population, and prioritize location and safety for school children.
 - Long-term care and housing facilities needed for older adults.
 - Plan appropriately for places of worship in more compact forms.

- Accessibility and inclusivity:
 - Provide mixed uses (apartments above businesses) and accessible amenities (stores and services within neighbourhoods).
 - Create a clear plan for the integration of new employment opportunities and job creation through planning for complete communities.

Key Concerns

Concerns raised by participants in PIC#1 and the online survey relating to planning for community facilities included:

- Balancing ease of access to recreational and community facilities with the need for large-scale facilities to support the future population.
- Ensure an adequate supply of schools and daycares to match population growth.

4.6 Placemaking and Built Form

Discussion Questions

The following discussion was held during PIC#1, to explore the types of public spaces that need to be planned for, as well as the types of housing and built form that would be suited to the Secondary Plan area.

1. What exists now that needs to be maintained or protected (built and natural heritage)?

Responses:

- Enhance the natural environment.
- Preserve the unique character of the surrounding agricultural and natural areas.
- Incorporate / preserve the unique natural heritage of the area into future greenspaces, public parks, and recreational areas.

2. What sorts of gathering areas, parks, and open spaces should we be planning for in a new community?

Responses:

- Community gardens.
- Transit hubs.
- Places within walking distance.
- Public squares.
- Green and blue spaces.

3. With the goal of affordable and sustainable housing, what types of built form would suit future planning?

Responses:

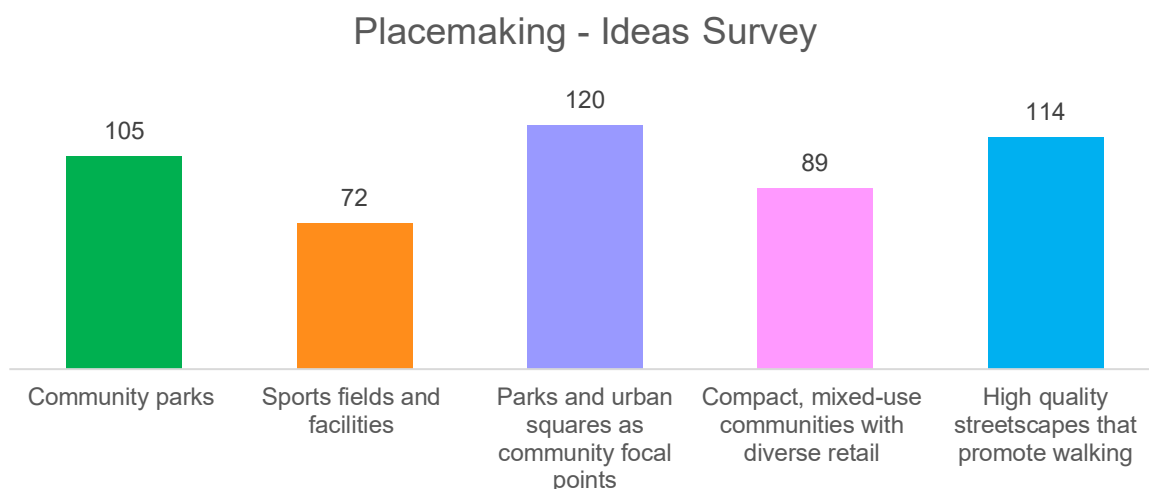
- Transit-connected housing.
- Built communities that are resilient for climate projections through to 2100.

Big Ideas Survey

Participants were asked to identify what ideas best represent the types of community spaces they would like to see by voting for the top three ideas they liked best. Vote totals are summarized in the graphic below, and include both the in-person activities at PIC #1 as well as the online survey.

The top ideas were:

1. Parks and urban squares as community focal points.
2. High quality streetscapes that promote walking.
3. Community parks.



Additional ideas that were suggested included:

- Community safety and wellbeing:
 - Reference to community safety and greater prioritization of health needed within the principles.
 - Consider impacts of light and noise pollution on the natural environment.
- Indigenous rights and reconciliation:
 - Need to ensure land use will be aligned with local Indigenous input, and spaces allocated to specifically cater to Indigenous communities.
- Housing and built form:
 - Need for well-designed housing and built form that caters to all demographic segments of the population.
 - Mix of housing types including rental, accessible housing, and single detached forms.

Key Concerns

Concerns raised by participants in PIC#1 and the online survey relating to placemaking and built form planning included:

- Concern over affordability and how the vision and principles would correspond to the type of development that would ultimately materialize, based on housing types and income levels that would be catered to.
- Accessibility and planning for an aging population as well as young families.

Comment Spotlight

“There needs to be lots of things for youth to do. Particularly teenagers need a purpose as in sports, jobs, recreation.”

Placemaking and Built Form

What images best represent the types of public spaces you would like to see?

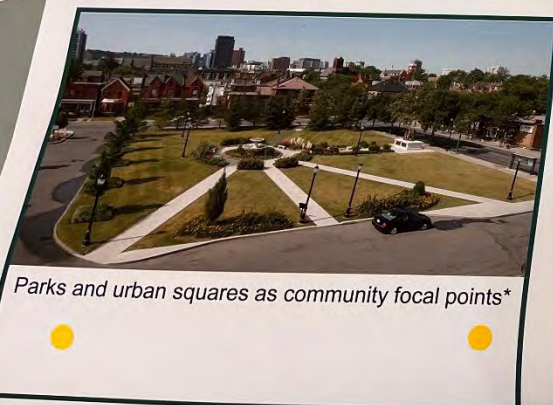
Place a sticker next to the image you like best.



High quality streetscapes that promote walking*



Compact, mixed-use communities with diverse retail*



Parks and urban squares as community focal points*



Sports fields and facilities



Community parks

5.0 Next Steps and Staying Involved

The next steps of the project include the following tasks:

- Complete the Natural Heritage and Hazard Background Analysis
- Develop the land use options for the Secondary Plan area
- Review options against technical and design considerations
- Present the land use scenarios to the public
- Select and refine a preferred land use concept
- Develop the policies needed to implement the preferred land use concept

Further information as well as project updates and will be available on the project website at: www.letstalkpickering.ca/NEP.

Project Contacts

If you have a question or comment about the Northeast Pickering Secondary Plan, please contact:



Taha Qureishi

Project Manager,
City of Pickering

905-420-4660 ext. 1850
nep@pickering.ca



Paul Wirch

Principal Planner,
City of Pickering

905-420-4660 ext. 2140
nep@pickering.ca

Appendix A: Public Information Centre #1 Notice



New master-planned community coming to northeast Pickering

Northeast Pickering Secondary Plan

Learn more and share your ideas and priorities!

The City is undertaking a Secondary Plan for a new community in Pickering, that covers over 1,600 acres of land, and expects to welcome 30,000 new residents.

The purpose of the Secondary Plan is to establish a land use and development framework to guide the significant residential and business growth anticipated for this area.

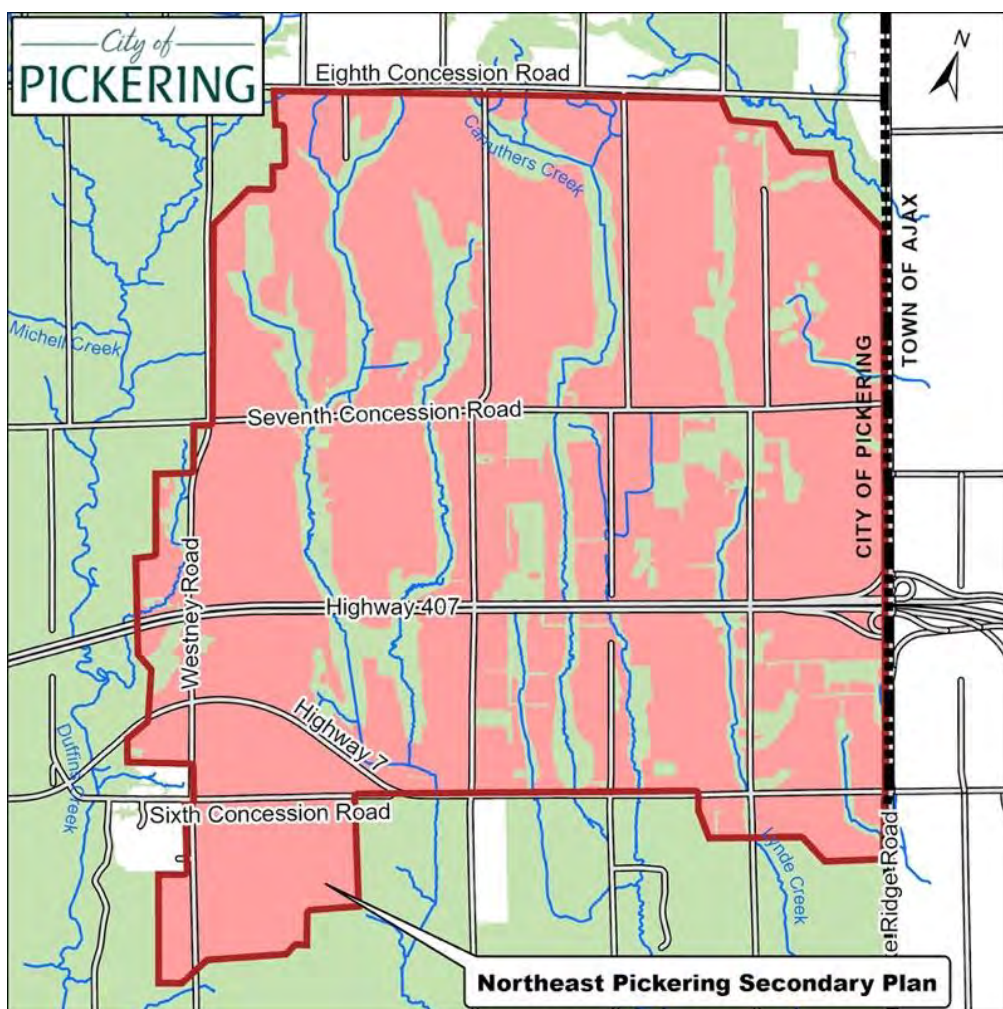
Public Information Centre

May 25, 2023

6:00 pm – 8:00 pm (Presentation at 6:15 pm)

Chestnut Hill Developments Recreation Complex – West Salon

1867 Valley Farm Road, Pickering



Notice of Study Commencement:

The City of Pickering is undertaking this Secondary Plan, which will include an Environmental Assessment (EA) for new road infrastructure subject to Schedule 'C' of the Municipal Class EA process. The Project will proceed using the "Integrated EA Approach", which is an approved process under the Environmental Assessment Act. This approach will also ensure requirements under the Planning Act are met.

For more information, contact:

Paul Wirch, Planner or

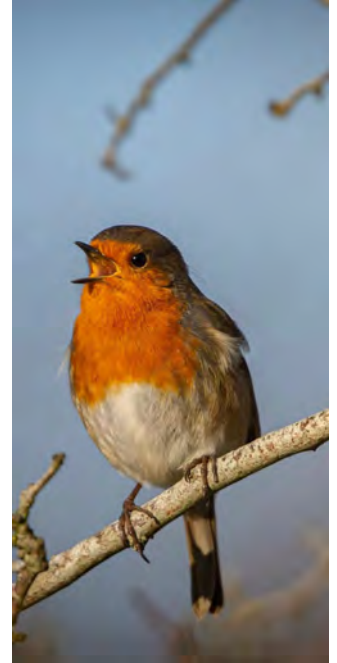
Taha Qureshi, Project Manager

NEP@pickering.ca

905.420.4660

Appendix B: Open House Display Panels





WELCOME!

Northeast Pickering Secondary Plan

Public Information Centre 1

Wednesday, May 25, 2023, 6pm to 8pm

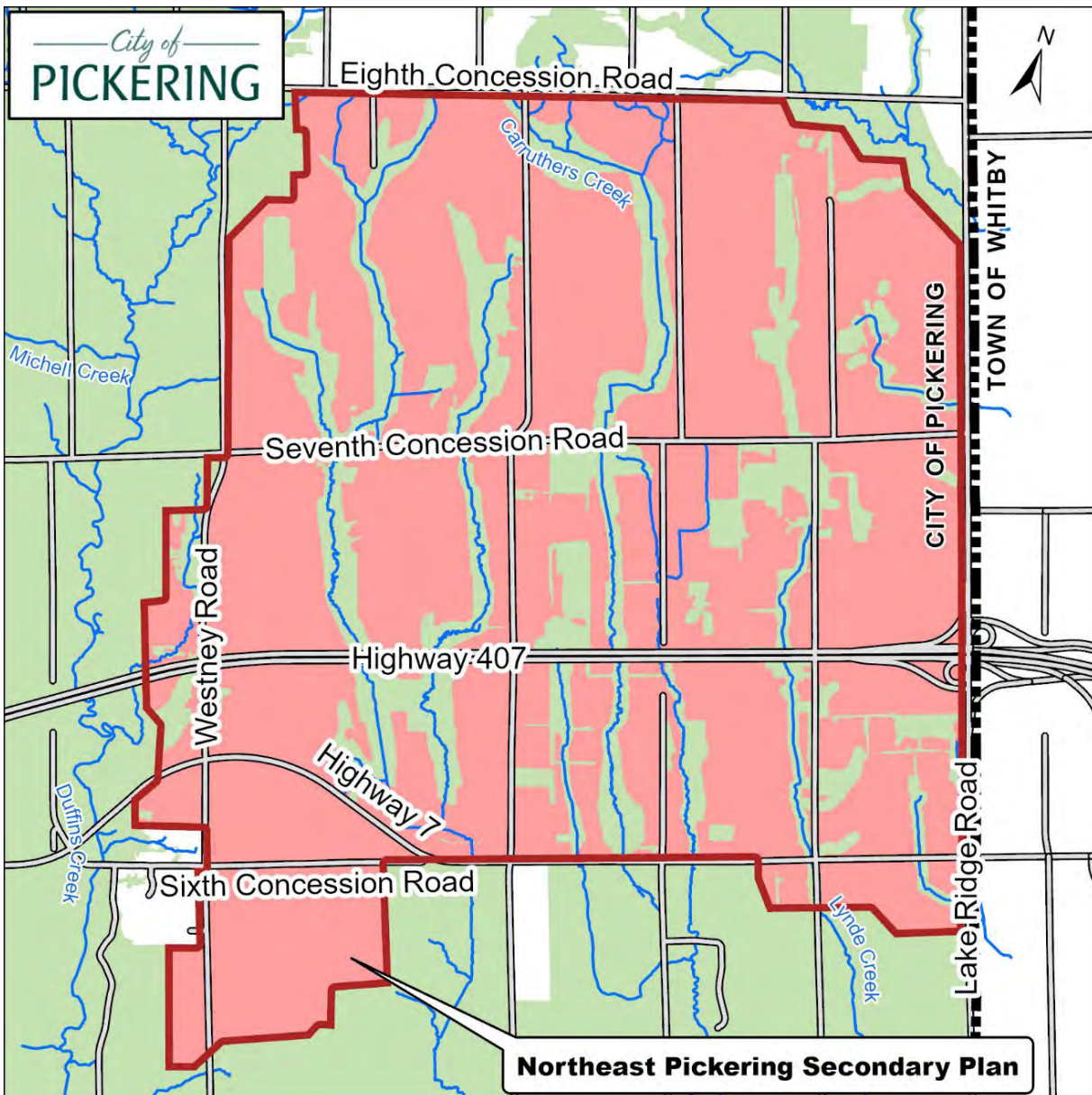
Chestnut Hill Developments Recreation Complex - WEST SALON Room: 1867

Valley Farm Rd, Pickering, ON L1V 6K7

— City of —
PICKERING

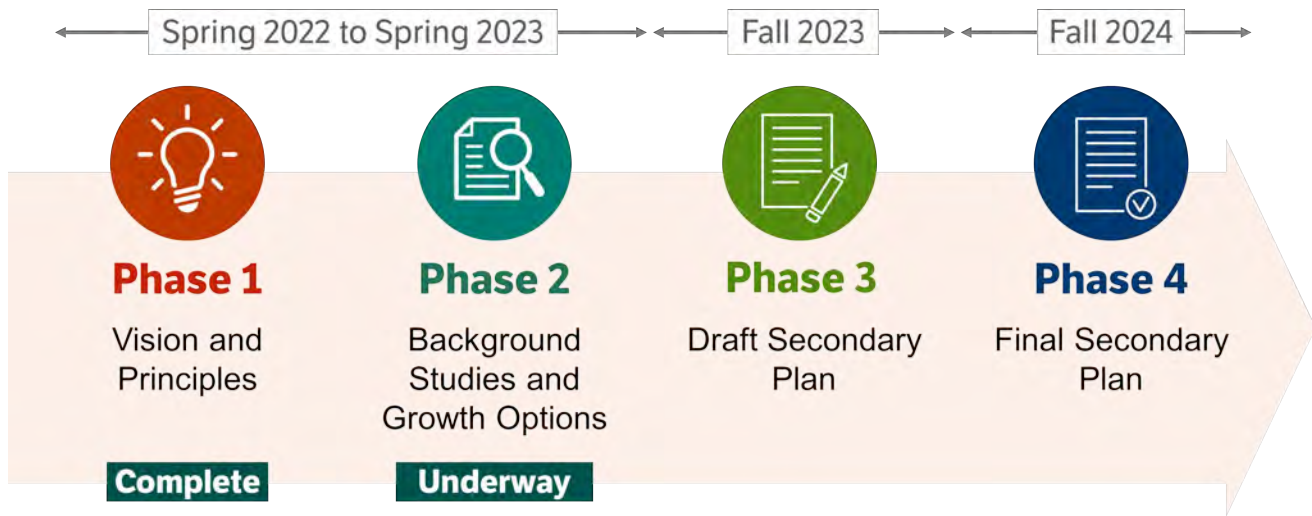
About the Project

- The Northeast Pickering Secondary Plan is being developed to set the vision and guiding principles for how this area will grow over the next 20 years and will determine the way the community is designed and services are delivered.
- The Secondary Plan will consider the local context, environment and natural heritage, transportation planning, commercial and retail opportunities, urban design, cultural heritage, agricultural impacts, employment areas, sustainability, and housing.



Project Area: Approximately 1,600 hectares

Project Process



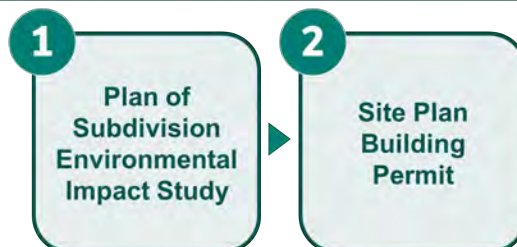
- The project is being undertaken in four Phases, with the first Phase complete, and the second Phase underway.
- Engagement with Indigenous rights-holders, community members, and stakeholders is a vital part of the process, and will take place in Phases 2, 3, and 4.

What are the steps towards development in Northeast Pickering?

Neighbourhood Level

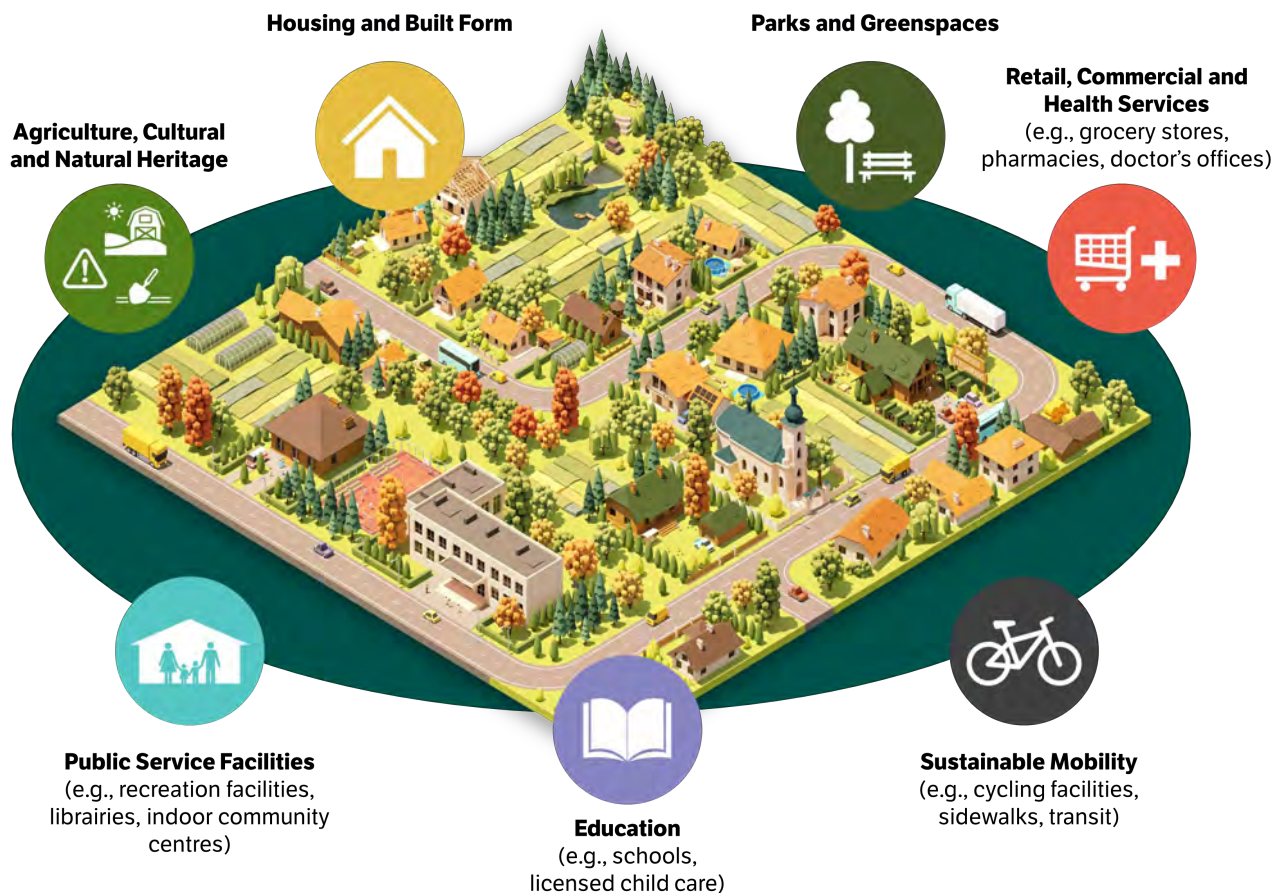


Property Level



What is a Secondary Plan?

- A Secondary Plan is a policy and planning document that will fit into the City of Pickering Official Plan, and provide detailed guidance for future growth and development in the Project Area.
- Secondary Plans are developed for communities and neighbourhoods where major change is planned or anticipated, to support long-term thinking and preparing for future conditions.



- The Secondary Plan will align with the City's Official Plan, as well as guidance from the Region of Durham and a range of Provincial planning documents.

Vision & Principles

Vision

The Northeast Pickering Secondary Plan Area will be holistically planned as a complete community focused on the well-being of its residents and the sustainability of its natural environment. This will be accomplished through innovative approaches to people-centred design, sustainability and land stewardship.

Guiding Principles

Have your say!

Use the coloured sticky dots to VOTE for your TOP TWO principles



Multi-Generational

Provide a **mix of land uses**, including a wide variety of **housing options**, densities, and affordability, with an accessible public realm that encourages residents to grow and age in place, facilitating a multi-generational community.



Sustainable Community

Build a **sustainable community** by incorporating climate resilient and sustainable design with cost effective community scale solutions to reduce greenhouse gas emissions, conserve energy and water and reduce waste generation.



Vibrant Public Spaces

Foster the creation of **high quality** parks, public spaces and streetscapes that provide a range of uses and activities, encouraging social interaction and a **sense of belonging**.



Land Stewardship

Focus on **land stewardship** and environmental protection to retain natural beauty and function.



Connected and Walkable

Design **well connected streetscapes** to facilitate **walkable neighbourhoods** and accessible active transportation and transit options, leading to healthy and active lifestyles.



Economic Diversity

Provide a range of **employment options and opportunities** to foster a complete community through the inclusion of a strong employment node and a wide variety of commercial and professional service industries.

Agriculture



An Agricultural Impact Assessment was undertaken to evaluate the potential impacts of non-agricultural development on surrounding operations and the overall agricultural system.

Highlights

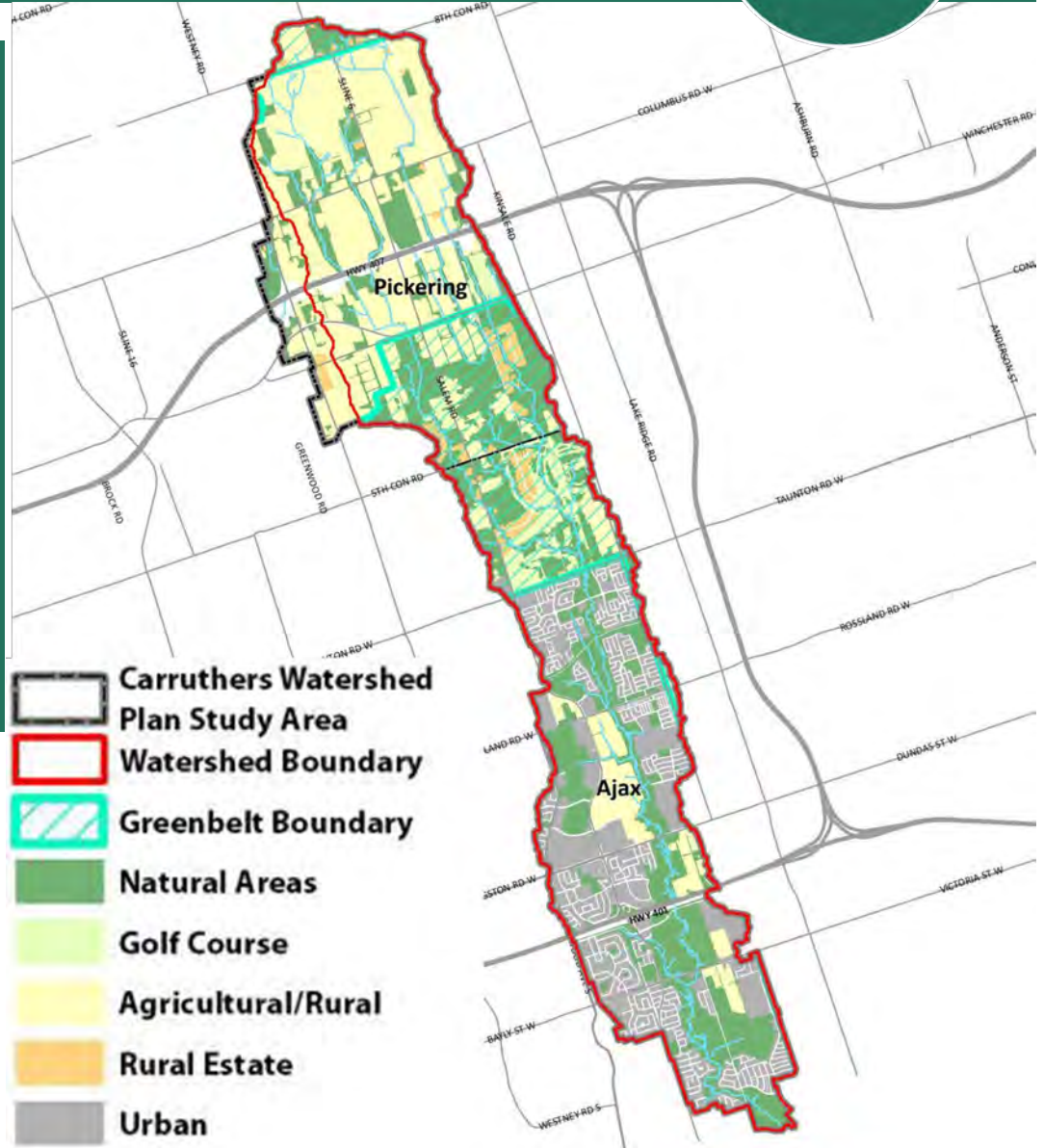
- Northeast Pickering is in a **Prime Agricultural Area**, similar to others in Pickering.
- There are **no other reasonable opportunities** for Settlement Area Boundary Expansion which will avoid Prime Agricultural Areas or lower priority agricultural lands.
- Future development will need to consider and mitigate impacts to the agricultural sector.



Natural Heritage & Hazards



A Natural Heritage and Hazard Background Analysis is being completed that includes a hydrology assessment, natural heritage assessment, and Management Strategy.



Highlights

- Updated mapping of **ecological features**.
- Update the **headwater drainage** feature assessment and **channel corridor** delineation
- Modelling and mapping of **flooding** and other **hazards**.
- Next steps include an **expanded study** of the wider environmental context and a range of **stormwater management approaches**.

Heritage & Archaeology



A Stage 1 Archaeological Assessment along with a Cultural Heritage Resource Assessment were undertaken, to build on previous work and evaluate the archeological potential and develop an inventory of built and cultural heritage in Northeast Pickering.

Highlights

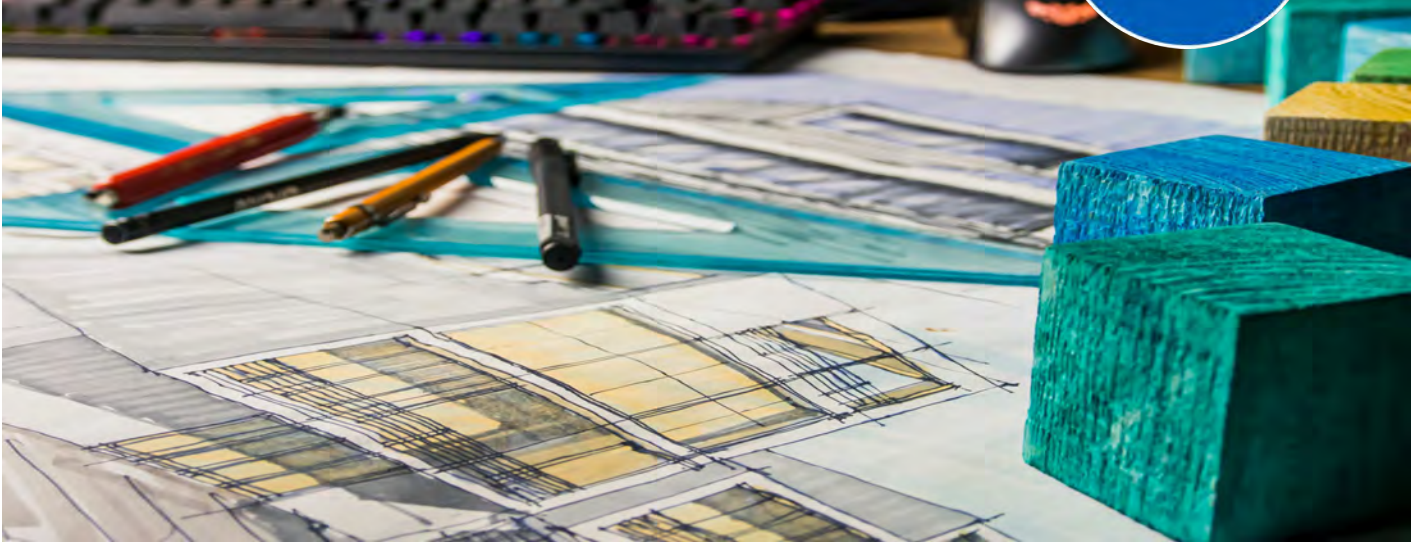
Archeology

- Northeast Pickering has **potential for archeological features** to be identified across the Secondary Plan Project Area.
- **Archaeological features** include previously identified archeological sites, primary water sources, elevated topography, areas of early post-contact settlement, and designated heritage properties.
- **Further** archeological **assessment recommended** for approximately 91% of the Project Area.

Cultural Heritage

- **30 existing and potential** Heritage Properties were identified
- Two are designated under Part IV of the Ontario Heritage Act
- Policies and/or Guidelines to **conserve the identified properties** will be needed.
- **Additional** heritage **evaluation and Impact Assessments** may be required as the Project progresses.

Affordable Housing



An Affordable Housing Strategy was developed to assess current housing affordability, and identify options for how affordable housing can be implemented. The Strategy is informed by the Durham Housing Plan and the Pickering Affordable Housing Strategy.

Highlights

- Housing needs include rental units, smaller units, seniors housing, long-term care to support growing renter population and an aging population.
- The existing housing stock in Pickering is primarily low-density, but **shifting towards medium and higher density** with new development.
- There are no emergency shelters that could service Northeast Pickering, and limited **community housing** in Pickering overall.
- The Northeast Pickering Secondary Plan will need to ensure land use and zoning will support a **variety of housing typologies** and needs.
- A target of **25%** of all residential construction needs to be **affordable**.

Sustainability & Placemaking



Background studies have been completed to identify innovative urban design practices, undertake a sustainability best practices review, and develop recommendations for Northeast Pickering.

Highlights

- **Planning for distinctive neighbourhoods** to include **parks** and **community amenities** within walking, cycling, or rolling distance.
- Attractive and **well-connected streets** ensure comfort and safety for all travellers.
- **Neighbourhood centres** should serve several purposes and provide a range of activities.
- The creation of a strong **sense of place** will draw residents, workers and visitors.

Key opportunities to address climate change include:

- **Integrating Green infrastructure**
- **Providing connections to nature** and **urban agriculture**
- Supporting **Indigenous reconciliation and self-determination**
- Advance **equity and anti-discrimination** goals, particularly for people with disabilities
- Integrating adaptation measures to address the impacts of a warmer, wetter, and wilder climate into the future.

Employment & Retail



Background studies to explore employment and retail needs in Northeast Pickering were undertaken, to create an inventory of existing regional serving commercial facilities, explore market demand, and provide a strategy and policies for employment and sector-based opportunities.

Highlights

- Employment Lands along Highway 407 with **large parcel sizes** are ideal for manufacturing, warehousing and logistics.
- A **flexible** and **supportive policy** framework is needed to accommodate a range of sectors
- There is **currently 2.9 million square feet** of regional-serving retail and service commercial space near Northeast Pickering, which will continue to support future residents.
- There is market **support** for **up to 1.2 million square feet** of new retail and service commercial space.
- New commercial areas can be **developed in phases** as the community grows over time.

Community Services & Facilities



A background review was undertaken to assess community services and facilities close to Northeast Pickering, and identify additional facilities that will be needed.

Highlights

- Northeast Pickering will require **a full range of new community services** and facilities, including:
 - **Substantial parkland** with outdoor recreation facilities
 - A major **indoor recreational** facility, with additional smaller facilities
 - A moderate to large size **library** or two smaller libraries
 - Approximately 13 to 15 **elementary schools**
 - Approximately 3 **secondary schools**
 - Four to seven **places of worship**
 - Two new **fire stations**
- Recreation facilities, libraries, meeting rooms, child care centres, etc. could be consolidated within a **Community Hub**.



Transportation and Mobility



An integrated strategy was developed, covering the road network, public transit, sidewalks, trails and Bikeways. The outputs include plans for infrastructure, service levels and policies regarding transportation modes, and will form part of an Integrated Environmental Assessment.

Highlights

Existing Conditions:

- **Sparse network** of rural roads
- No active transportation facilities
- Only one existing bus transit route

Future Conditions:

- Addition of 56,000 people and jobs will require extensive **additions to road capacity, active transportation and transit**
- **Sustainable modes** are a key way to reduce road space requirements, including transit, cycling, ridesharing, and other approaches

Next Steps

Photo source: Snowjam



Upcoming Steps

- **Develop different land use options** and evaluate them based on key criteria, community feedback, and further technical work.
- **Engage the community** on the land use options and results of the evaluation.
- **Select** and refine a **preferred land use concept**

Stay Involved



Ask questions today

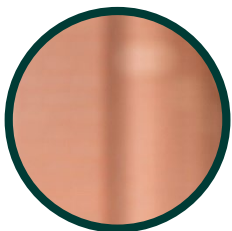


Fill out a comment form or contact the Project Team.



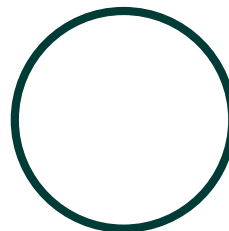
Visit the Project Website at letstalkpickering.ca/nep

Project Contacts



Taha Qureishi
Project Manager,
City of Pickering

905-420-4660 ext 1850
nep@pickering.ca



Paul Wirsch
Principal Planner,
City of Pickering

905-420-4660 ext 2140
nep@pickering.ca

Appendix C: Meeting Presentation Slide Deck





Northeast Pickering Secondary Plan

Public Information Centre
May 25, 2023

Land Acknowledgement

We acknowledge that the City of Pickering resides on land within the Treaty and traditional territory of the Mississaugas of Scugog Island First Nation and Williams Treaties signatories of the Mississauga and Chippewa Nations. Pickering is also home to many Indigenous persons and communities who represent other diverse, distinct, and autonomous Indigenous nations. This acknowledgement reminds us of our responsibilities to our relationships with the First Peoples of Canada, and to the ancestral lands on which we learn, share, work, and live.

Project Team





Presentation Outline



1. Tonight's Activities
2. Project Area and Intent
3. Project Process
4. Project Team
5. Vision and Guiding Principles
6. Background Study Introduction
7. Round Table Discussions
8. Next Steps

Tonight's Activities



Presentation

- Provides an overview of the project and information for the round table discussions

Round Table Discussion

- Themes include natural environment, placemaking & public realm and community connections & facilities

Open House Information Boards

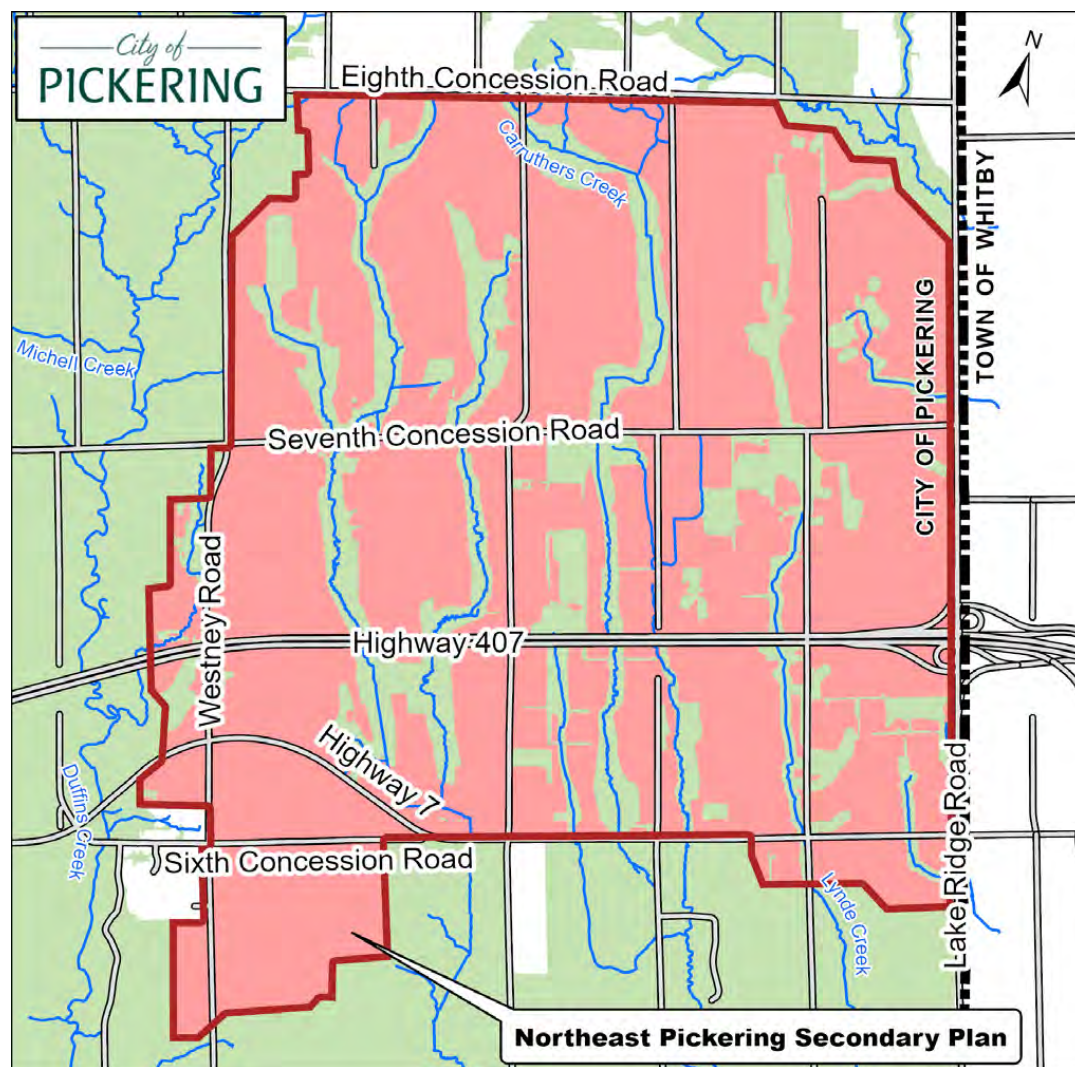
- On display around the room





Project Area

- 1,600 hectares of land in **Northeast Pickering**
- Lands currently located outside the City's Urban Boundary
- Lands being considered for **settlement area boundary expansion**



Project Outcome

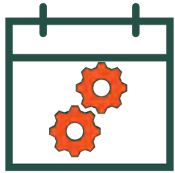
- Establish a detailed **land use** and **development framework** to guide growth
- Provide for a new **complete community** with significant **residential** and **employment** opportunities

What is a Secondary Plan?



- Area-specific **policy** and **land use plan** forming part of the City's Official Plan
- **Detailed guidance** for future growth and development
- **In-depth examination** of numerous elements as captured in the Project's Background Reports





Project Process

← Spring 2022 to Spring 2023 → ← Fall 2023 → ← Fall 2024 →



Phase 1

Vision and
Principles

Complete



Phase 2

Background
Studies and
Growth Options

Underway



Phase 3

Draft Secondary
Plan



Phase 4

Final Secondary
Plan



Community Vision



NEP will be holistically planned as a **complete community** focused on the **well-being** of its residents and the **sustainability** of its natural environment.



Community Vision



This will be accomplished through innovative approaches to **people-centred** design, **sustainability** and land **stewardship**.



Community Vision



NEP is envisioned as a **multi-generational**, economically **diverse** community with **vibrant** public spaces and **walkable** neighbourhoods.



Guiding Principles



Multi-Generational



Vibrant Public Spaces



Connected & Walkable



Sustainable Community



Land Stewardship



Economic Diversity



12 Background Studies



**Community Services
& Facilities Study**



**Municipal Servicing
Analysis Background
Report**



**Natural Heritage &
Hazard Background
Analysis**



**Integrated
Transportation/
Transit Strategy
Background Report**

12 Background Studies



Sustainability Report



Retail Market Study



Employment Lands Strategy



Agricultural Impact Assessment

12 Background Studies



Stage 1 Archeological Assessment



Community Placemaking Study



Cultural Heritage Resource Assessment






Affordable Housing Strategy

Next Steps

- Develop **land use options**
- **Review options** against technical and design constraints
- **Engage** the public
- Select and refine a **preferred land use concept**

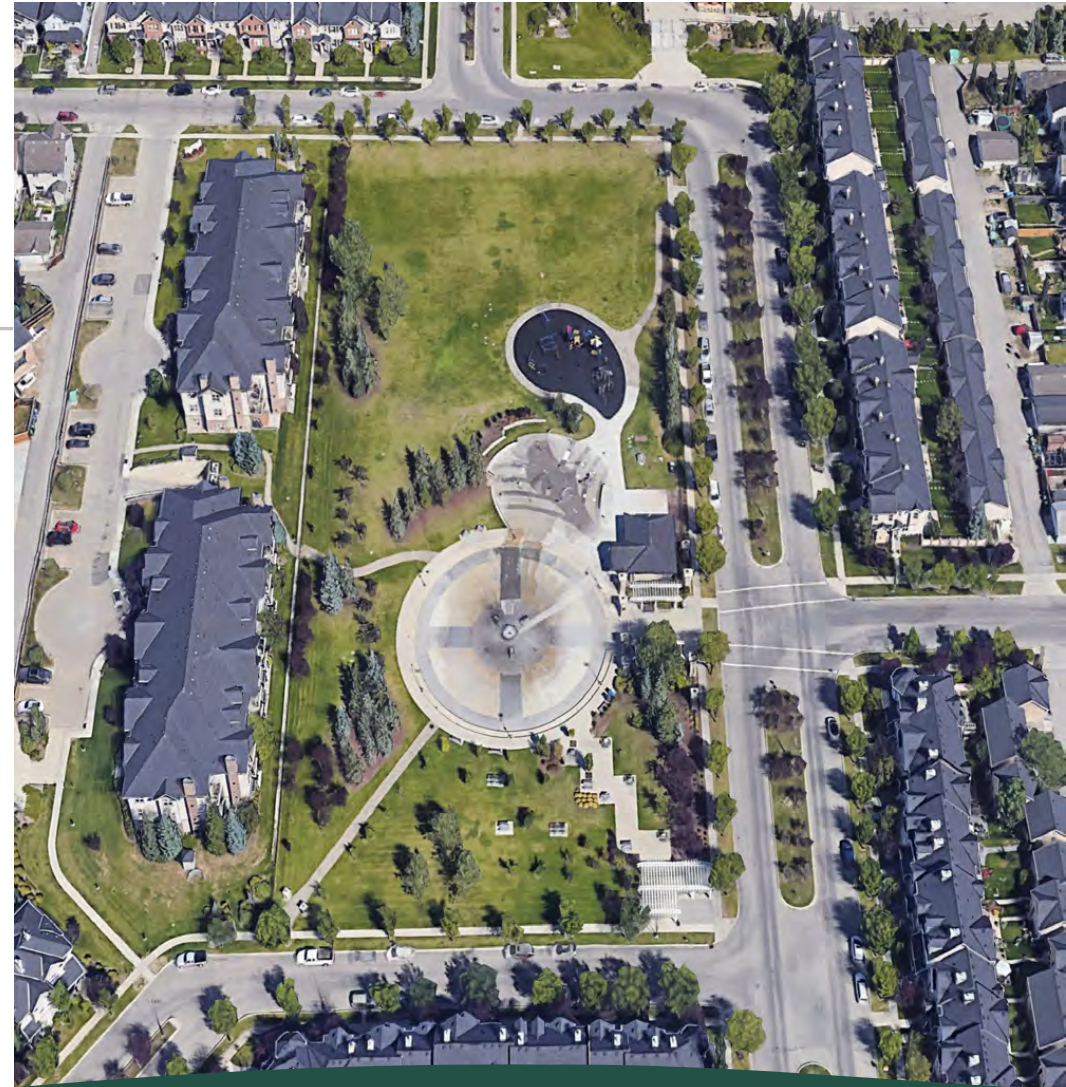
Stay Involved

-  Ask questions today
-  Fill out a comment form or contact the Project Team
-  Visit the Project Website at letstalkpickering.ca/nep

Round Table Discussions



- Provide input at 1 or all 3 areas:
 - Natural Environment
 - Placemaking & Public Realm
 - Community Connections & Facilities
- Approx. 15 – 20 minutes per theme
- Choose to move or stay for further discussion
- Project facilitators available at each table



An aerial photograph of a rural landscape, showing a patchwork of green and brown fields, roads, and some buildings. A semi-transparent green overlay covers the left side of the image, where the text 'Thank You' is positioned.

Thank You

Appendix D: Online Survey #1 Questions



Northeast Pickering Secondary Plan

Let's Talk Pickering

Survey #1: Vision and Guiding Principles

Share your comments and ideas! The survey will be available until June 23, 2023.

Some images in the survey are Copyright Queen's Printer for Ontario, photo source: Ontario Growth Secretariat, Ministry of Municipal Affairs

Vision

The Northeast Pickering Secondary Plan Area will be holistically planned as a complete community focused on the well-being of its residents and the sustainability of its natural environment. This will be accomplished through innovative approaches to people-centred design, sustainability and land stewardship. Northeast Pickering is envisioned as a multi-generational, economically diverse community with vibrant public spaces and walkable neighbourhoods.

Does the Vision describe the type of community you would like to see for the Northeast Pickering Secondary Plan area?

Questions	Yes	Somewhat	No
The Northeast Pickering Secondary Plan Area will be holistically planned as a complete community focused on the well-being of its residents and the sustainability of its natural environment. This will be accomplished through innovative approaches to people-centred design, sustainability and land stewardship. Northeast Pickering is envisioned as a multi-generational, economically diverse community with vibrant public spaces and walkable neighbourhoods.			

Is there anything missing from the statement that should be included or changed?

Guiding Principles

The Guiding Principles for the Northeast Pickering Secondary Plan Area are:

- **Multi-Generational:** Provide a mix of land uses and housing options and affordability
- **Vibrant Public Spaces:** Create high quality parks, public spaces, and streetscapes
- **Connected and Walkable:** Design walkable neighbourhoods, and accessible active transportation and transit options
- **Sustainable Community:** Incorporate climate resilient and sustainable design
- **Land Stewardship:** Focus on environmental protection and natural beauty and function
- **Economic Diversity:** Provide a range of employment options and opportunities

Thinking of the future community, what is most important to you? Rank the guiding principles from 1-6, with 1 being most important to 6 being least important.

(Rank each option)

- Multi-Generational
- Vibrant Public Spaces
- Connected and Walkable
- Sustainable Community
- Land Stewardship
- Economic Diversity

Is there anything that you would add or change in the guiding principles?

Northeast Pickering Secondary Plan

Let's Talk Pickering

Natural Environment, Agriculture & Watershed

An Agricultural Impact Assessment, Sustainability Report, and Natural Heritage and Hazard Background Analysis have been completed to support the Northeast Pickering Secondary Plan. These reports can be accessed under the Technical Reports tab on the right-hand side of the [project home page](#).

Key recommendations from the studies include:

- Establish buffers and fencing and other edge planning techniques to minimize impacts on farm operations
- Noise, dust, and light along the edges of development which can have a negative impact on some farm operations
- Integrate nature-based, climate solutions such as tree planting and wetland preservation / restoration and green infrastructure

Which natural environment and watershed ideas and recommendations do you like most? Select your top three



(Choose any 3 options)

- ☐
-  Bioswales and rain gardens along roadways
- ☐
-  Wetland protection and buffering from home
- ☐
-  Rain gardens in paved areas
- ☐
-  Green infrastructure (e.g. green roofs)
- ☐
-  Buffer development from natural features
- ☐
-  Integrate stormwater control with passive recreation

What would you change or clarify? Is there anything else that needs to be considered?

Which agriculture ideas and recommendations do you like most? Select one

(Choose any 1 options)

- ☐
-  Plan buffers around farmland and design roads for all users
- ☐
-  Plan for farm and urban interactions

Northeast Pickering Secondary Plan

Let's Talk Pickering

What would you change or clarify? Is there anything else that needs to be considered?

Placemaking and Built Form






A Community Placemaking Study, Housing Affordability Strategy, and Retail Market Strategy have been completed to support the Northeast Pickering Secondary Plan. These reports can be accessed under the Technical Reports tab on the right-hand side of the [project home page](#).

Key recommendations from the studies include:

- Create high quality streetscapes that promote walking
- Create compact, mixed-use communities
- Create parks and urban squares as community focal points within easy walking distance of all homes
- Provide a range of housing types and densities
- Consider sites for seniors housing / long term care homes
- Ensure both affordable rental and ownership opportunities
- Provide a wide range of retail types to meet the needs of residents and visitors

Which ideas and recommendations do you like most? Select your top three

(Choose any 3 options)

- ☐
- High quality streetscapes that promote walking
- ☐
- Compact, mixed-use communities with diverse retail
- ☐
- Parks and urban squares as community focal points
- ☐
- Sports fields and facilities
- ☐
- Community parks

What would you change or clarify? Is there anything else that needs to be considered?

Community Connections and Facilities

A Transportation Background Analysis, and Community Services and Facilities study have been completed to support the Northeast Pickering Secondary Plan. These reports can be accessed under the Technical Reports tab on the right-hand side of the [project home page](#).

Northeast Pickering Secondary Plan







Let's Talk Pickering

Key recommendations from the studies include:

- Provide a full range of new community services and facilities such as places of worship, libraries, recreation facilities, schools and childcare facilities, emergency services, and parkland
- Provide one large sports and recreation facility, with additional smaller facilities distributed throughout the project area
- Plan day care facilities along major roads and within the neighbourhood centres
- Plan elementary and secondary schools central to new neighbourhoods
- Plan bus lanes for separate dedicated roadways for transit vehicles or provide bus priority measures
- Plan a variety of pedestrian facilities including sidewalks, multi-use paths, nature trails and signalized crossings
- Plan cycling facilities such as physically separated bikeways and bike lanes

Which community connection ideas and recommendations do you like most? Select your top three






(Choose any 3 options)

- ☐  Bus lanes / bus priority measures
- ☐  Pedestrian facilities such as trails
- ☐  Separated Cycling facilities
- ☐  Mixed Cycling and pedestrian facilities
- ☐  Pedestrian-priority shared roads
- ☐  On-road Cycling facilities

What would you change or clarify? Is there anything else that needs to be considered?

Which community facilities ideas and recommendations do you like most? Select your top three

(Choose any 3 options)

- ☐  Places of worship
- ☐  Community hub of commercial and recreation
- ☐  Large, central recreation facility
- ☐  Smaller community services and facilities distributed throughout the community
- ☐  Schools and day care facilities

What would you change or clarify? Is there anything else that needs to be considered?

Northeast Pickering Secondary Plan

Let's Talk Pickering

Your Priorities

If the Northeast Pickering Secondary Plan becomes a new community in the future, what would you would like to see included?

About You

The following questions help understand who is participating in the survey. Your responses are optional and will be kept confidential, with only general trends shared as part of reporting on engagement.

Age

(Choose any one option)

- ☐ Under 12 years old
- ☐ 12-17 years old
- ☐ 18-24 years old
- ☐ 25-34 years old
- ☐ 35-44 years old
- ☐ 45-54 years old
- ☐ 55-64 years old
- ☐ 65-74 years old

Where do you currently live?

(Choose any one option)

- ☐ Seaton
- ☐ Another part of Pickering
- ☐ Ajax
- ☐ Whitby
- ☐ Other part of Durham Region
- ☐ Elsewhere

If you are a resident of Pickering, how long have you lived here?

(Choose any one option)

- ☐ 0-5 years
- ☐ 5-15 years
- ☐ 16+ years
- ☐ I do not currently live in Pickering

Do you work or own a business in Pickering?

(Choose any one option)

- ☐ Yes

Northeast Pickering Secondary Plan

Let's Talk Pickering

☐ No

Thank you for your input!

Personal information contained on this form is collected pursuant to the *Municipal Freedom of Information and Protection of Privacy Act*, and will be used for the purpose of collecting your comments regarding Northeast Pickering. By completing this form, you consent to your information becoming part of the City's corporate records. Questions about this collection should be directed to the City Clerk, One The Esplanade, Pickering, ON, L1V 6K7, 905.420.4611.

CITY OF PICKERING

Northeast Pickering Secondary Plan

Round Two Engagement Summary

Final

July 2024



Page intentionally left blank.

Table of Contents

1.0	Introduction	1
2.0	Community Engagement	3
3.0	Round Two Engagement Overview.....	5
3.1	Public Information Centre #2.....	5
3.2	Online Survey #2	6
4.0	What We Heard	8
4.1	Where We Live, Work, and Play	10
4.2	Connecting to Nature	13
4.3	How We Move	14
4.4	General Comments.....	16
5.0	Next Steps and Staying Involved	17
	Appendix A: Public Information Centre #2 Notice	18
	Appendix B: Open House Display Panels	19
	Appendix C: Meeting Presentation Slide Deck	20
	Appendix D: Online Survey #2 Questions	21



1.0 Introduction

The City of Pickering is creating a Secondary Plan for Northeast Pickering to guide the growth of this area over the next 30 years. The Secondary Plan will determine how environmental areas are protected, land use and transportation patterns, the scale and type of residential and new business development, appropriate community facilities and amenities, and priorities for sustainable urban design and development. As Pickering is experiencing significant growth, the Secondary Plan will also help address the need for planning to accommodate new residents and employment opportunities, as well as supporting affordable housing. The Secondary Plan area is shown in **Figure 1-1** and is located generally:

- North of Highway 7;
- West of Lakeridge Road;
- South of Eighth Concession Road; and
- East of Westney Road.

NOTE: While the Secondary Plan study area includes portions of the Hamlet of Greenwood the Secondary Plan is not proposing to redevelop any of the existing lands within the Hamlet of Greenwood. The three draft Land Use Concepts provide for low density residential abutting the existing Hamlet and provide a Westney Road by-pass of the Hamlet.

The goal of the Secondary Plan is to create a complete community that promotes the well-being of residents and the sustainability of the natural environment.

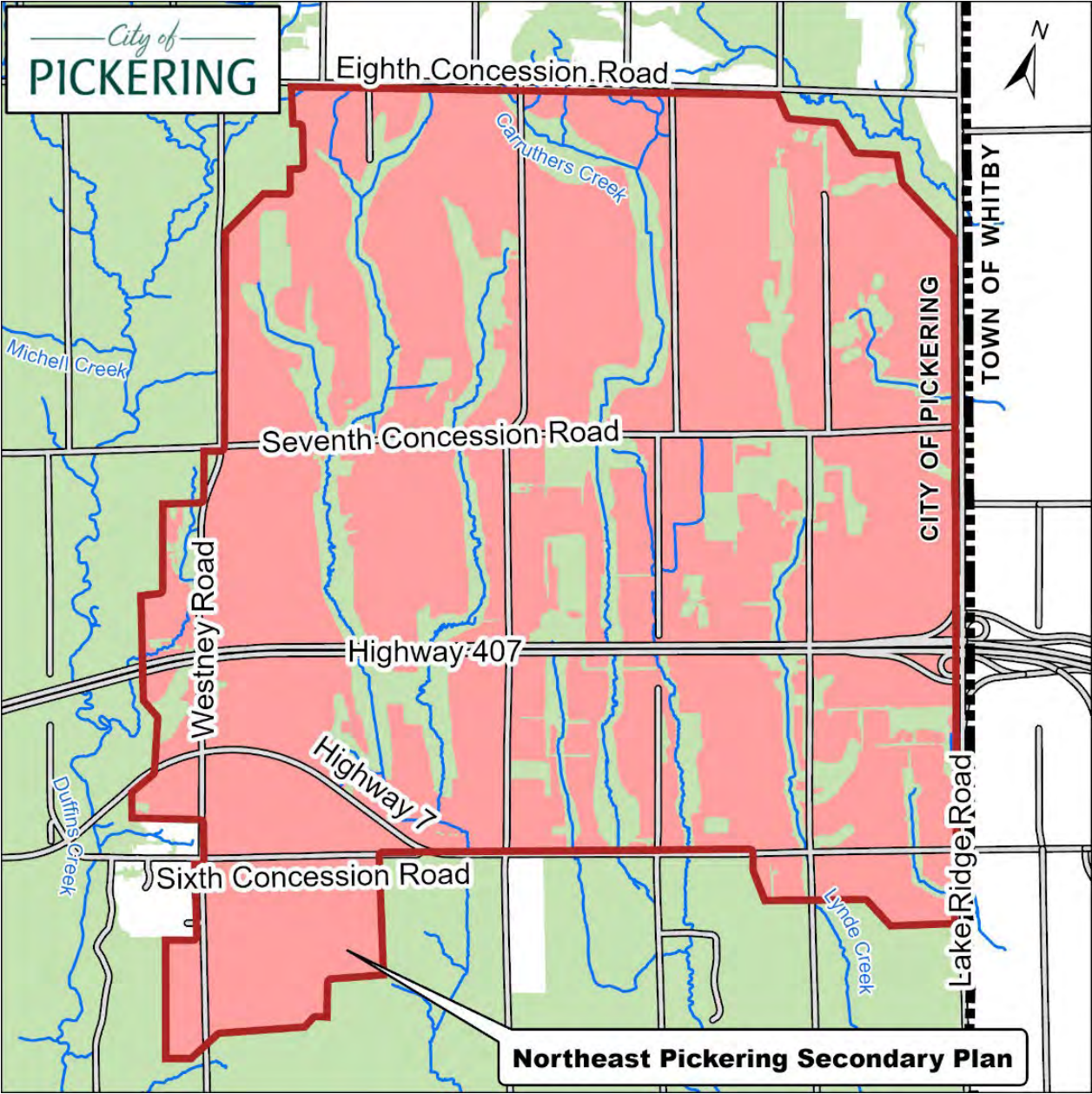


Figure 1-1 Northeast Pickering Secondary Plan Area

2.0 Community Engagement

Community engagement and outreach is a key part of the Secondary Plan Study, and continued opportunities for community engagement will be provided throughout the process.

Figure 2-1 shows the four phases of the project. The first round of community engagement included a Public Information Centre (PIC) held on May 25th, 2023, at the Chestnut Hill Development Recreation Centre, alongside an online survey. The purpose of the first round of engagement was to describe the background studies being undertaken; confirm the vision, and opportunities and constraints for Northeast Pickering; and collect feedback on key topics to be considered in the development of the land use scenarios.

The second Public Information Centre was held in-person on Wednesday March 20th 2024, from 6:00pm to 8:00pm at the Chestnut Hill Development Recreation Centre. The objectives of this session were to present the three Land Use Concepts for Northeast Pickering, and criteria for evaluation of the Concepts for public feedback. The input received will be used in the finalization of evaluation criteria and development of a Preferred Land Use Plan that will be brought forward in the next round of engagement. The three Land Use Concepts were developed to apply different approaches to land use, the environment and transportation, as follows:

- Concept #1: Environment-Focused
- Concept #2: Transit-Focused
- Concept #3: Neighbourhood-Focused

Approximately 72 people attended the March 20, 2024 PIC. In addition to the PIC, an online survey was hosted on the City's online engagement portal, at letstalkpickering.ca/nep, from March 21st to April 19th, 2024. The survey received 58 responses. A copy of the PIC #2 Notice is provided in **Appendix A**.

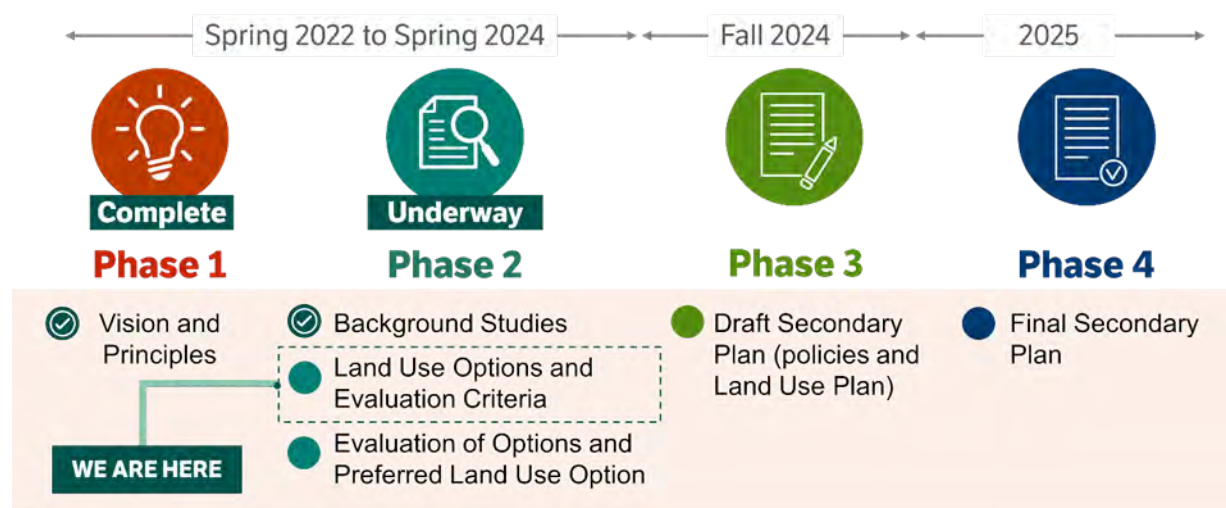


Figure 2-1 Northeast Pickering Secondary Plan – Project Process

Feedback from the second round of engagement will be used to evaluate the three Land Use Concepts and inform the development of a Preferred Land Use Plan. The next round of engagement will present the results of the evaluation and the Preferred Land Use Plan together with draft secondary plan policies.



3.0 Round Two Engagement Overview

3.1 Public Information Centre #2

The event attracted 72 in-person attendees and began with a drop-in session, where participants were invited to browse project information on display boards and speak with project team members. A copy of the display panels is provided in **Appendix B**. Following the drop-in session, the consulting team, led by SGL Planning & Design and City Staff, delivered a presentation that provided an overview of the project process, the three Land Use Concepts and evaluation criteria, and an overview of the event's activities. A copy of the presentation is provided in **Appendix C**. A series of audience polling questions were integrated with the presentation using Mentimeter, which is a web-based polling and audience participation tool that can be accessed via a unique code that was shared with the audience. The polling provided the following insights (for information purposes only as not all audience members participated):

- Of the 20 participants who responded to the poll about residence in Pickering, 5 people had had lived in Pickering 10 years or less, and 15 had lived in Pickering for more than 11 years.
- Of the 39 audience members (53%) who responded to the poll about where they were coming from, 46% (18) of people responding lived in Pickering, and 54% (21) were from elsewhere in Durham Region or the GTA.

Following the presentation, attendees were invited into small groups to participate in table discussion arranged around three core themes relating to the Land Use Concepts and evaluation approach, as follows:

1. Where We Live, Work and Play:

- a. Which arrangement of downtown and mixed-use areas (shown in pink) would best serve the new community? Why?
- b. Which arrangement of employment areas would best serve employers? Why?
- c. Which arrangement of employment areas would best serve residents? Why?

2. Connect to Nature:

- a. Which arrangement of park locations is the best complement to the natural heritage areas? Why?
- b. Which arrangement of roads and land uses is the best complement to the natural heritage areas? Why?

3. How We Move:

- a. Which arrangement of new roads do you think provides the most convenient access to transit? Why?
- b. Are there other routes you think are important?

Facilitators from the project team were available at each table to discuss the Concepts and answer questions. The table materials included maps to illustrate how the three Land Use Concepts address issues relating to the theme of discussion. Open-ended discussion questions were used to get feedback on core elements of each concept which included residential, community and employment areas, environmental areas, and transportation.

3.2 Online Survey #2

Following PIC #2, an online survey was launched on the project webpage to gather information on the same discussion themes explored at the in-person event. A copy of the Survey questions is provided in **Appendix D**. The survey received a total of 58 responses, with the following key attributes of respondents:

- The majority were Pickering residents (91%) with about 7 respondents from outside Pickering including Ajax, Whitby, other parts of Durham Region, and outside the Region.
- Similar to the first online survey, most Pickering residents reported living in the City for longer than 16 years (58%), with another 29% being residents for between 5 and 15 years, and a smaller number (13%) having moved to the city within the last 5 years.
- The second survey had a greater proportion of respondents under the age of 45 (46%), as summarized in **Figure 3-1**.

A summary of the feedback received during PIC#2 and the online survey#2 is provided in Section 4 of this report.

91% live in Pickering

How long have you lived in Pickering?

■ 16+ years

■ 5-15 years

■ 0-5 years



How old are you?

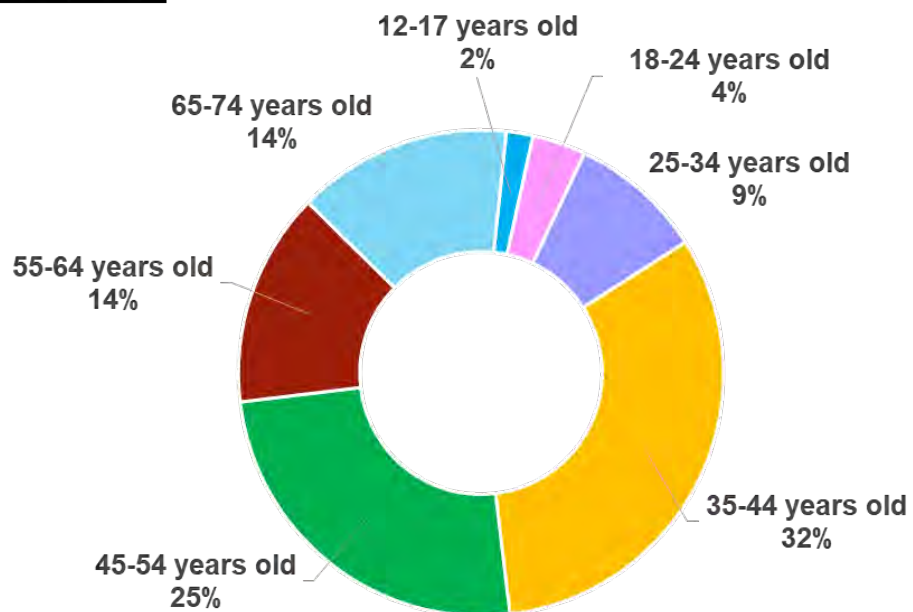


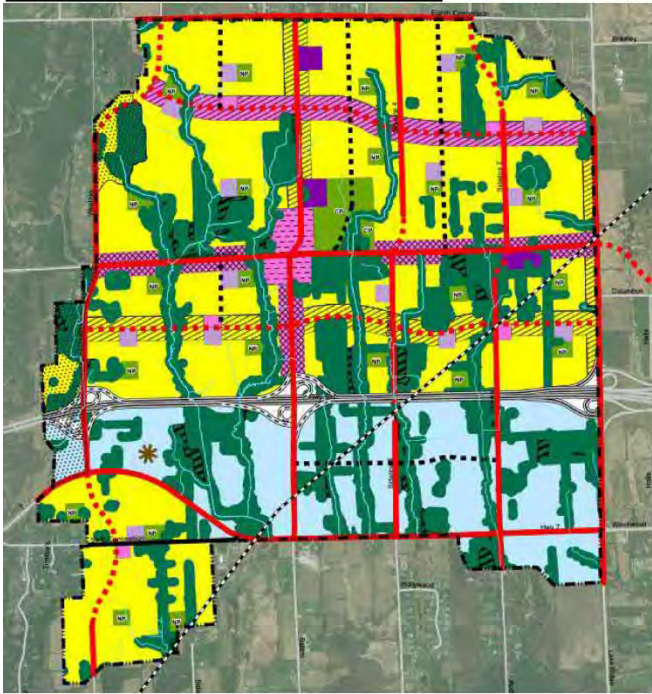
Figure 3-1 Online Survey #2 Respondent Profile Overview



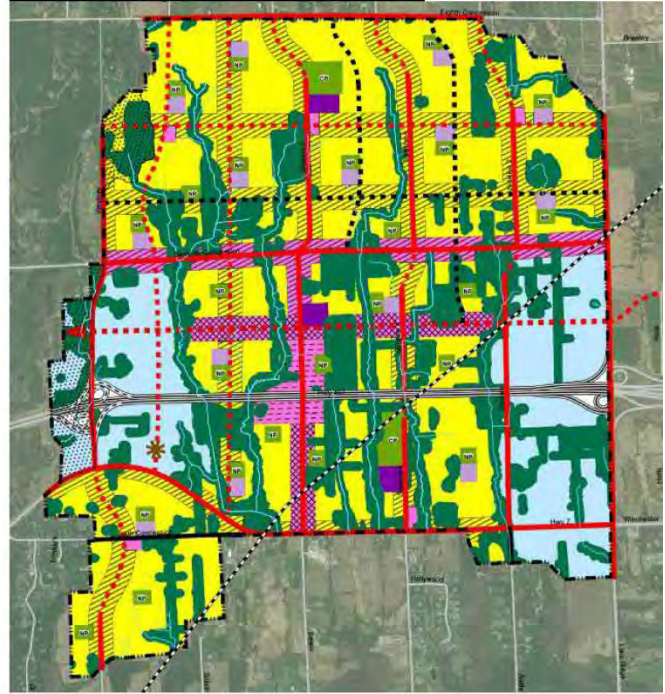
4.0 What We Heard

The three Land Use Concepts for Northeast Pickering were presented at PIC #2 for feedback and through online survey #2. Each Concept applies different approaches to land use, environmental restoration, and transportation (**see Appendix B**). At the PIC and in the online survey, participants were asked to give feedback on the ways that land use planning, environmental restoration, and transportation have been approached in each of the Concepts. Responses from the PIC and online for each of those key themes are summarized in the sections below. All comments received will be considered in the Secondary Plan process.

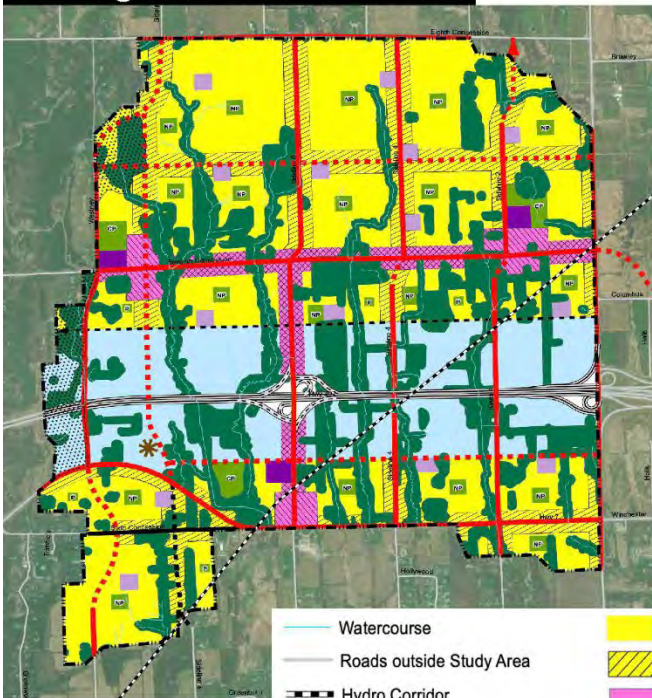
1. Environment Focused



2. Transit Focused



3. Neighbourhood Focused



- Each concept applies different approaches to land use, environmental restoration, and transportation.
- **Local nodes, Community nodes, and Mixed Use Corridors** are the main neighbourhood hubs with a mix of commercial, retail, and recreational uses.
- **Regional Centre and Regional Corridors** are key locations for supporting higher density and taller buildings, with a mix of uses and opportunities designed for rapid transit access.

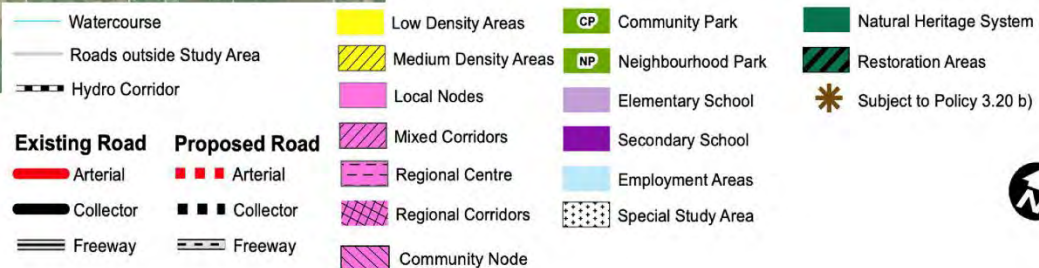


Figure 4-1 Three Land Use Concepts presented at PIC#2

Among the survey participants, approximately 19% noted that all three Concepts would have significant impacts on natural heritage, sensitive environmental features, or existing residents and agricultural operations, and declined to select among them in terms of preference.

4.1 Where We Live, Work, and Play

The three Concepts explore different arrangements of downtown and mixed-use areas, as well as residential and employment areas. At the PIC, small group discussions were held to answer questions and hear from participants which elements of the concepts they preferred.

Feedback on where we live, work, and play are summarized below by each Concept.

- **Concept #1: Environmental Focus**
 - Support for the contiguous employment areas in the southern part of the Secondary Plan area.
 - The overall concept plan and land uses reflect the rural surroundings.
 - Support for the location of the centralized Regional Centre and the walkability of the area.
 - The concentration of employment areas in the south end of the secondary plan area creates a barrier cutting the community off from southern Pickering.
- **Concept #2: Transit Focused**
 - Support for the walkability of the medium density corridors and dense coverage of roadways supporting transit and active transportation.
 - Support for the integration of employment areas throughout the Secondary Plan Area.
 - Support for employment clusters adjacent to Highway 407 interchanges, allowing for highway adjacency and visibility as well as ease of access for employers and employees.
 - Preference for the amount of mixed use and downtown areas, and overall connectedness of neighbourhoods
 - Support for accessibility to Highway 407 and Highway 7
- **Concept #3: Neighbourhood Focused**
 - Support for the location of employment areas on the north and south side of Highway 407, noting highway access and visibility from the highway is important for both residents (employees) and employers.
 - Support for the level of walkability throughout the Secondary Plan Area.
 - Support for community nodes that increase active transportation.
 - Support for how density is dispersed throughout the Secondary Plan Area, with opportunities for lower density neighbourhoods as well.
 - Preference for centralized community facilities rather than dispersed throughout the Secondary Plan Area.

Comment Spotlight

“By straddling both sides of the 407, the future employment market visibility is maximized [in Concept 3]. By having all the employment concentrated in[one] spot [it] should work out most efficiently for economies of scale, transit, traffic patterns, noise levels, etc.”

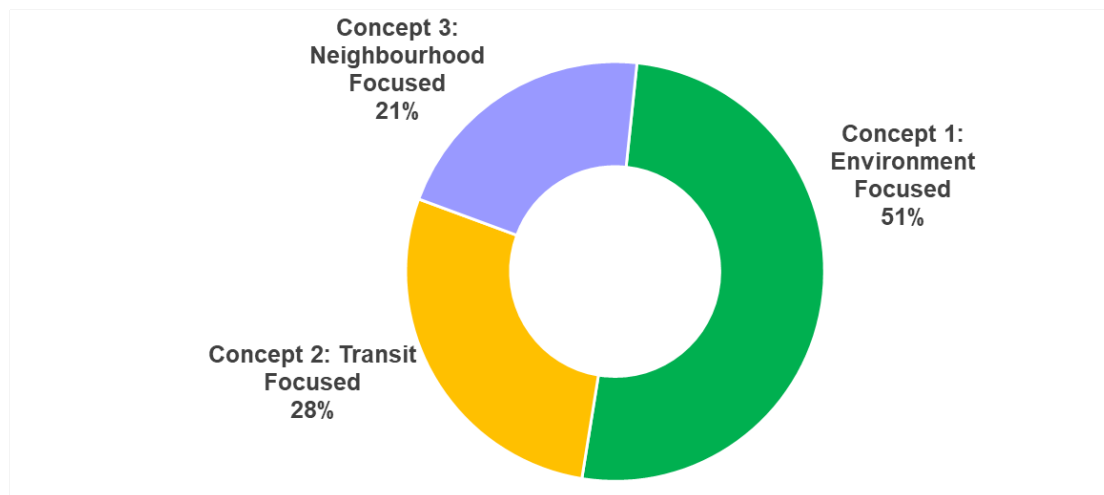
Other comments relating to “where we live, work, and play” included:

- All three Concepts would have significant impacts on natural heritage and sensitive environmental features, and none of them would be suitable for the study area.
- Ensure there is a balanced mix of employment types within areas designed as employment.
- Promote walkable downtown areas to support small businesses.
- Plan for higher density areas around transit, with transit planned before housing is built.
- Consider the locations and access to appropriately sized schools, amenities like community centres and retail areas, and services in relation to the residential and employment areas.
- Design employment areas to integrate accessibility and access to services that employees need, including food retail, small parks, and other convenience amenities.
- Consider inclusion of Greenwood in the Study Area to allow for planned improvements around walkability, transit, and accessibility to extend to this community.

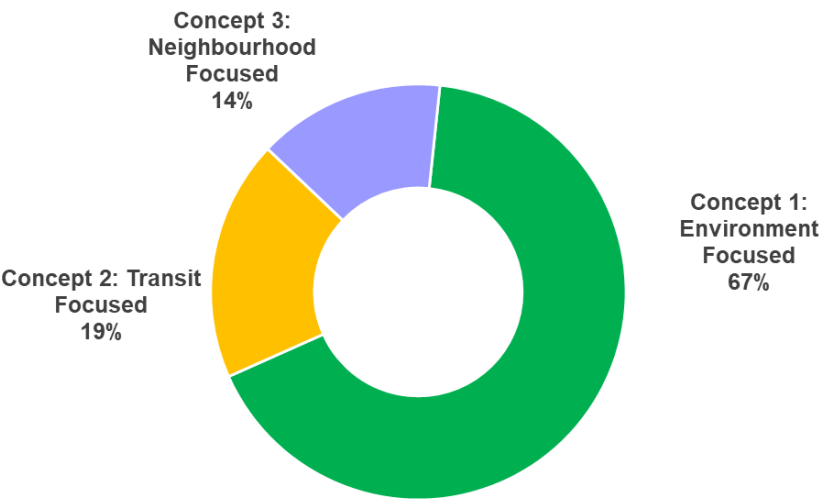
Overall Feedback on the Concept Designs

The survey and comment forms provided at the PIC asked participants for feedback on how the downtown, mixed use areas, and employment areas are planned and their preferences among the three concept designs. The results from the survey and PIC are summarized in the following charts.

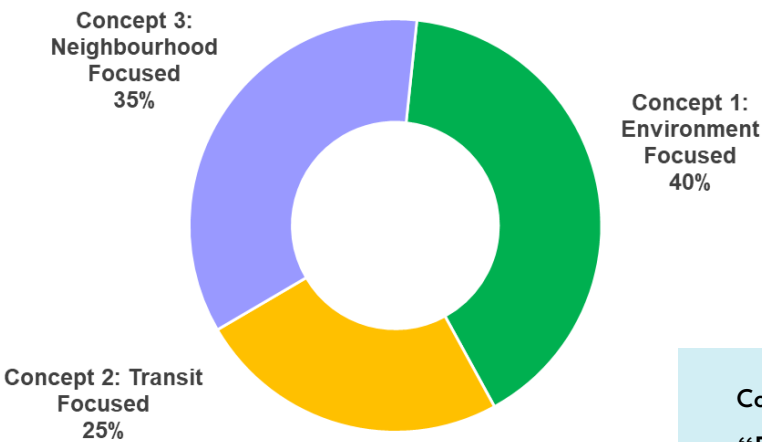
Which arrangement of downtown and mixed-use areas would best serve the new community?



Which arrangement of roads and land uses is the best complement to the natural heritage areas?



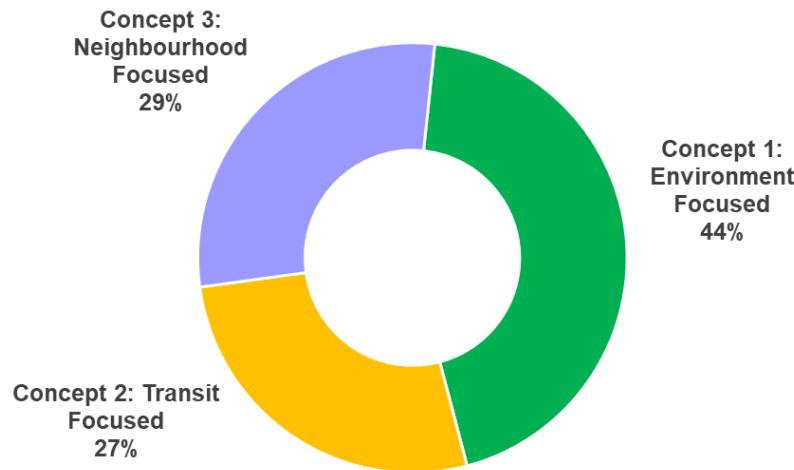
Which arrangement of employment areas in the three concepts would best serve employers?



Comment Spotlight

“[Concept 1] maintains a small piece of nature for humans, animals, [and] the environment. Smaller parkettes are not used as much...With so much farmland ruined, providing wildlife a continued place to survive should be a key criteria for developing in farmland.”

Which arrangement of employment areas in the three concepts would best serve residents?



4.2 Connecting to Nature

Feedback was gathered on how the Land Use Concepts plan connections to nature, as the Natural Heritage System is a core feature of the Secondary Plan. There was considerable concern for the potential detrimental impact to natural heritage features, local species, drinking water sources, and other environmental elements of the existing area.

Feedback on the natural heritage system from the PIC small group discussions is summarized below by concept.

- **Concept #1: Environment Focused**
 - Support for how major roads do not intersect through natural heritage areas.
 - Support for how the residential areas are connected and integrated with the natural areas.
 - Preference for how residential areas are more concentrated built-up areas, as it impacts the environmental areas the least.
 - Carry the restoration and compensation of land forward through all options.
- **Concept #2: Transit Focused**
 - Concern regarding the number of roads that intersect through the natural heritage areas.
- **Concept #3: Neighbourhood Focused**
 - Support for how schools and residential areas are connected to nature.

Other comments on “connecting to nature” included:

- Concerns were raised with regards to the proposed Concepts having impacts on natural

Comment Spotlight

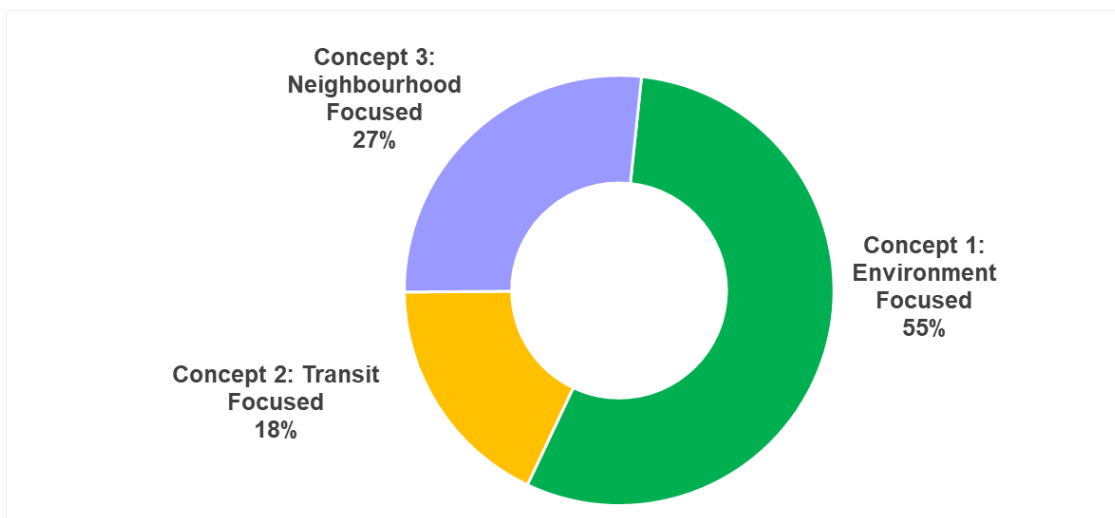
“The [secondary plan area] is surrounded by the greenbelt. Certain impacts on streams and tributaries that would affect all wildlife; trout and salmon migrations, black bear displacement to name a few. Existing communities rely on ground water to serve water drinking wells.”

- heritage and sensitive environmental features.
- Preference for more smaller parks, instead of fewer larger parks, throughout the Secondary Plan Area to promote walkable communities.
- Prioritize the protection of natural heritage, watercourses, and wildlife.
- Consider reduction of the developable area within the Secondary Plan Area, and for the community to be planned to be as compact as possible.
- Consider natural solutions to flood mitigation and protection.

Overall Feedback on the Concept Designs

The survey and comment forms provided at the PIC asked participants for feedback on how the natural heritage areas are planned, and their preferences among the three concept designs. The results from the survey and PIC are summarized below.

Which arrangement of park locations is the best complement to the natural heritage areas?



4.3 How We Move

The three concepts explore new road connections and opportunities to move people through the Secondary Plan Area in different ways. Feedback was gathered on how transportation is planned for each Concept.

At the PIC, small group discussions were held to answer questions and hear from participants which elements of the concepts they thought would provide the most convenient access to transit. Feedback on the transportation system is summarized below by concept area.

- **Concept #1: Environment Focused**
 - Support for concentration of amenities and residential areas as less driving between areas would be required.
- **Concept #2: Transit Focus**
 - Support for how this concept is designed to provide the greatest level of access to transit across the Secondary Plan Area.

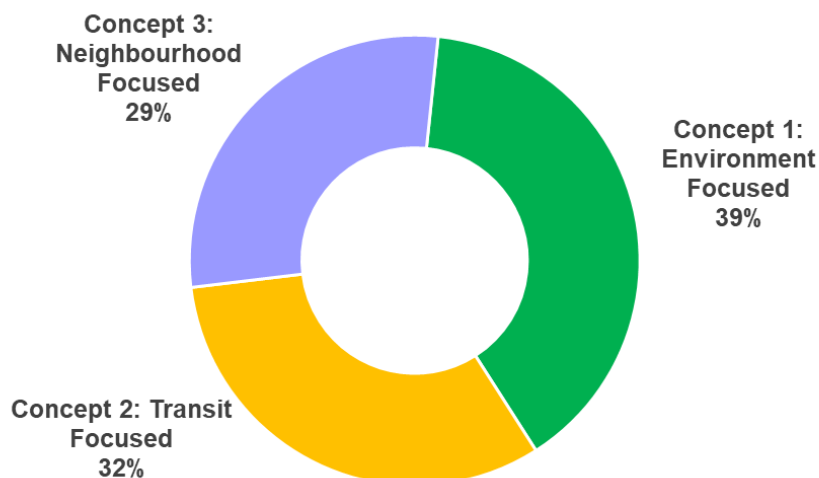
- Support for the granularity of the road network and number of roads proposed, which would place less pressure on the surrounding road network.
- Prioritize transit to residential areas to support shopping, traveling, and entertainment.
- Consider connections to Downtown Pickering and GO Train service.
- Plan for higher order transit alternatives to Highway 407.
- Plan for higher order transit connecting the Regional Centre in Northeast Pickering to Ajax and Pickering City Centre.
- **Concept #3: Neighbourhood Focused**
 - Preference for east-west collector streets vs. the arterial roads in Concept #1.

Other comments on “how we move” included:

- The roadway design in all three concepts would be disruptive to sensitive environmental features and to existing residents and agricultural operations.
- Ensure transit can be accessed throughout the residential areas.
- Consider options to improve transportation within the Greenwood community to promote walkability and connections between Greenwood and Northeast Pickering.
- Ensure accessing transit is easy and convenient to move around within the Secondary Plan area.
- Consider how transit access can be provided from the Secondary Plan area to neighbouring communities such as Ajax and Markham.
- Consider the need to extend and upgrade Highway 7 to maximize road connections to surrounding community.
- Promote transit to reduce the amount of cars on the road and reduce traffic.
- Promote east / west connections to relieve traffic on highways.
- Provide the greatest possible number of connections (three) to Highway 407.

Overall Feedback on the Concept Designs

The survey and comment forms provided at the PIC asked participants for feedback on how the transportation system is planned, and their preferences among the three concept designs. The results from the survey and PIC are summarized below.



Comment Spotlight

“[Concept 3 is the] most efficient layout. The Regional corridors are grid-shaped (including Hwy 7) and maximize circulation and distribution of uses and spacing of corridors is perfect.”

“[Concept 2] allows for the most medium density areas. It also allows residents to not rely on personal vehicles.”

4.4 General Comments

Additional general comments received pertaining to the overall planning approach to be considered in the development of a recommended concept included:

- Ensure planning is coordinated with other jurisdictions and levels of government.
- Consider the existing communities that border the Secondary Plan Area to transition density and manage traffic flow.
- Engage with Indigenous communities and Rights Holders to integrate their perspectives and priorities in the design of the community.
- Limit the number of road crossings through natural heritage areas and over creeks/streams, and maintain continuous natural corridors throughout the study area.
- Manage transitions within the Secondary Plan Area between low to medium and high density buildings.
- Consider the character of the Greenwood community.
- Plan for active transportation such as for trails, bike lanes and pedestrian connections throughout the Secondary Plan Area.
- Consider noise reduction measures for residential areas near highways.
- Promote ageing in place.
- Consider all possible opportunities for affordable housing options.
- Create a self-sustaining community.
- Connect the Secondary Plan Area to Downtown Pickering.
- Planning should consider the airport and flight paths with respect to noise and vibration and avoid placement of residential areas within the anticipated flight paths.
- Promote commercial areas along Highway 407.
- Consider traffic mitigation approaches for the Greenwood community to limit speeding and the use of neighbourhood streets as alternative routes for people passing through the area.
- Generally, Pickering is planned in a north–south orientation which should be continued in the Secondary Plan Area.
- Plan for sufficient schools, community centres, and day care centres to support the growing population.
- Demonstrate how the existing community in Pickering will be connected to the Secondary Plan Area.

5.0 Next Steps and Staying Involved

The next steps of the project include the following tasks:

- Finalize the Evaluation Criteria;
- Evaluate the three Land Use Concepts using the technical Evaluation Criteria to determine which elements of each concept are preferred;
- Develop a Preferred Land Use Plan; and
- Present the Preferred Land Use Plan to the community to gather more feedback.

The Preferred Land Use Plan will not be one of the three Land Use Concepts, but rather a hybrid of the most preferred elements of each of the three concepts and could include additional elements considered through the engagement process.

Further information as well as project updates and will be available on the project website at: www.letstalkpickering.ca/NEP.

Project Contacts

If you have a question or comment about the Northeast Pickering Secondary Plan, please contact:



Taha Qureishi

Project Manager,
City of Pickering

905-420-4660 ext. 1850
nep@pickering.ca



Paul Wirch

Principal Planner,
City of Pickering

905-420-4660 ext. 2140
nep@pickering.ca

Appendix A: Public Information Centre #2 Notice



Share your input on the emerging plans for **Northeast Pickering**

The City is undertaking a Secondary Plan for a new community in Pickering, that covers over 1,600 hectares of land.

The purpose of the Secondary Plan is to guide the significant residential and business growth anticipated for this area.

Public Information Centre

March 20 from 6 - 8 pm

Chestnut Hill Developments

Recreation Complex in Pickering

(O'Brien Room) - 1867 Valley Farm Rd.

Presentation to start at 6 pm.



The City of Pickering is undertaking this Secondary Plan, which will include an Environmental Assessment (EA) for new road infrastructure subject to Schedule 'C' of the Municipal Class EA process, using Master Plan approach #1.

The Project will proceed using the "Integrated EA Approach", which is an approved process under the Environmental Assessment Act. This approach will also ensure requirements under the Planning Act are met. Some projects may require additional evaluation after this study's completion.

With the exception of personal information, all comments received will become part of the public record, in accordance with the Municipal Freedom of Information and Protection of Privacy Act.

Visit **LetsTalkPickering.ca/NEP** to learn more.

For more information, please contact Paul Wirch, Principal Planner at **905.420.4660 ext. 2140**, Taha Qureshi, Project Manager at **905.420.4660 ext. 1850**, or email **NEP@pickering.ca**

Notice Issued: March 4, 2024



Appendix B: Open House Display Panels





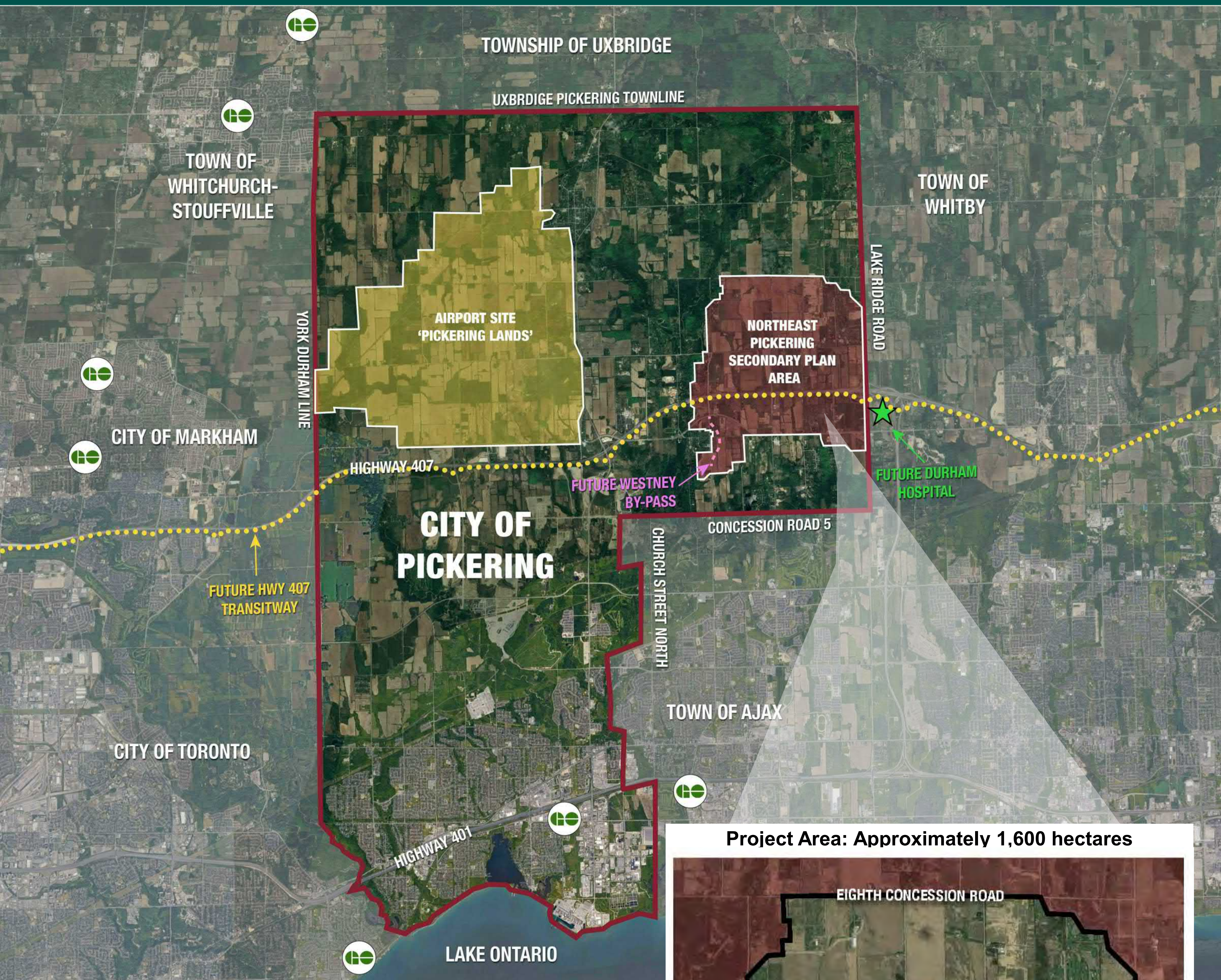
Northeast Pickering Secondary Plan

Public Information Centre 2

Wednesday, March 20, 2024, 6pm to 8pm
Chestnut Hill Developments Recreation Complex
O'Brien Room
1867 Valley Farm Rd, Pickering, ON L1V 6K7

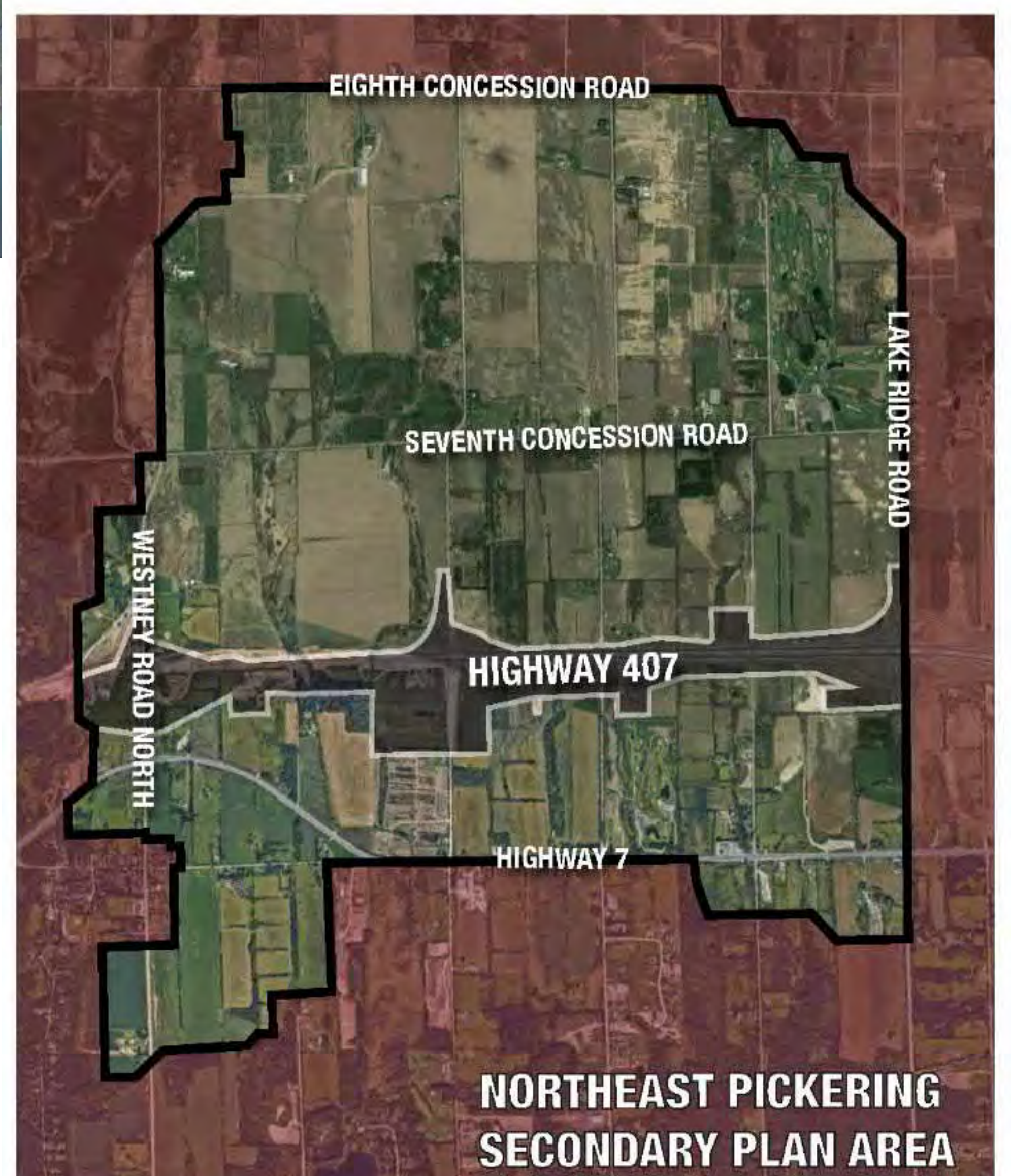
- Agenda:
- **6pm – 6:45pm:**
Welcome and Project Presentation
 - **6:30pm – 8pm:**
Discussion Activities

About the Project



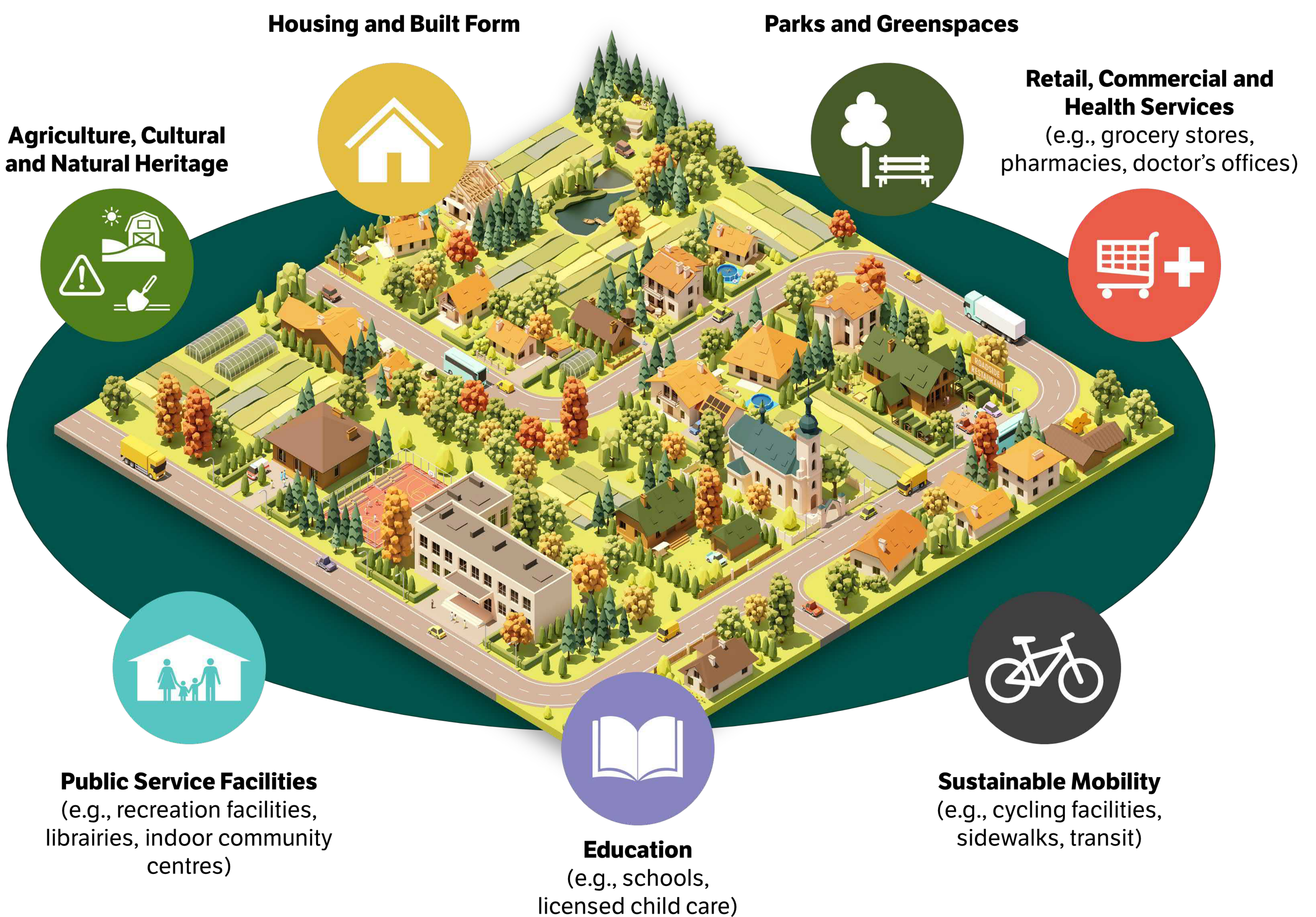
- The Northeast Pickering Secondary Plan is being developed to set the vision and guiding principles for how this area will grow over the next 20 years and will determine the way the community is designed and services are delivered.
- The Secondary Plan will consider the local context, environment and natural heritage, transportation planning, commercial and retail opportunities, urban design, cultural heritage, agricultural impacts, employment areas, sustainability, and housing.

Project Area: Approximately 1,600 hectares



What is a Secondary Plan?

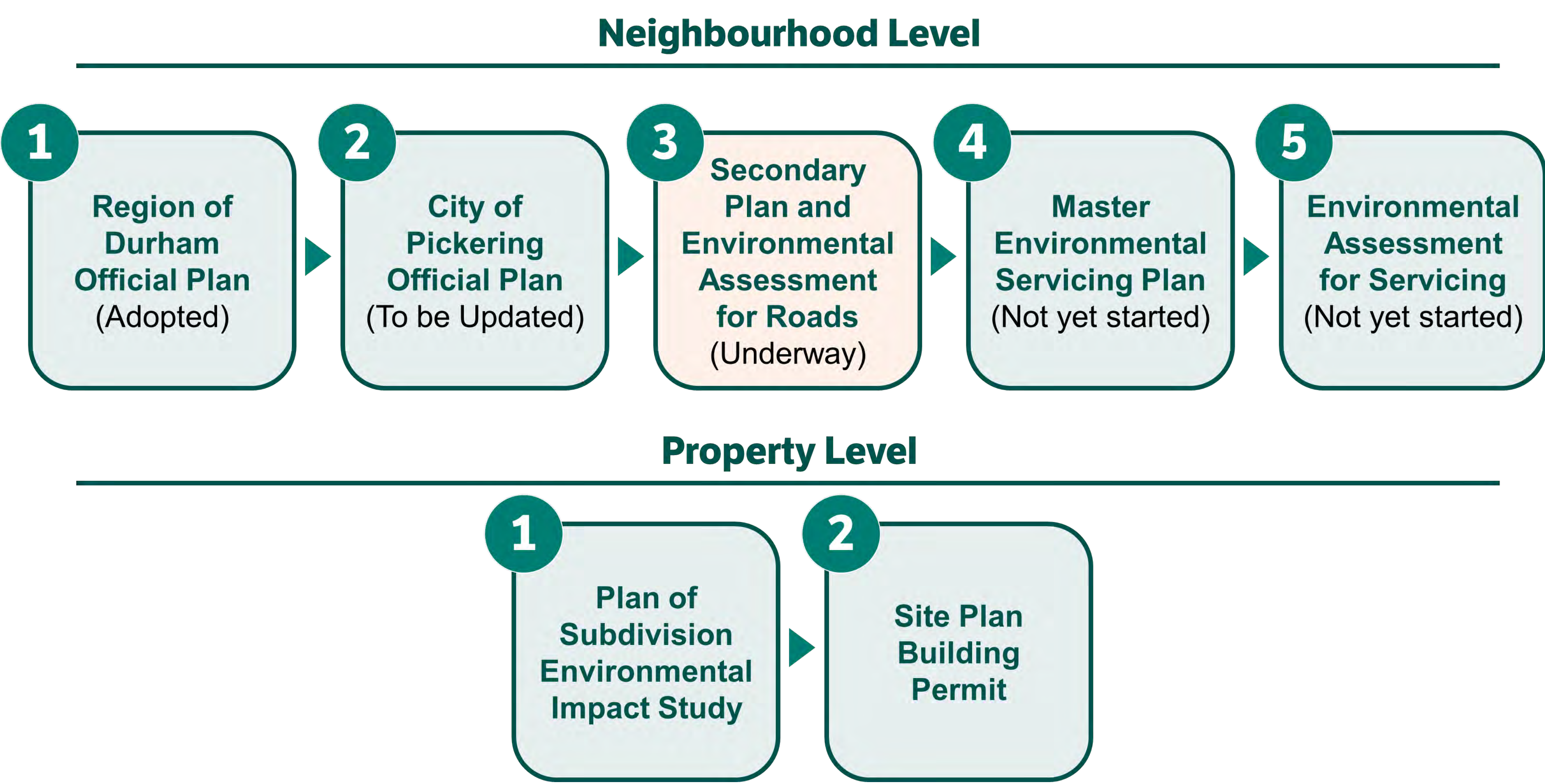
- A Secondary Plan is a policy and planning document that will fit into the City of Pickering Official Plan, and provide detailed guidance for future growth and development in the Project Area.
- Secondary Plans are developed for communities and neighbourhoods where major change is planned or anticipated, to support long-term thinking and preparing for future conditions.



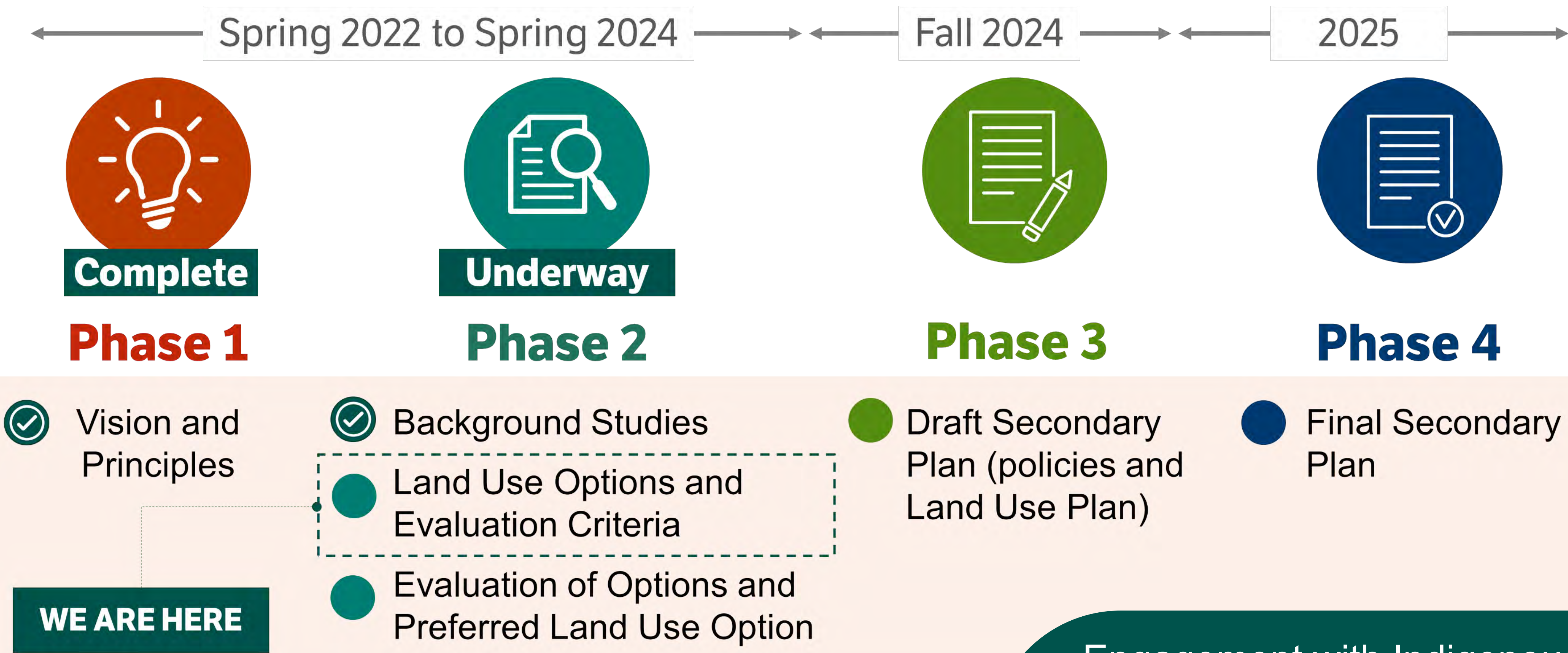
- The Secondary Plan will align with the City's Official Plan, as well as guidance from the Region of Durham and a range of Provincial planning documents.

Project Approach

What are the steps towards development in Northeast Pickering?



Project Process



A Scoped Subwatershed Study is underway to inform work in Phases 2 and 3.

Engagement with Indigenous rights-holders, community members, and stakeholders is a vital part of the process in Phases 2, 3, and 4.

Vision & Principles

Vision

The Northeast Pickering Secondary Plan Area will be holistically planned as a complete community focused on the well-being of its residents and the sustainability of its natural environment. This will be accomplished through innovative approaches to people-centered design, sustainability and land stewardship.

Guiding Principles



Multi-Generational

Provide a **mix of land uses**, including a wide variety of **housing options**, densities, and affordability, with an accessible public realm that encourages residents to grow and age in place, facilitating a multi-generational community.



Sustainable Community

Build a **sustainable community** by incorporating climate resilient and sustainable design with cost effective community scale solutions to reduce greenhouse gas emissions, conserve energy and water and reduce waste generation.



Vibrant Public Spaces

Foster the creation of **high quality** parks, public spaces and streetscapes that provide a range of uses and activities, encouraging social interaction and a **sense of belonging**.



Land Stewardship

Focus on **land stewardship** and environmental protection to retain natural beauty and function.



Connected and Walkable

Design **well connected streetscapes** to facilitate **walkable neighbourhoods** and accessible active transportation and transit options, leading to healthy and active lifestyles.



Economic Diversity

Provide a range of **employment options and opportunities** to foster a complete community through the inclusion of a strong employment node and a wide variety of commercial and professional service industries.

What We Have Heard

Over the spring of 2023, a Public Information Session and Online Survey were held. We heard from over 200 participants on the key priorities for planning in Northeast Pickering.



Support Food Security through a Thriving Agricultural Sector

- Engage directly with farmers and agricultural communities
- Support small and large scale farm operations
- Integrate opportunities for Community gardens, agri-tourism, and educational facilities



Environmental Conservation and Protection

- Prioritize natural heritage protection
- Limit development within Northeast Pickering to avoid sensitive habitats



Housing and Affordability

- Plan for a range of housing types, sizes and styles
- Support the supply of affordable options



Designing for all the ways people need to move

- Plan for connections within and between neighbourhoods that prioritize accessibility
- Provide routes and facilities for people to move by public transportation, cycling, walking/rolling, and driving

Design for Compatibility

- Separation distances from agricultural operations to other types of development
- Access needs for farm vehicles along local roads
- Provide access for larger cargo and freight vehicles to Highway 407

Climate Change Ready Design

- Prepare for impacts such as flooding, extreme heat, and biodiversity loss.
- Manage stormwater runoff and integrate renewable energy facilities

Indigenous Rights and Reconciliation

- Engage with First Nations to integrate Indigenous perspectives into the planning for future generations and the design of Indigenous-led spaces

Communities for All

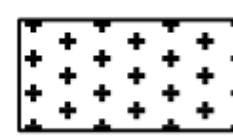
- Plan for communities that are inclusive, and support multi-generational living
- Provide access to community facilities at both the neighbourhood level as well as larger centralized facilities to bring people together
- Prepare for the need for schools, daycares, medical facilities, and other key amenities to support growing communities

For more information, check out the Round One Engagement Summary on the Let's Talk Pickering project page:

letstalkpickering.ca/nep

Community Building Blocks

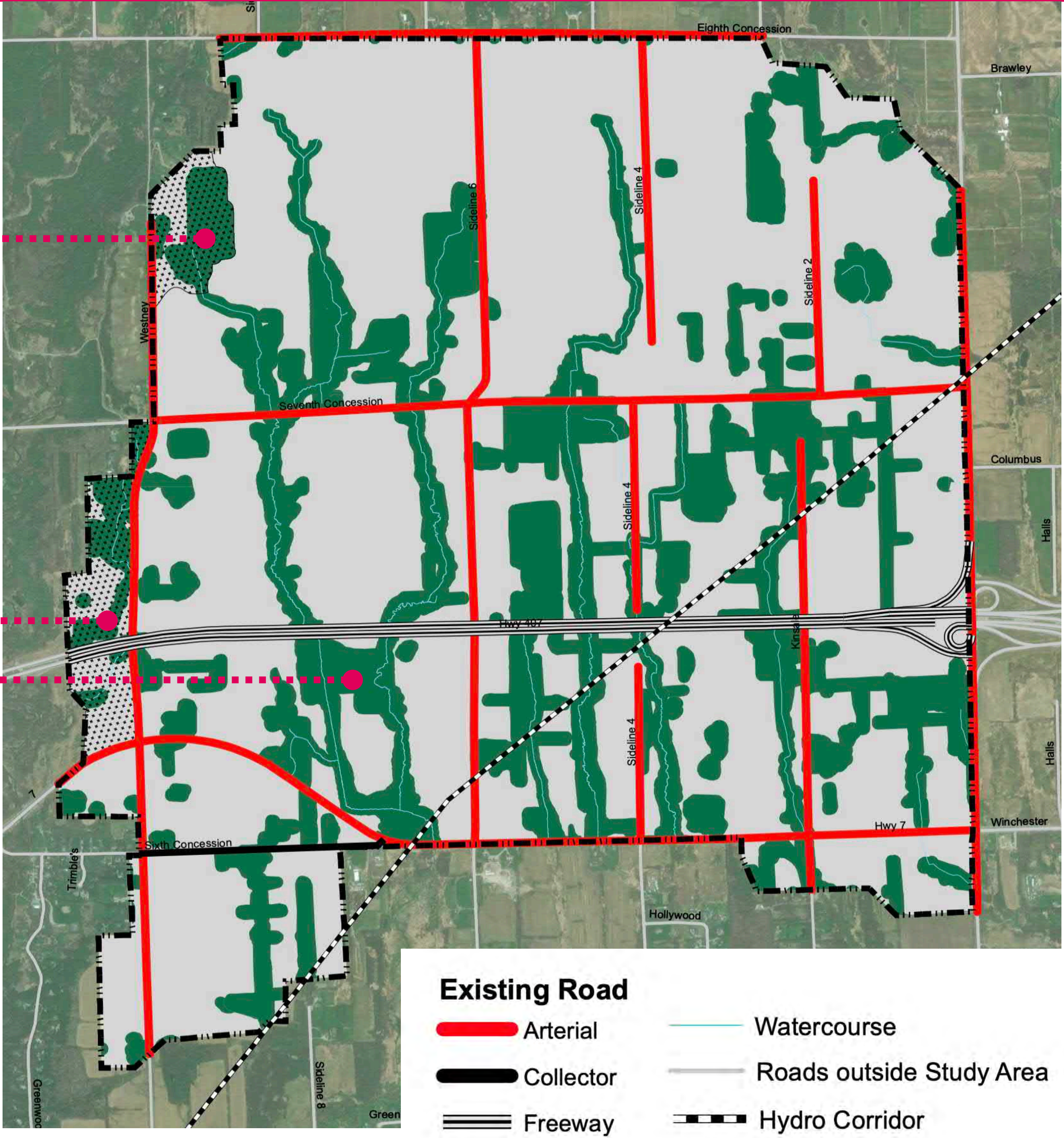
In developing the land use concepts, the following key elements formed the basis for all three options.

 Special Study Area

67-hectare Special Study Area along western boundary not identified by the Region for Settlement Boundary Expansion.

 Natural Heritage System

Natural Heritage System as identified by Matrix Solutions.



249 hectares of Employment Area
Density of 52 persons and jobs per hectare



44,900 persons
4,300 retail/service jobs
6,600 Employment Area jobs



3 secondary school sites
14 elementary school sites



Higher order transit along Hwy 407



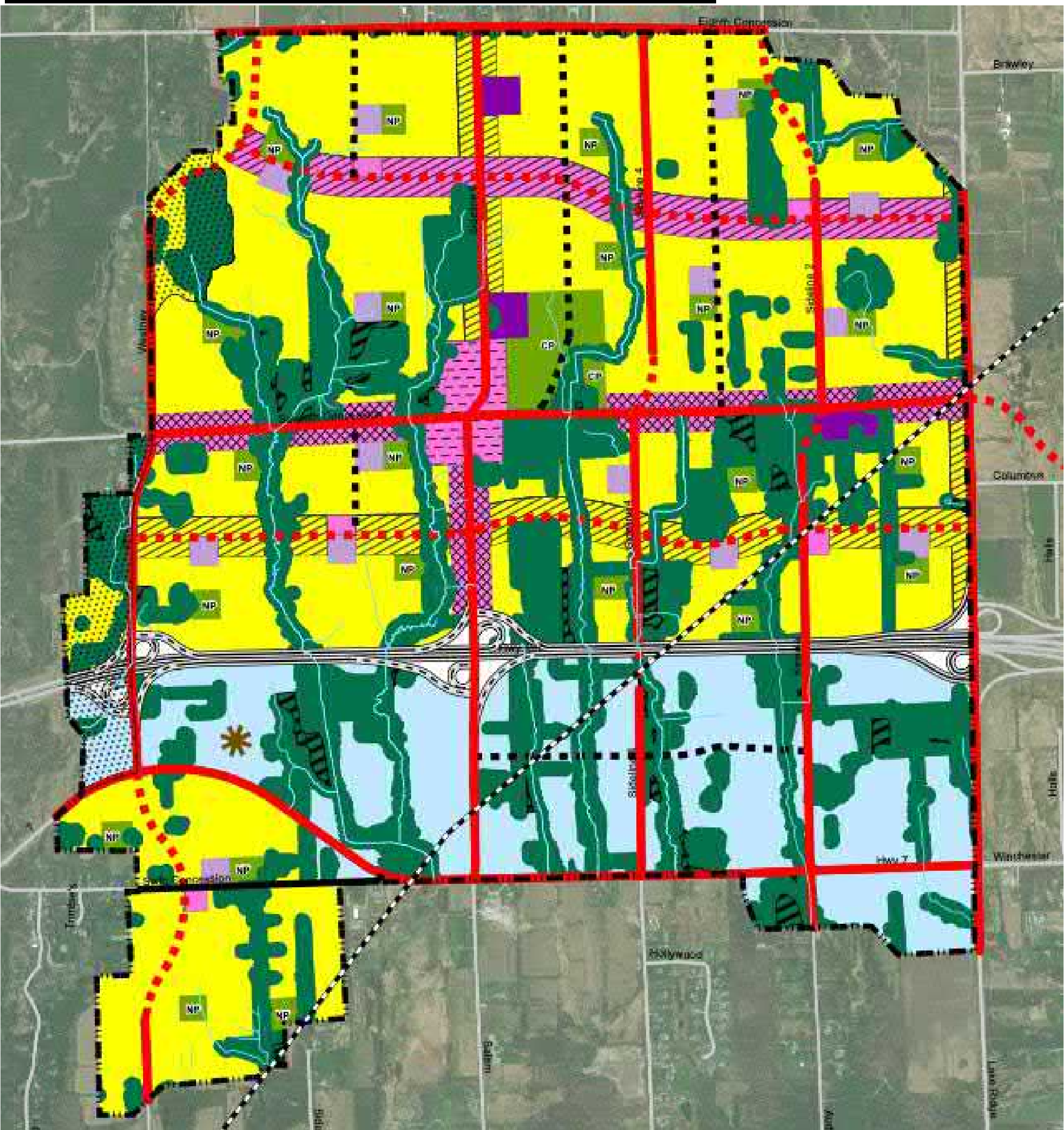
Minimum 62 hectares of parkland



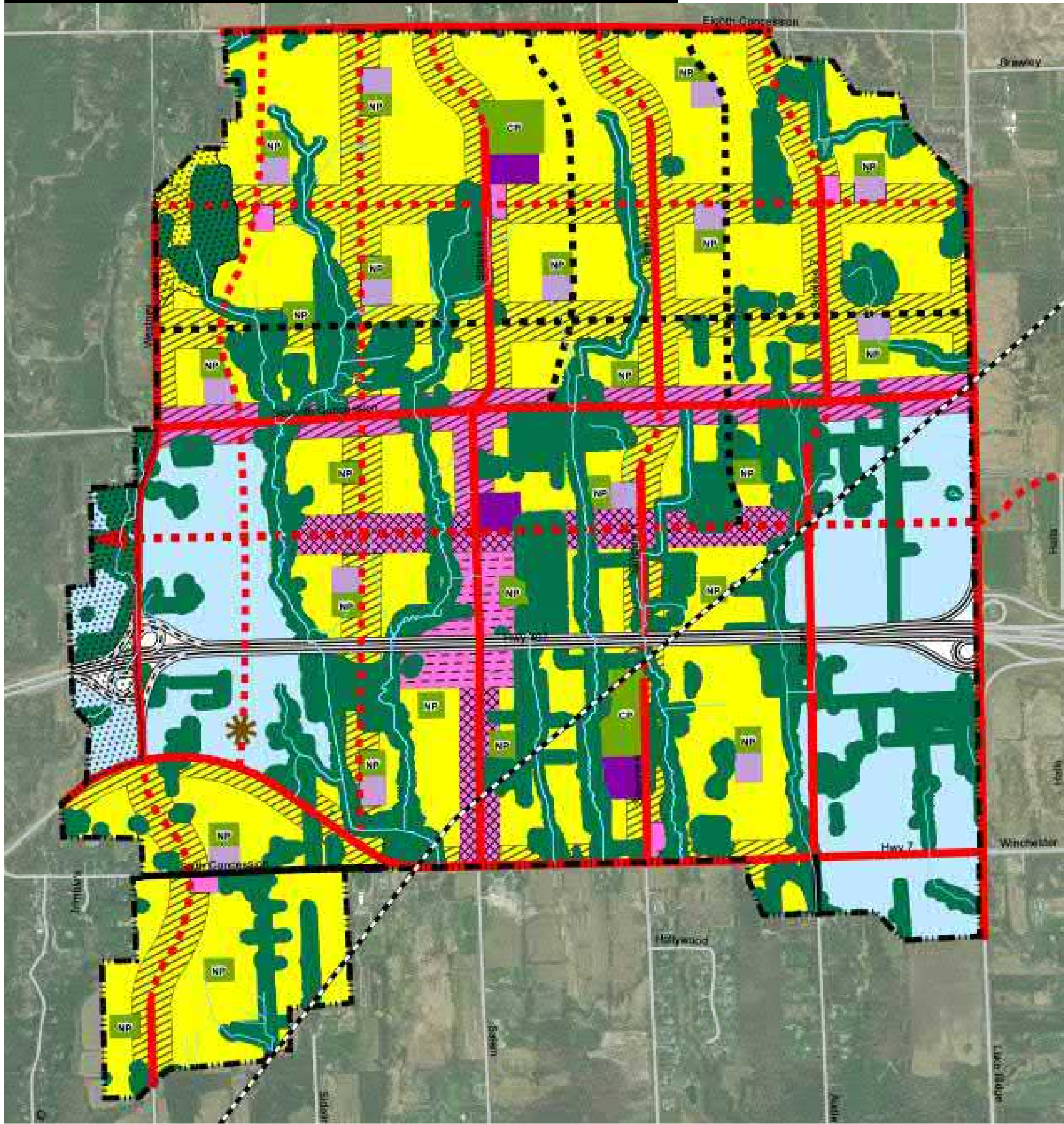
New interchanges along Hwy 407 at different locations

Three Options to Shape Growth

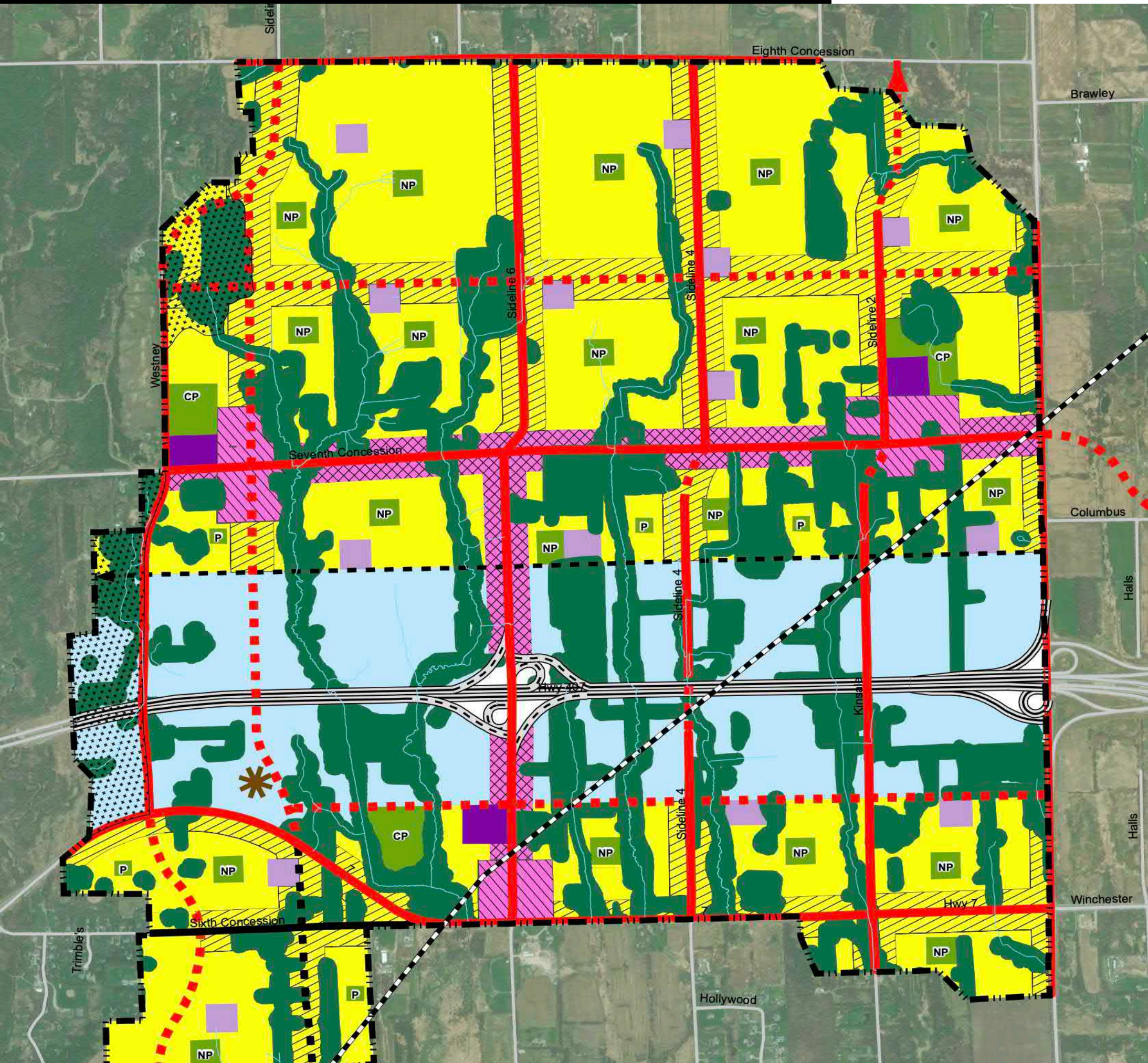
1. Environment Focused



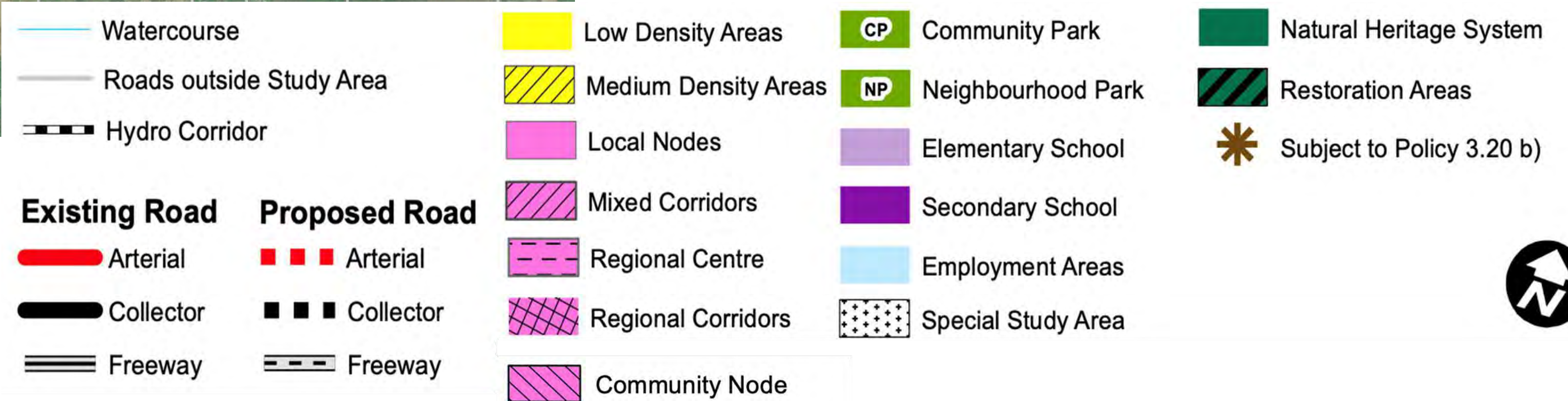
2. Transit Focused



3. Neighbourhood Focused



- Each concept applies different approaches to land use, environmental restoration, and transportation.
- **Local nodes, Community nodes, and Mixed Use Corridors** are the main neighbourhood hubs with a mix of commercial, retail, and recreational uses.
- **Regional Centre and Regional Corridors** are key locations for supporting higher density and taller buildings, with a mix of uses and opportunities designed for rapid transit access.



Land Use Categories

CP Community Park

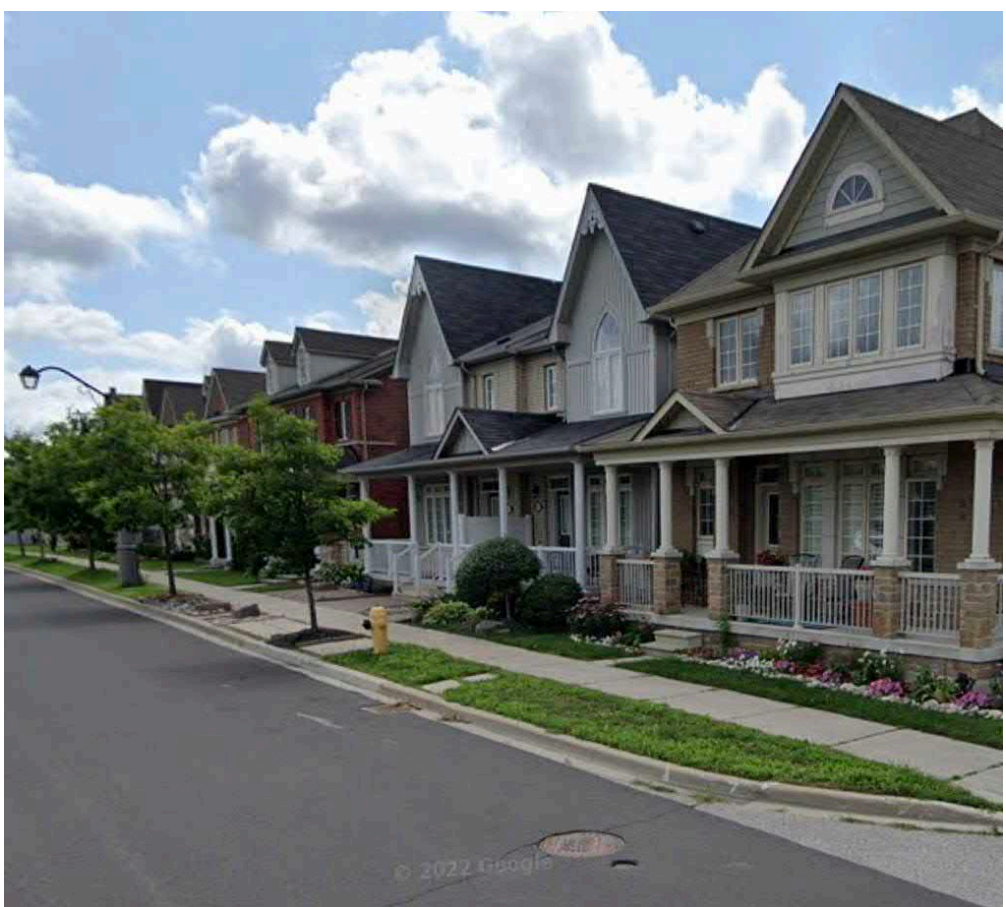


NP Neighbourhood Park



Low Density Areas

Range of housing including singles, semi-detached, and townhouse dwellings.



Medium Density Areas

Mix of townhouses and mid-rise apartments.



Regional Centre

Higher densities and tall buildings, with a wide range of uses including institutional, commercial, service, residential and office.



Community Node

Main neighbourhood hubs with a mix of commercial, retail and recreational uses.



Local Nodes

Serves the daily needs of neighbourhood residents through commercial, retail, community and public service uses.



Regional Corridors

Key locations for supporting higher density and tall buildings, with a mix of uses and opportunities to design for rapid transit access.

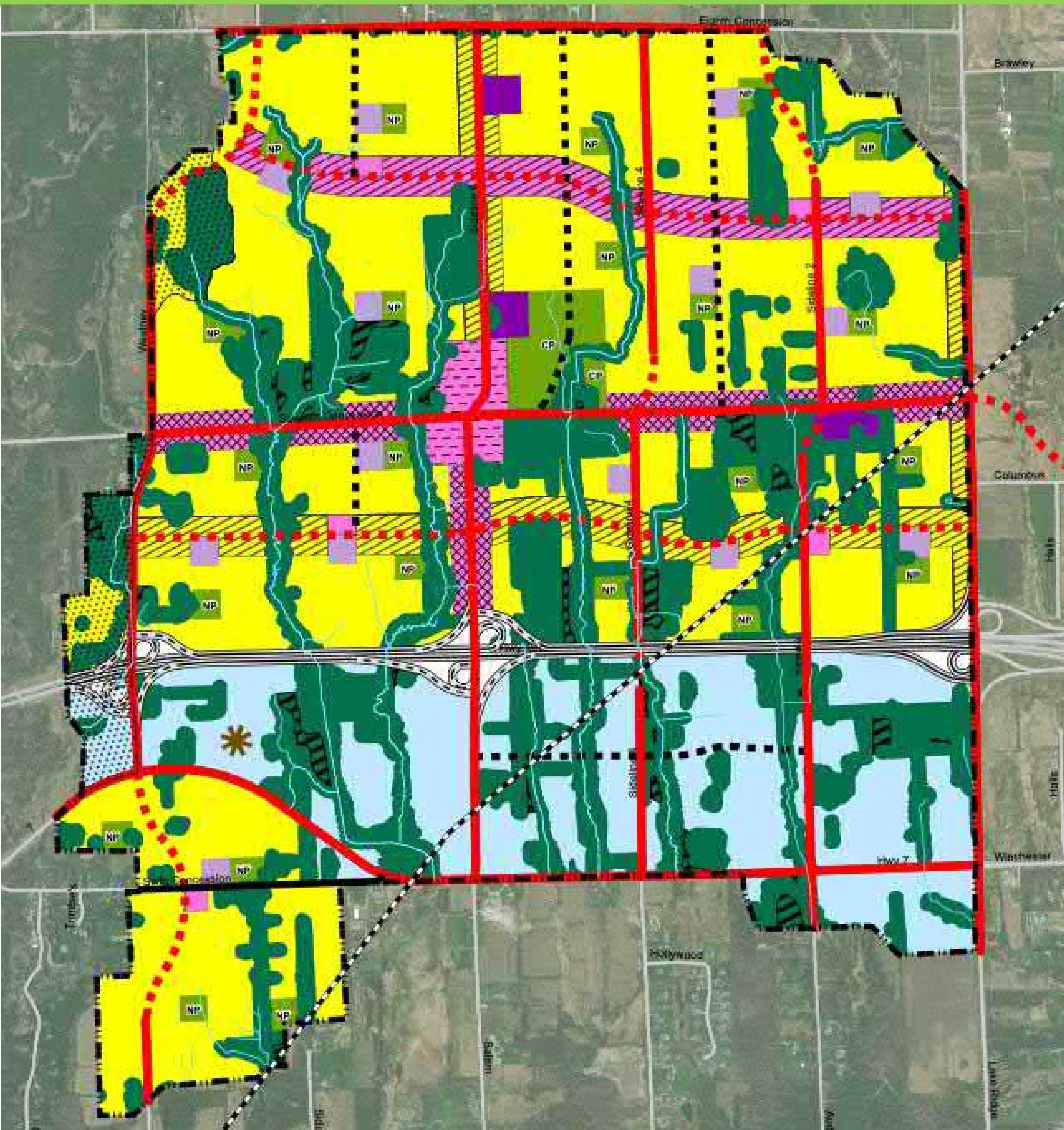


Mixed Corridors

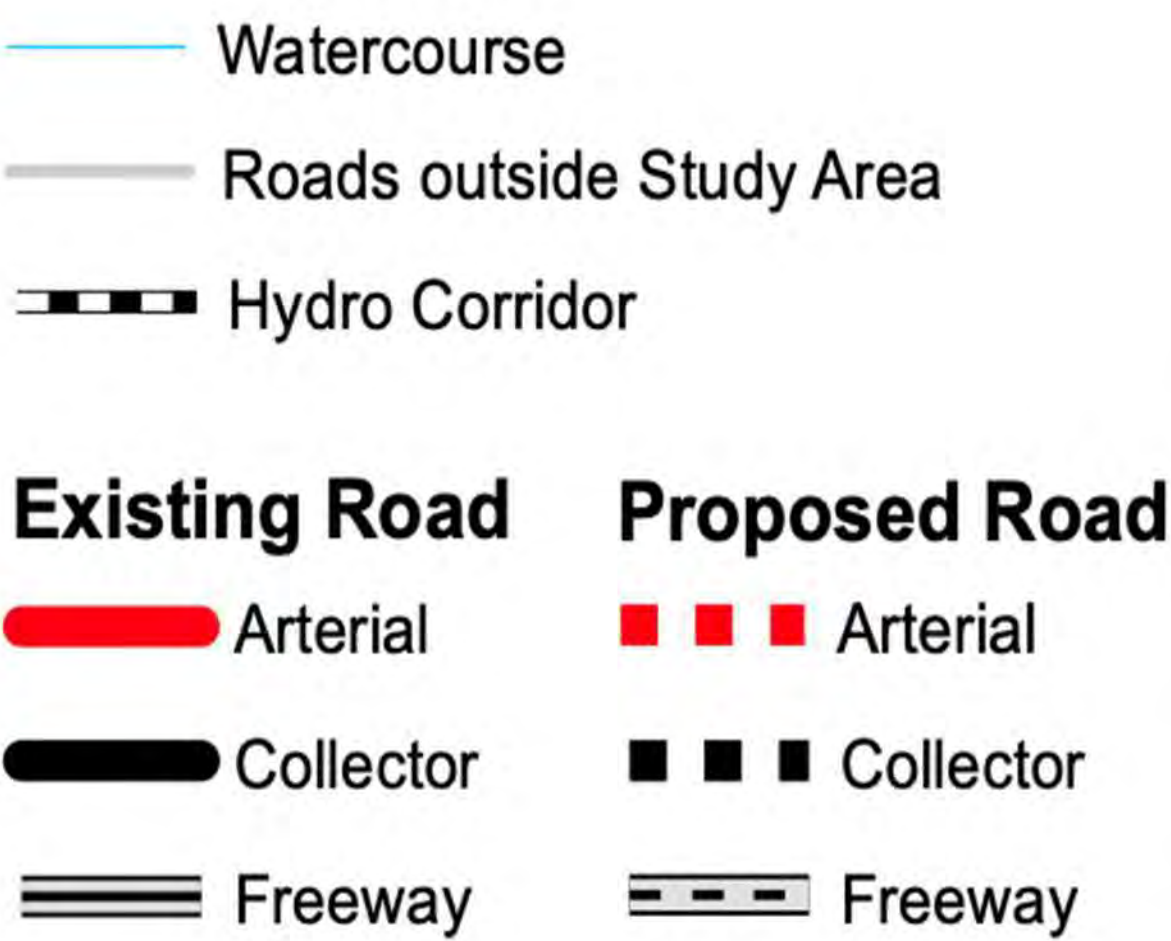
Support a mix of uses and housing types, similar to the Regional Corridors but at a smaller scale.



Concept 1: Environment - Focused

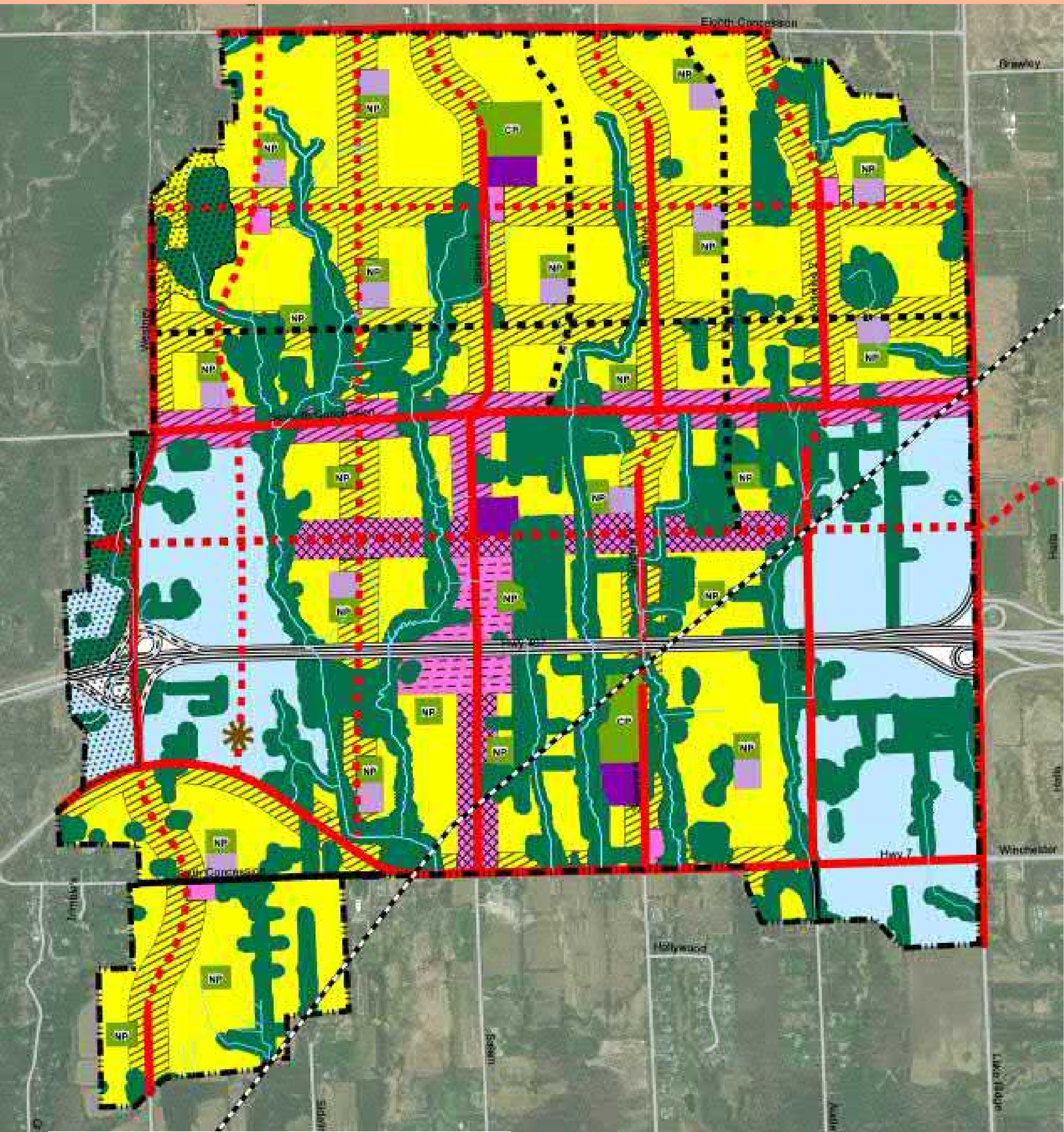


- Preserve the existing Natural Heritage System (NHS) and enhance where possible.
- New roads and crossings over the NHS are minimized.
- Roads generally cross at narrowest portion of the NHS where crossings are required.
- Areas of potential restoration have been identified.



- **Regional Centre** and 20 hectare **community park** at 7th Concession and Salem Road.
- **Regional Corridors** along 7th Concession and Salem Road.
- **Mixed Corridor** along new EW Arterial Road.
- **Five Local Nodes** throughout community.
- Large connected **Employment Area** located south of Hwy 407.
- Two new Hwy 407 interchanges (Salem and Westney).
- **Two new east-west** Arterial Roads.
- **Two new north-south** Collector Roads between 7th and 8th Concession.
- **Neighbourhood parks** located alongside the NHS.
- Large central **Community Park**.
- **Trail system oriented primarily along NHS**, with connections to and from nearby parks.

Concept 2: Transit - Focused



- Higher order transit along Hwy 407 prioritized.
- New Major Transit Station Area/Regional Centre at Salem Road & 407.
- Medium Density and Mixed Use Corridors proposed along Collector and Arterial Roads.
- Dense network of roads supports a mix of uses, higher densities, transit and active transportation.



Watercourse	
Roads outside Study Area	
Hydro Corridor	
Existing Road	Proposed Road
Arterial	Arterial
Collector	Collector
Freeway	Freeway

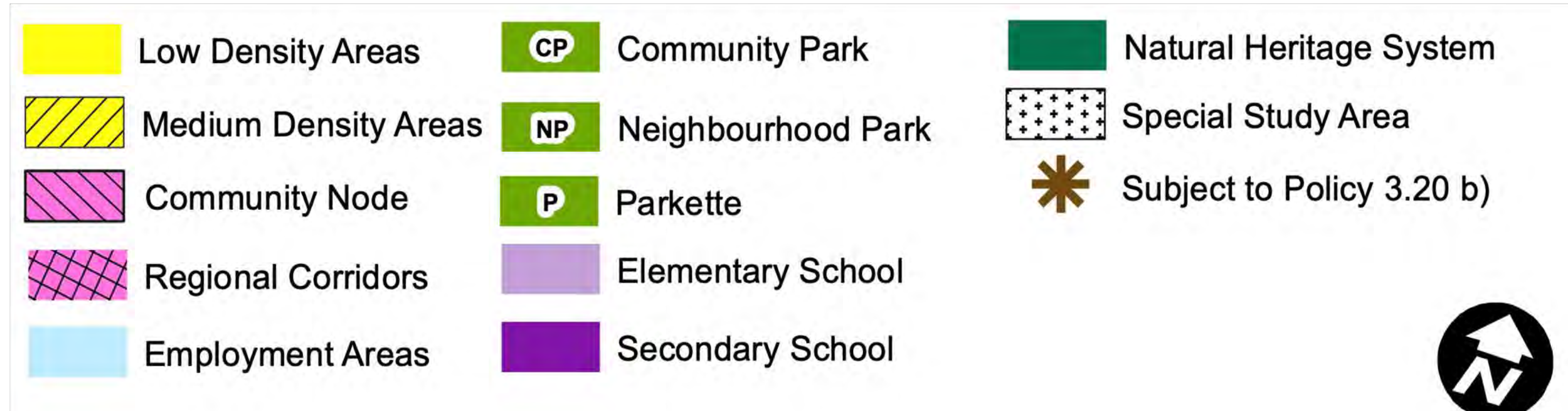
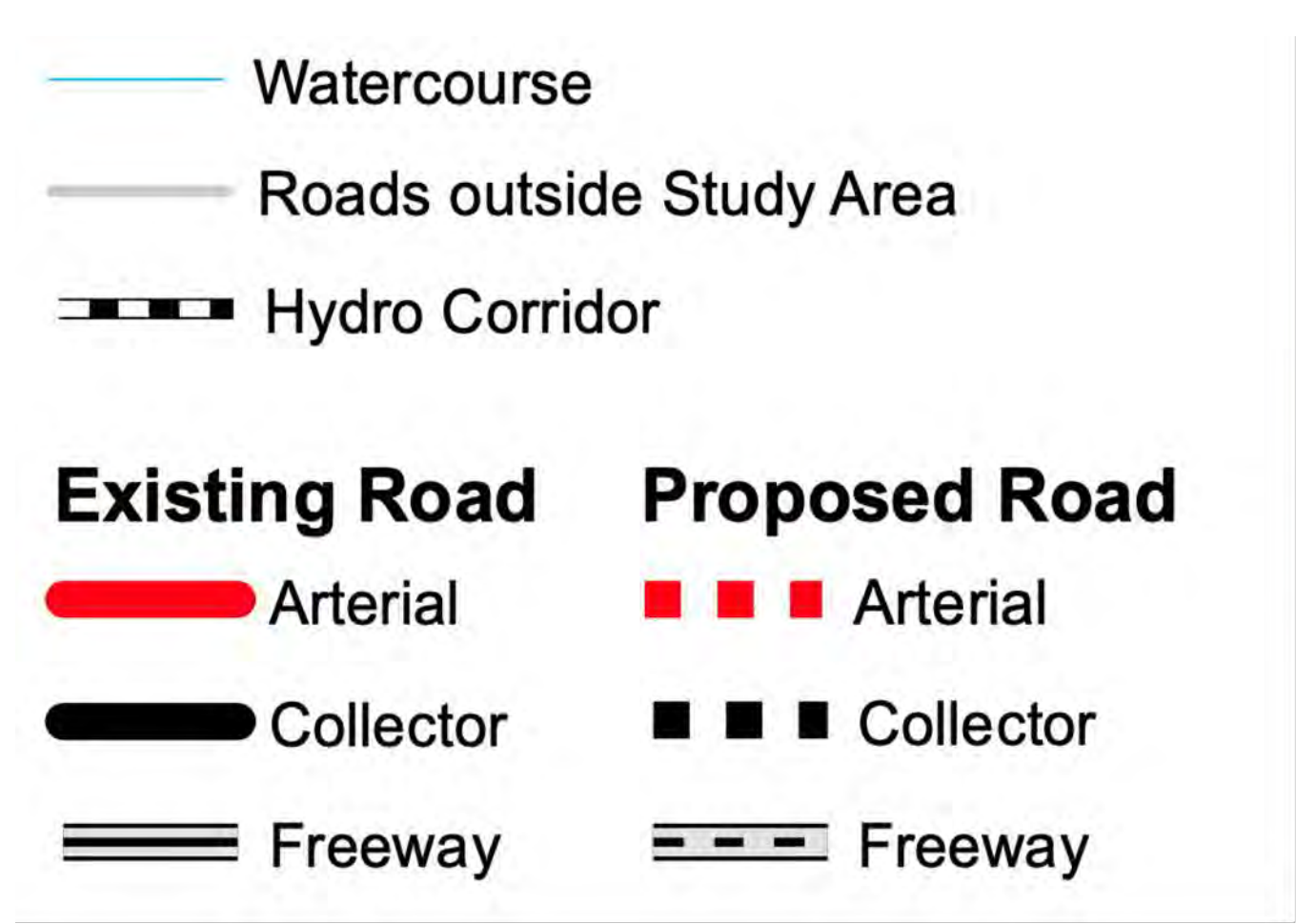
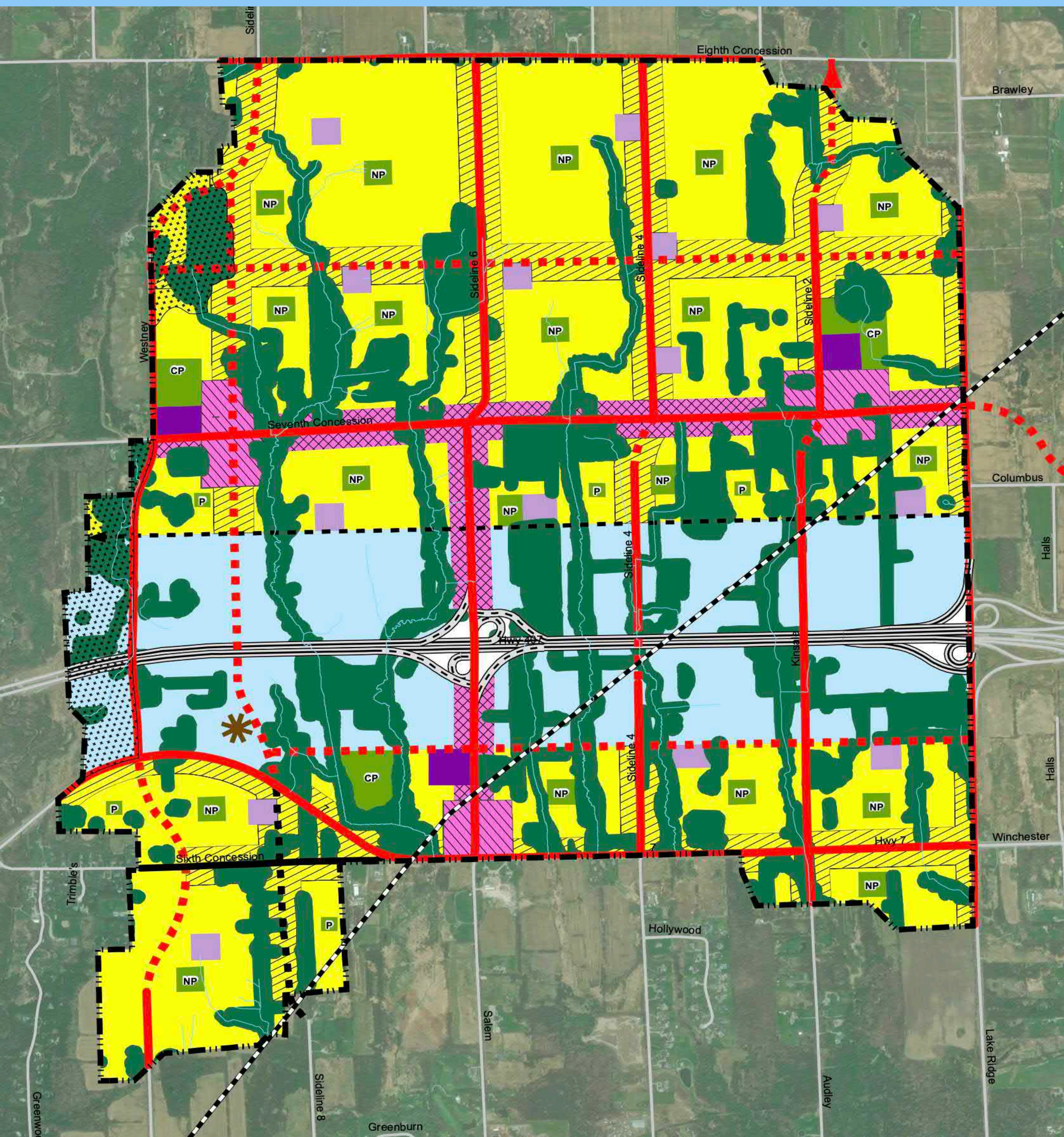
Low Density Areas	CP Community Park
Medium Density Areas	NP Neighbourhood Park
Local Nodes	Elementary School
Mixed Corridors	Secondary School
Regional Centre	Employment Areas
Regional Corridors	Special Study Area

Natural Heritage System
Subject to Policy 3.20 b)



- **Regional Centre/Major Transit Station Area** at Salem Road straddling Hwy 407.
- **Regional Corridors** along Salem Road south of the Regional Centre and east-west along new arterial.
- **Mixed Corridors** along Salem Road north of the Regional Centre and along 7th Concession.
- Network of **Medium Density** Corridors.
- **Two separate Employment Areas** focused to the east and west of the community.
- Two Hwy 407 interchanges at Westney Road and Lake Ridge Road.
- **Two new east-west** Arterial Roads.
- **Four new north-south** Arterial and Collector roads.
- **Neighbourhood parks** co-located with elementary schools.
- **Two 8-hectare community parks** co-located with secondary schools, serving the north and south communities.

Concept 3: Neighbourhood - Focused



- Creates individual communities serviced by their own central Community Node.
- Community Nodes co-located with a community park and secondary school or in close proximity.
- Elementary schools, neighbourhood parks and parkettes disbursed throughout each neighbourhood.
- Medium Density Areas focused along most arterial and collector roads, except abutting the employment area and the rural area to the north.



- **Three Community Nodes** dispersed throughout replace need for one large Regional Centre.
- **Regional Corridor** along Salem Road up to 7th Concession.
- **Regional Corridor** along 7th Concession.
- **One large Employment Area** straddles Hwy 407 from Lake Ridge Road to Westney Road.
- New central interchange at Salem Road.
- **Three continuous east-west** Arterial and Collector Roads.
- **Three new north-south** Arterial roads.
- **Three 6-hectare community parks**, co-located with Neighbourhood Centres and secondary schools.
- **Neighbourhood parks** located central to each residential area, not co-located with schools.
- **Five parkettes (village greens)** distributed in smaller enclaves.

Deciding the Way Forward: Evaluation Criteria

- The three land use concepts will be evaluated based on a set of detailed evaluation criteria, developed from the Guiding Principles for the Secondary Plan.
- Based on the results, a new concept will be developed that brings together the preferred elements of all three options.

Below is an overview of the main considerations in the criteria that will be applied to evaluate all three concepts:



Multi-Generational

- Amount to which the minimum density target of 52 persons and jobs is exceeded
- Locations of Regional Centre and Community Nodes
- Locations of Regional and Mixed Corridors
- Proportion of low, medium and high density units
- Phasing of community development



Connected and Walkable

- Proportion of residential area in proximity to Regional Centres, Community Nodes and Local Nodes
- Efficiency and safety of the road and active transportation network
- Connectivity of the overall transportation network
- Transit efficiency
- Location of residential areas in proximity to schools
- Intersection spacing



Land Stewardship

- Number of Natural Heritage System crossings
- Potential restoration areas
- Land use compatibility with natural heritage system
- Active transportation integration with the natural heritage system



Economic Diversity

- Exposure of Employment Area along Highway 407
- Proximity of Employment Area to transit
- Compatibility between Employment Areas and Residential Areas
- Ability to allow for a wide range of parcel sizes



Vibrant Public Spaces

- Proximity of residential areas to parks
- Co-location of parks and mixed use areas
- Co-location of parks and the natural heritage system
- Co-location of parks and schools

Next Steps



Upcoming Steps

- **Evaluate** the three land use concepts based on key criteria, community feedback, and further technical work.
- Undertake a Scoped Subwatershed Study to confirm the approach to managing water and stormwater.
- **Develop a preferred** land use concept.
- **Engage the community** on the results of the evaluation and the preferred concept.

Stay Involved



Ask questions today



Fill out a comment form or contact the Project Team.



Fill out the **survey** on the Project Website at letstalkpickering.ca/nep

Project Contacts



Taha Qureishi
Project Manager,
City of Pickering

905-420-4660 ext 1850
nep@pickering.ca



Paul Wirch
Principal Planner,
City of Pickering

905-420-4660 ext 2140
nep@pickering.ca

Appendix C: Meeting Presentation Slide Deck



CITY OF
PICKERING

Northeast Pickering

Secondary Plan

Public Information Centre #2
March 20, 2024

Land Acknowledgement

We acknowledge that the City of Pickering resides on land within the Treaty and traditional territory of the Mississaugas of Scugog Island First Nation and Williams Treaties signatories of the Mississauga and Chippewa Nations. Pickering is also home to many Indigenous persons and communities who represent other diverse, distinct, and autonomous Indigenous nations. This acknowledgement reminds us of our responsibilities to our relationships with the First Peoples of Canada, and to the ancestral lands on which we learn, share, work, and live.

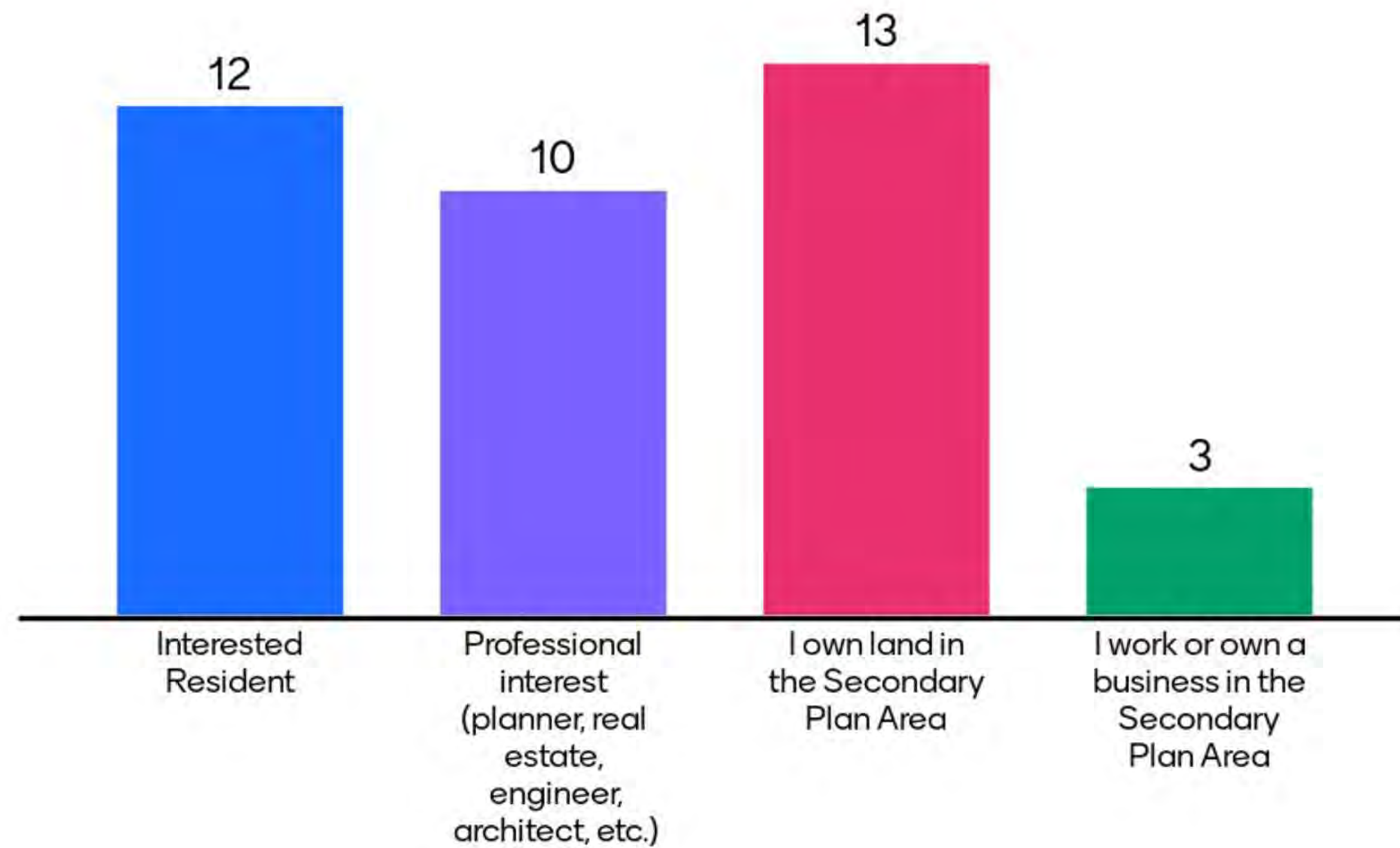
Project Team in Attendance Tonight



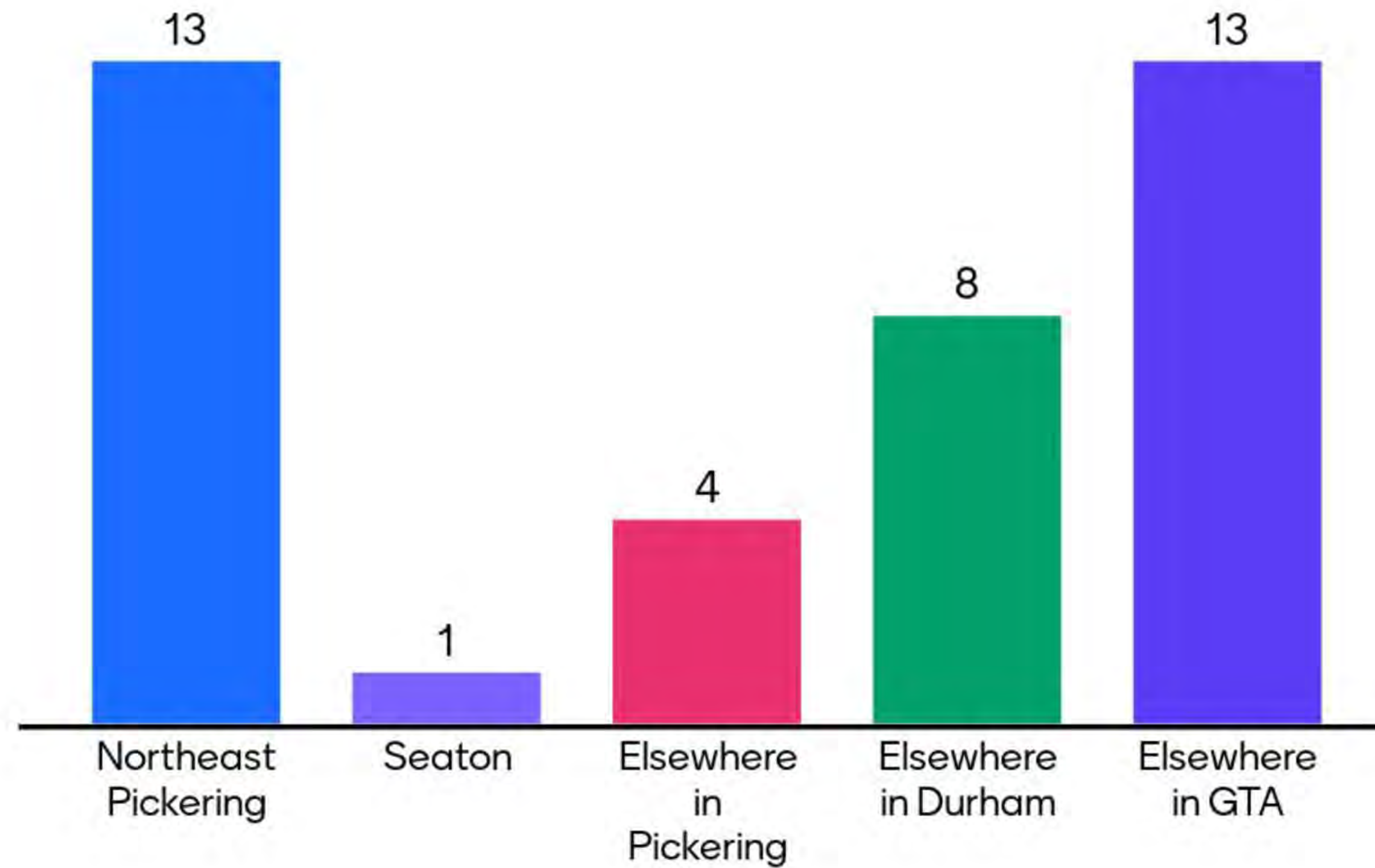
— City of —
PICKERING



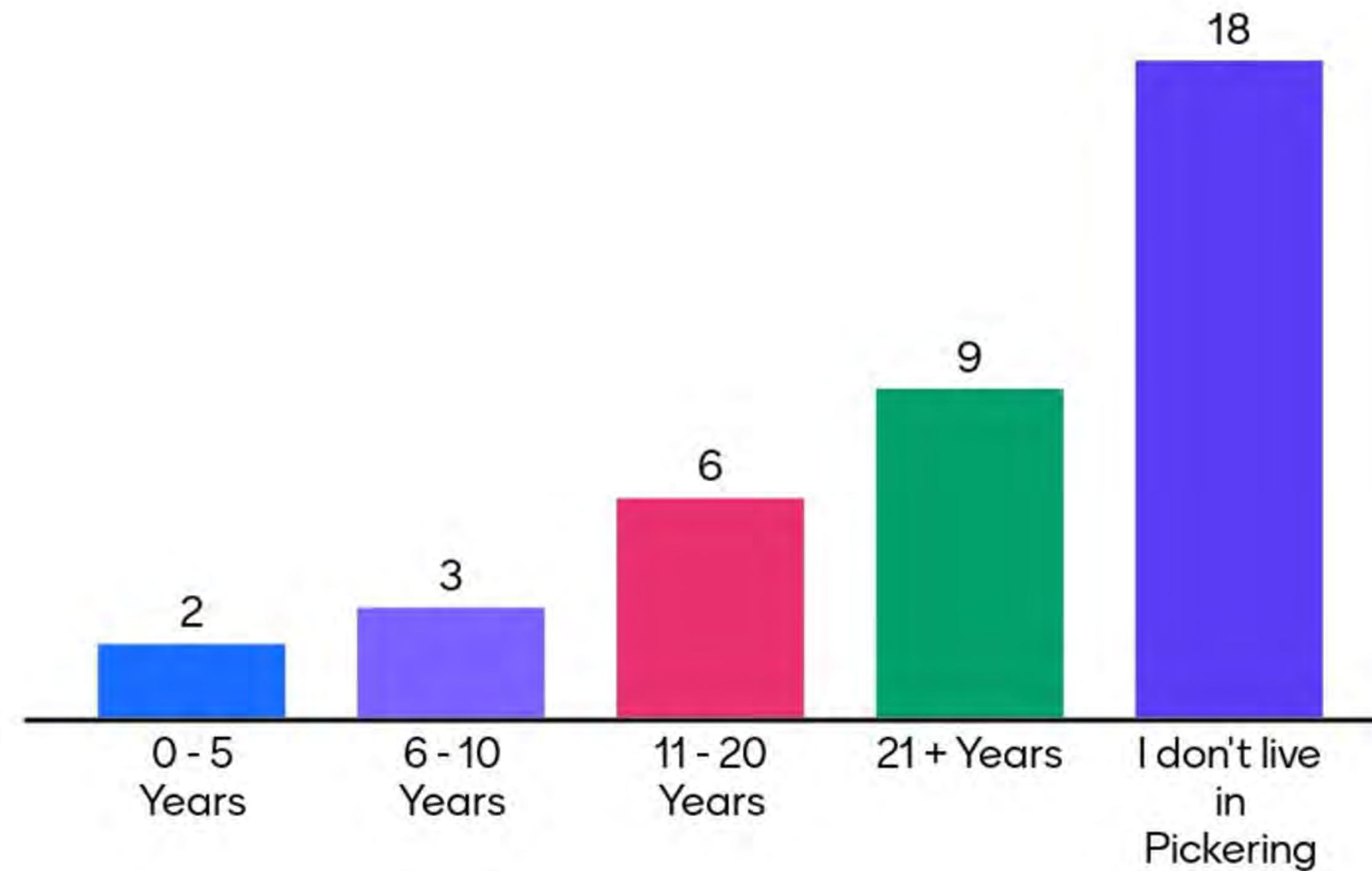
What Are Your Interests in Northeast Pickering?



Where Do You Live?



If you are a Pickering resident, how long have you lived here?





Presentation Outline



1. Tonight's Activities
2. Project Area, Outcome and Process
3. What is a Secondary Plan?
4. Scoped Subwatershed Study Update
5. What We've Heard
6. Land Use Concepts
7. Evaluation Criteria
8. Next Steps

Tonight's Activities



Presentation

- Overview of the project, three Land Use Concepts and evaluation criteria

Table Discussions on Concepts

1. Land Use
2. Transportation
3. Natural Environment

Open House Information Boards

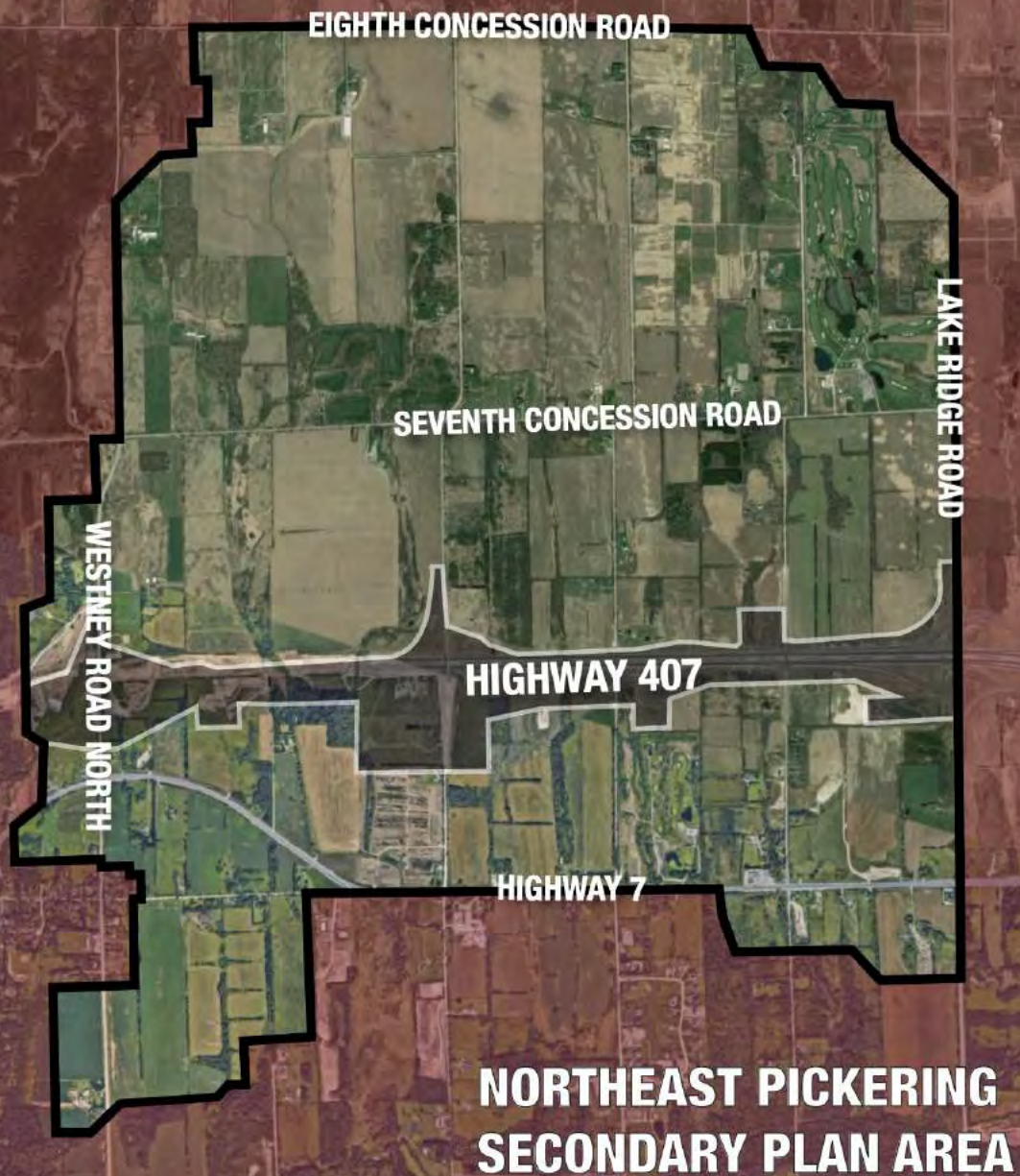
- On display around the room





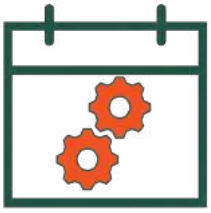
Project Area and Intent

- 1,600 hectares of land in **Northeast Pickering**
- Lands identified by the Region for **settlement area boundary expansion**
- Intent to accommodate **long-term growth** to 2051

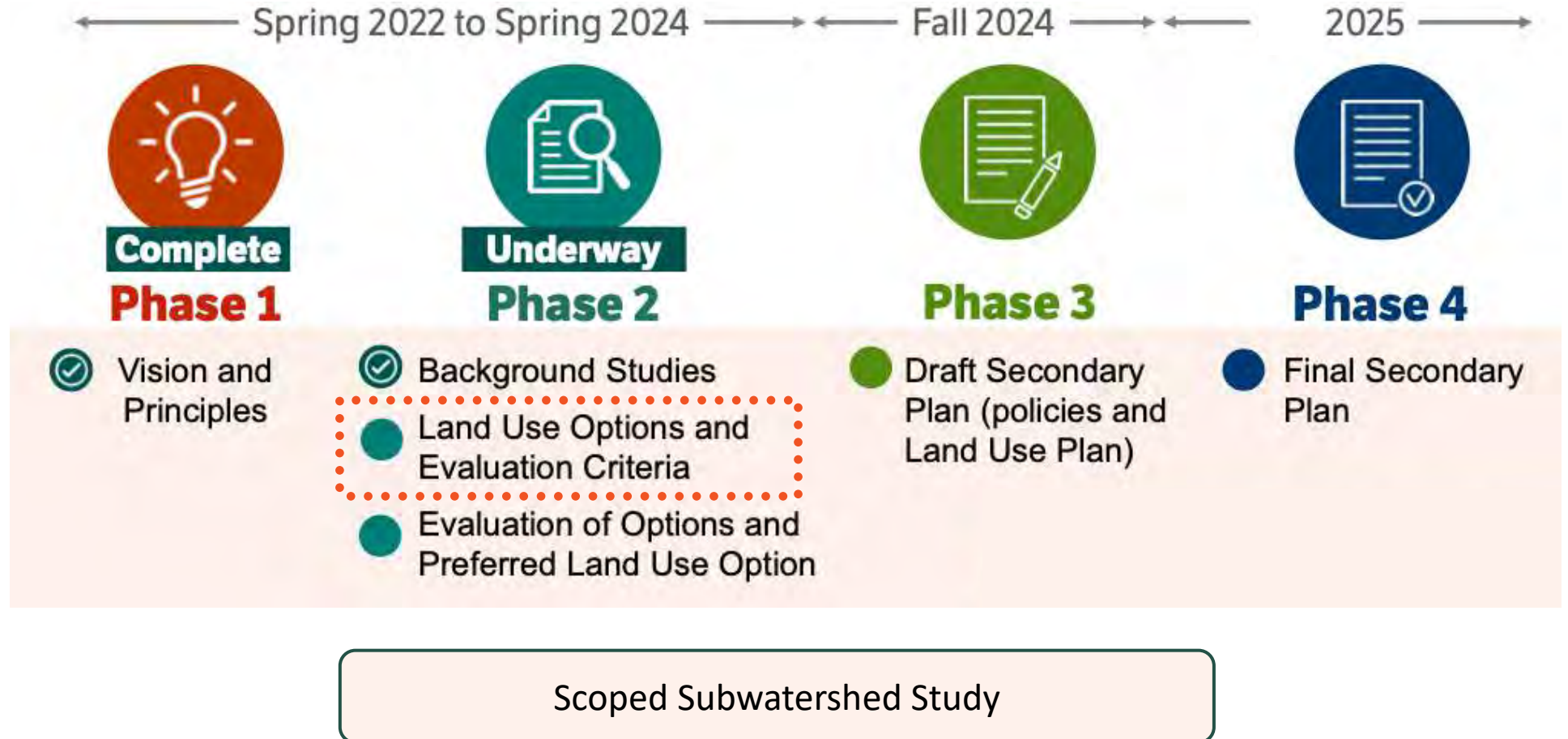


Project Outcome

- Detailed **land use** and **development framework** to guide growth
- New **complete community** with significant **residential** and **employment** opportunities
- Detailed environmental, servicing and transportation work will follow Secondary Plan



Project Process



What is a Secondary Plan?



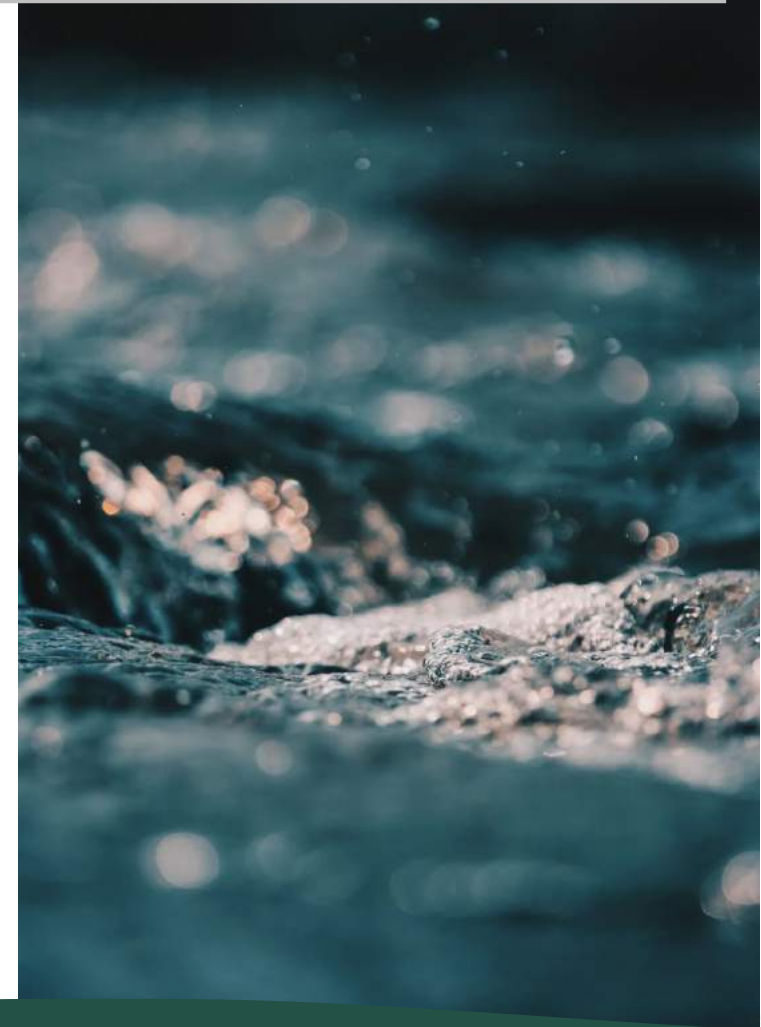
- Area-specific **policy** and **land use plan** forming part of the City's Official Plan
- **Detailed guidance** for future growth and development
- **In-depth examination** of land use, transportation, environment, housing, employment, servicing, etc.



Scoped Subwatershed Study Update



- Natural Heritage and Hazard Background Report has been finalized
- Hydrogeology, hydrology and water quality work to be done
- Next steps are to complete analysis based on the Land Use Concepts and evaluation criteria



What We've Heard

- Public Information Session #1 and Online Survey in **Spring 2023**
- Responses from **200+ participants** on key priorities for planning in Northeast Pickering



- Support Food Security through a Thriving Agricultural Sector
- Design for Compatibility



- Housing and Affordability
- Indigenous Rights and Reconciliation

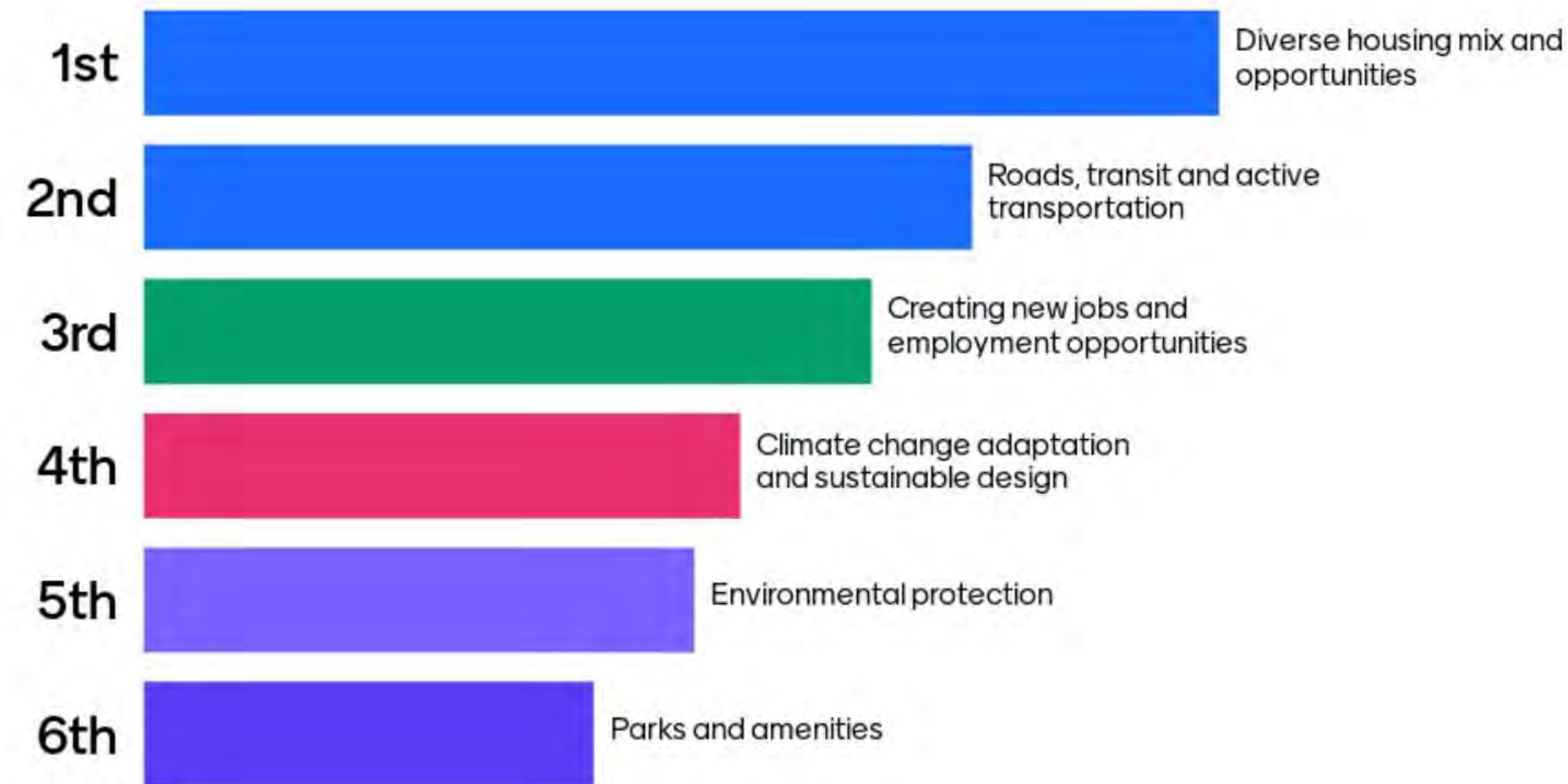


- Environmental Conservation and Protection
- Climate Change Ready Design



- Designing for all the ways people need to move
- Communities for All

The most important thing to get right in Northeast Pickering is:



Recap: Vision



The Northeast Pickering Secondary Plan Area will be holistically planned as a **complete** community focused on the **well-being** of its residents and the **sustainability** of its natural environment.

This will be accomplished through innovative approaches to **people-centred** design, **sustainability** and land **stewardship**.

Northeast Pickering is envisioned as a **multi-generational**, economically **diverse** community with **vibrant** public spaces and **walkable** neighbourhoods.



Recap: Guiding Principles



Multi-Generational



Vibrant Public Spaces



Connected & Walkable



Sustainable Community



Land Stewardship



Economic Diversity



Land Use Concepts



- **Three Land Use Concepts**
 - Developed to achieve the overall vision and guiding principles for the Secondary Plan.
 - Each concept applies different approaches to land use, environment and transportation.

1. Environment Focused



2. Transit Focused



3. Neighbourhood Focused



Common Land Use Elements



- Fourteen elementary schools sites.
- Three secondary school sites.
- Higher order transit along Hwy 407.
- New interchanges along Hwy 407 at different locations.

Transit Strategy



- To be developed once preferred concept is selected
- Will identify transportation improvements including a transit corridor north of Highway 407

Land Use Designations

Regional Centre - Permit higher densities and a wide range of uses including institutional, commercial, service, residential and office uses.



Community Nodes - Main neighbourhood hubs with a mix of commercial, retail and recreational uses.



Land Use Designations

Regional Corridors - Key locations for supporting higher density and taller buildings, with a mix of uses and opportunities to design for rapid transit access.



Mixed Corridors - Support a mix of uses and housing types, similar to the Regional Corridor but at a smaller scale.



Land Use Designations

Local Nodes - Serve the daily functions of neighbourhood residents by providing commercial, retail, community and public service uses.



Employment Areas - Permit wide range of prestige employment uses including but not limited to light manufacturing, offices, restaurants, service, community and recreational uses.



Land Use Designations

Medium Density - Areas Mix of townhouses and apartments.

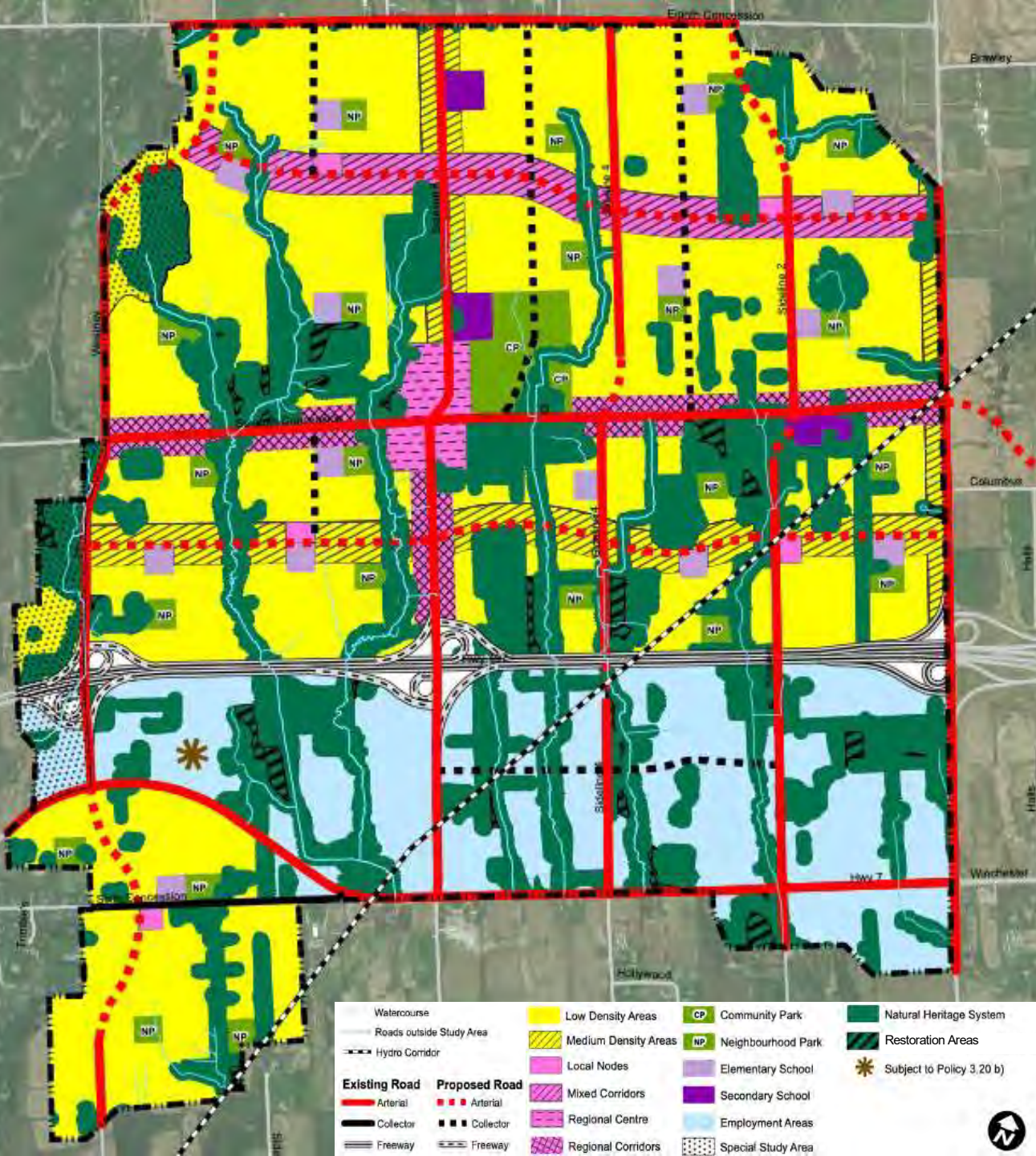


Low Density Areas - Range of housing including single, semi-detached and townhouse dwellings.



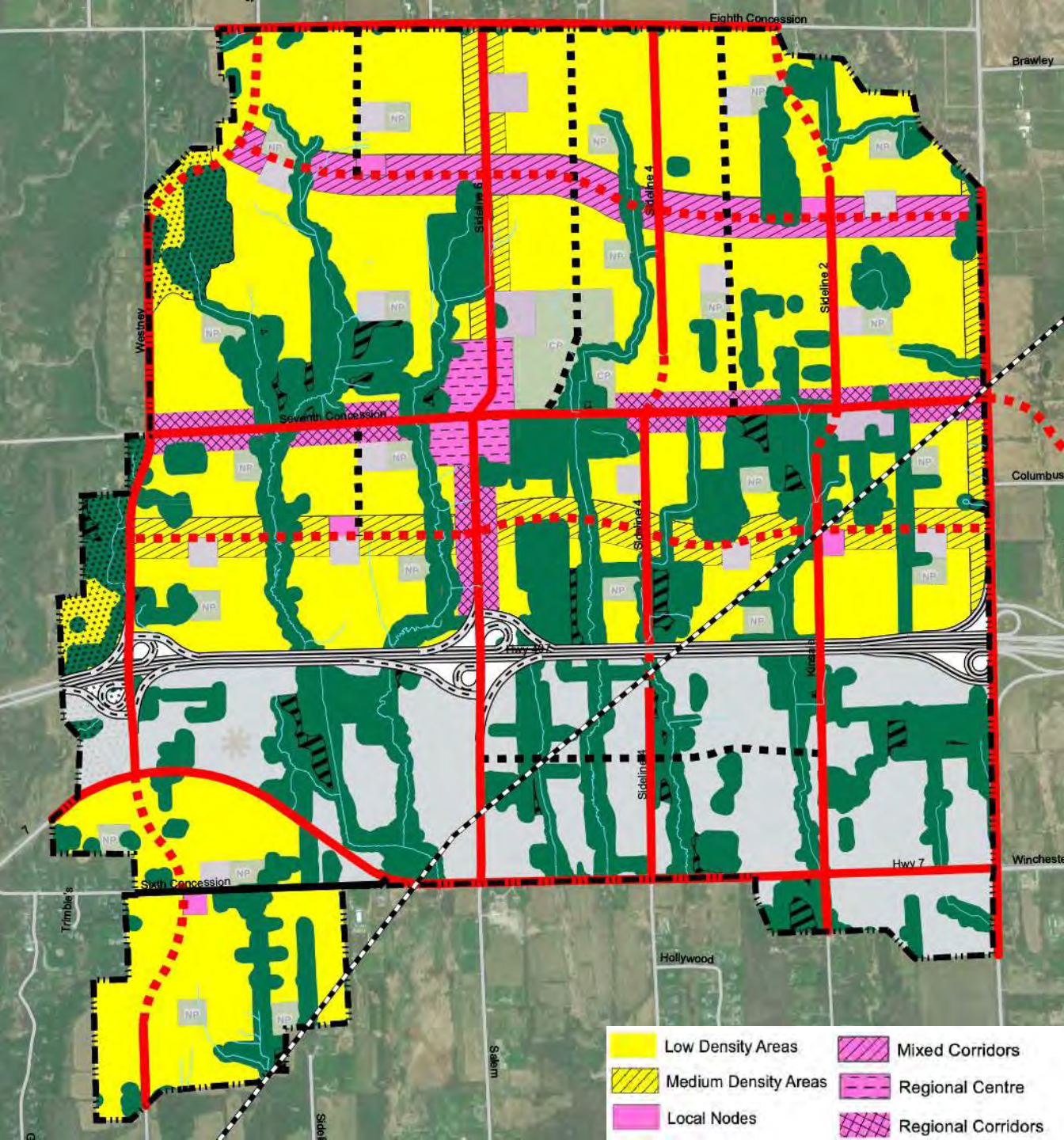
Concept 1 – Environment Focused

- Preserve and enhance, where possible, the existing Natural Heritage System.
- New roads and crossings over the NHS are minimized.
- Roads generally cross at narrowest portion of the NHS where crossings are required.
- Areas of potential restoration have been identified (pockets of developable land surrounded by NHS).



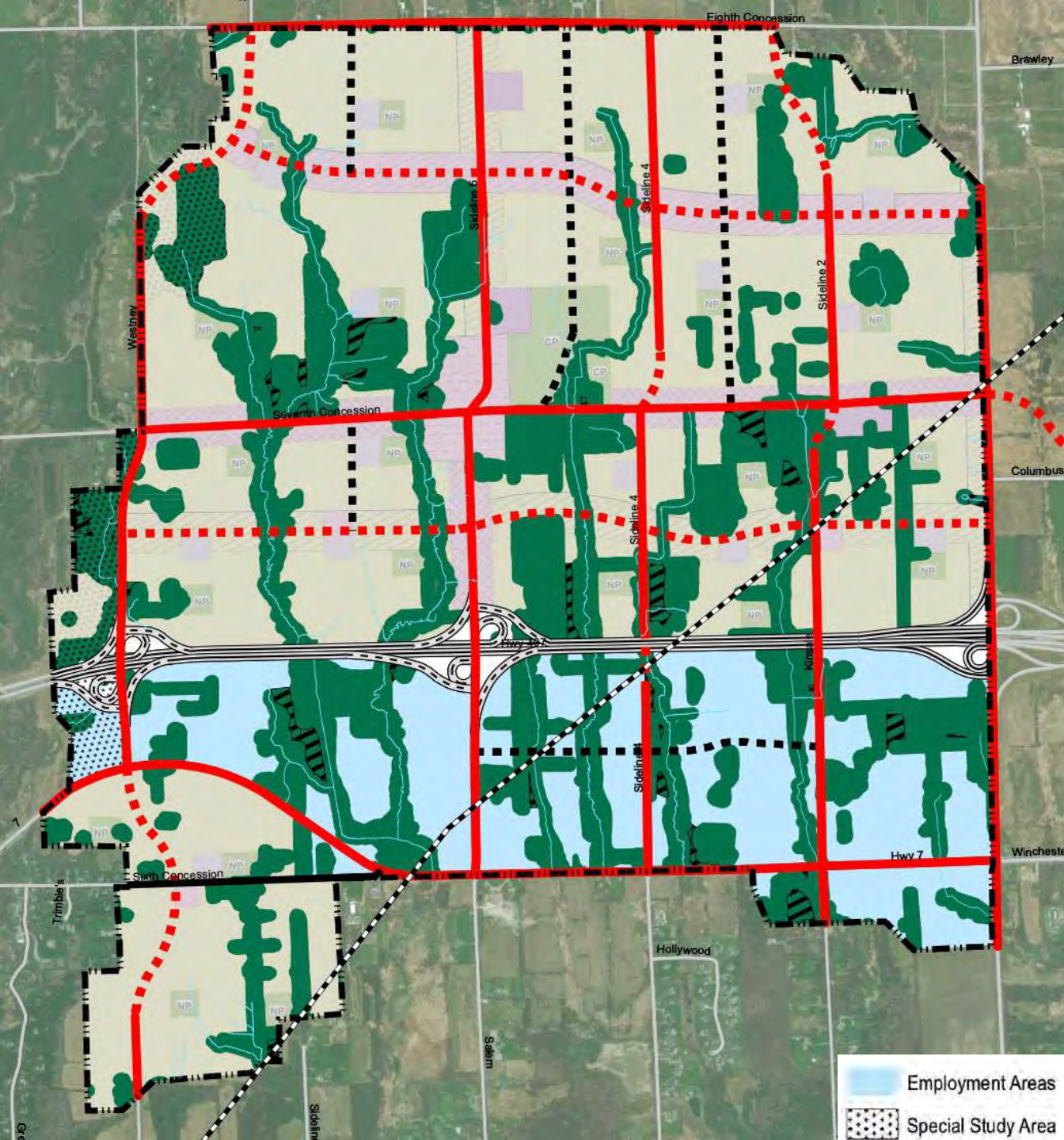
Concept 1 – Community Structure

- One large residential area north of Hwy 407 with secondary residential development around Greenwood.
- Centralized **Regional Centre** at 7th Concession and Salem Road.
- **Regional Corridors** along 7th Concession and Salem Road.
- **Mixed Corridor** along new EW Arterial Road.
- **Five Local Nodes** throughout community.



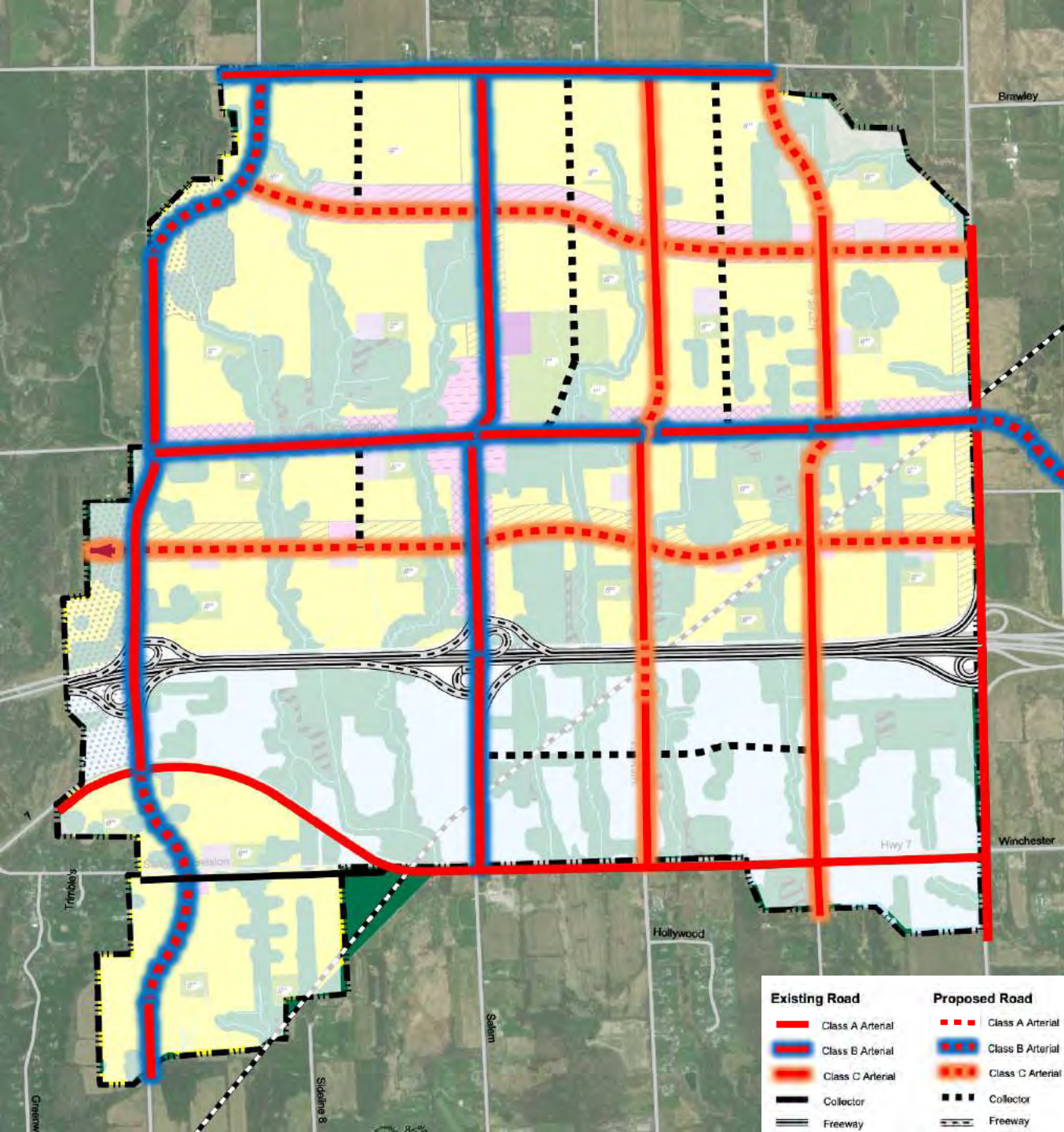
Concept 1 – Employment Area

- Linear **Employment Area** located south of Hwy 407
- Separated from residential community to the north, by 407
- Separated from expanded Greenwood by Hwy 7
- Supported by two new Hwy 407 interchanges (Salem and Westney)



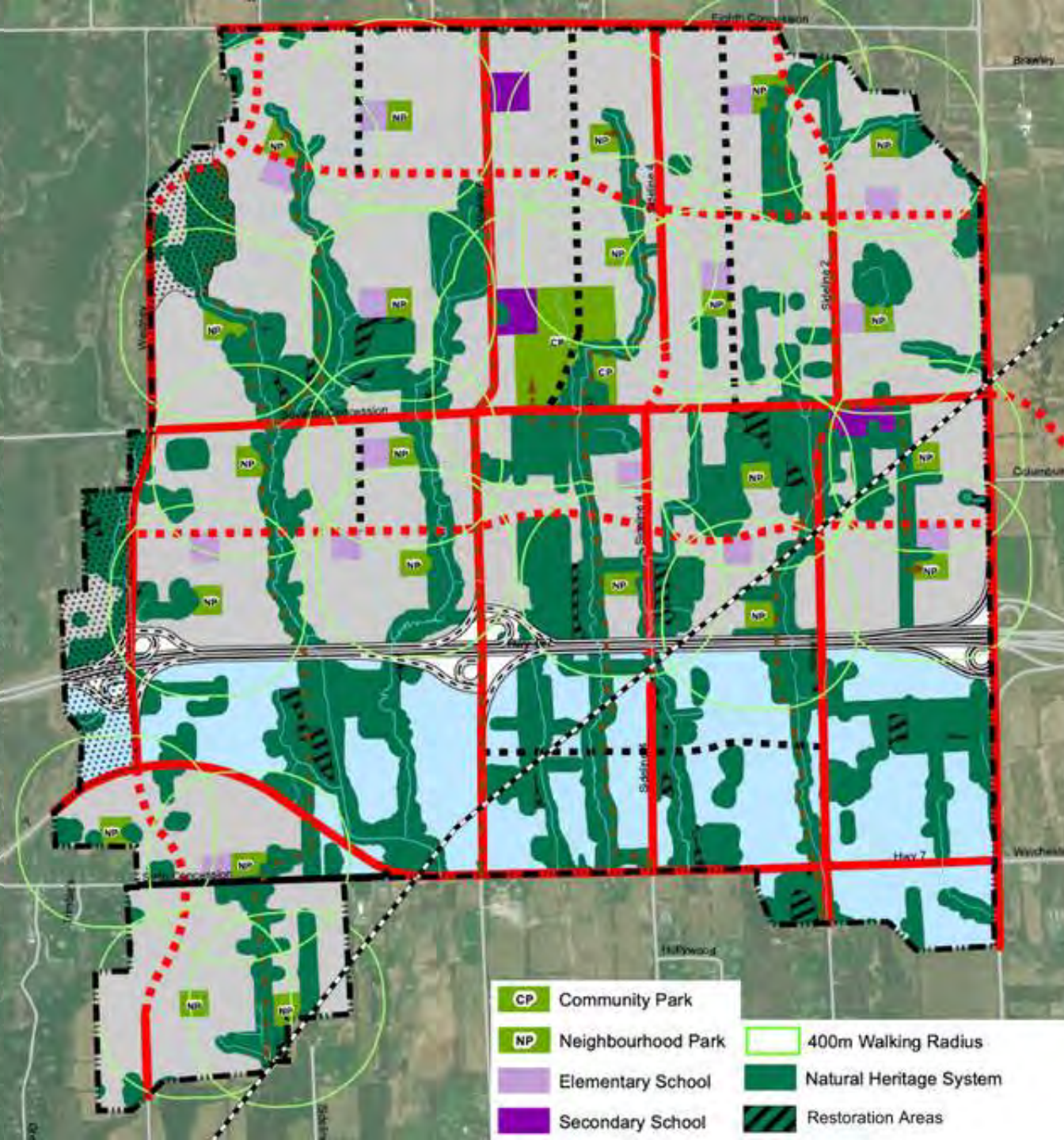
Concept 1 – Roads

- **Two new EW Type C Arterial Roads.**
- **Sideline 2 realigned** to the north, extending to 8th Concession
- **Sideline 4 extends** over Hwy 407.
- **Two new NS Collector Roads** between 7th and 8th Concession.
- Shorter Collector Roads added to provide connectivity within larger blocks.



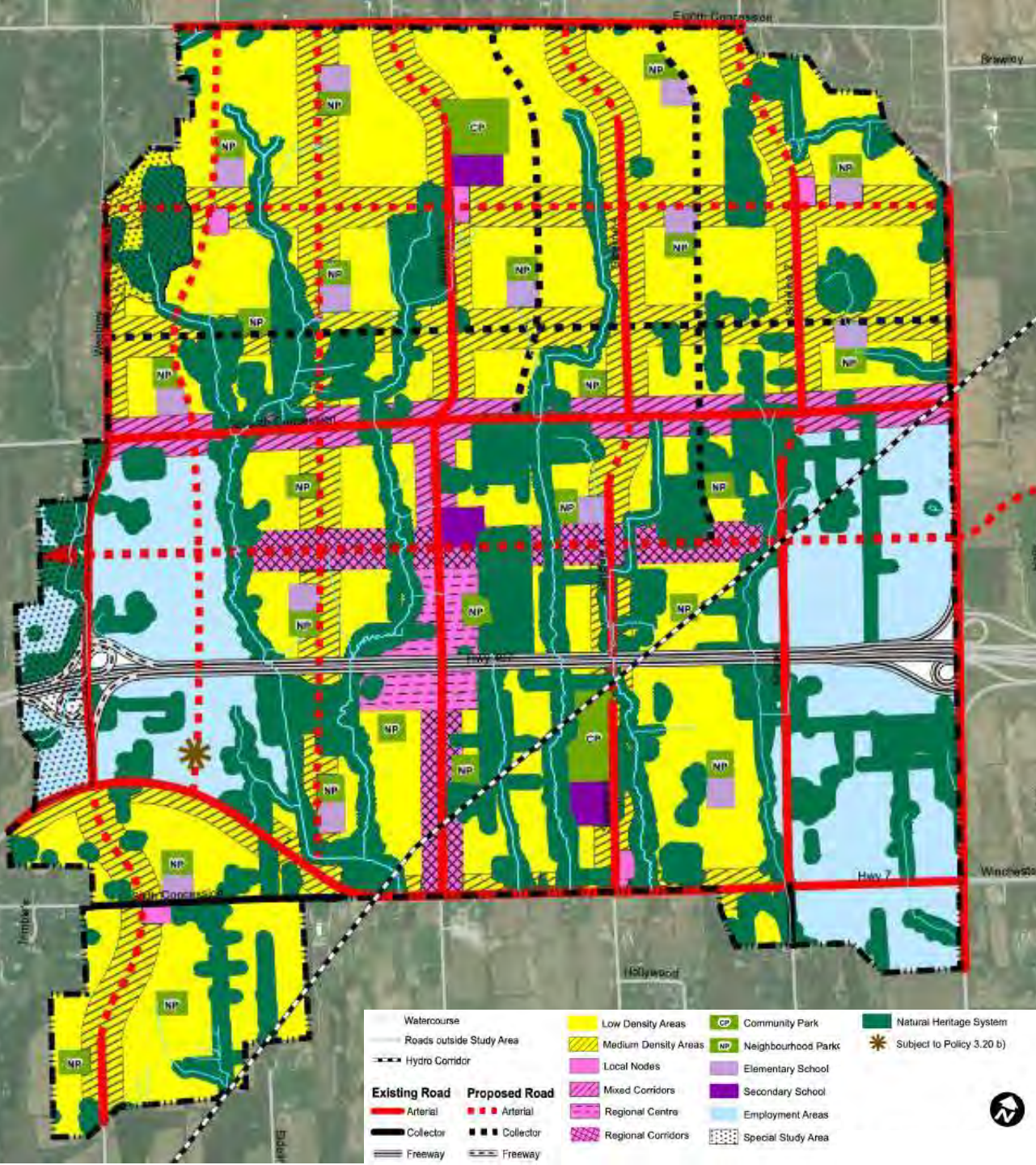
Concept 1 – Trails, Parks and Schools

- Large **20-hectare community park** at Regional Centre (7th Concession and Salem Road).
- **Twenty-four neighbourhood parks** (5-minute walking radius).
- Almost all parks located **adjacent to NHS**.
- Elementary schools located primarily along Type C Arterial or Collector Roads, and in some cases adjacent to a neighbourhood park.
- **Trail system oriented primarily along NHS**, with connections to and from nearby parks.



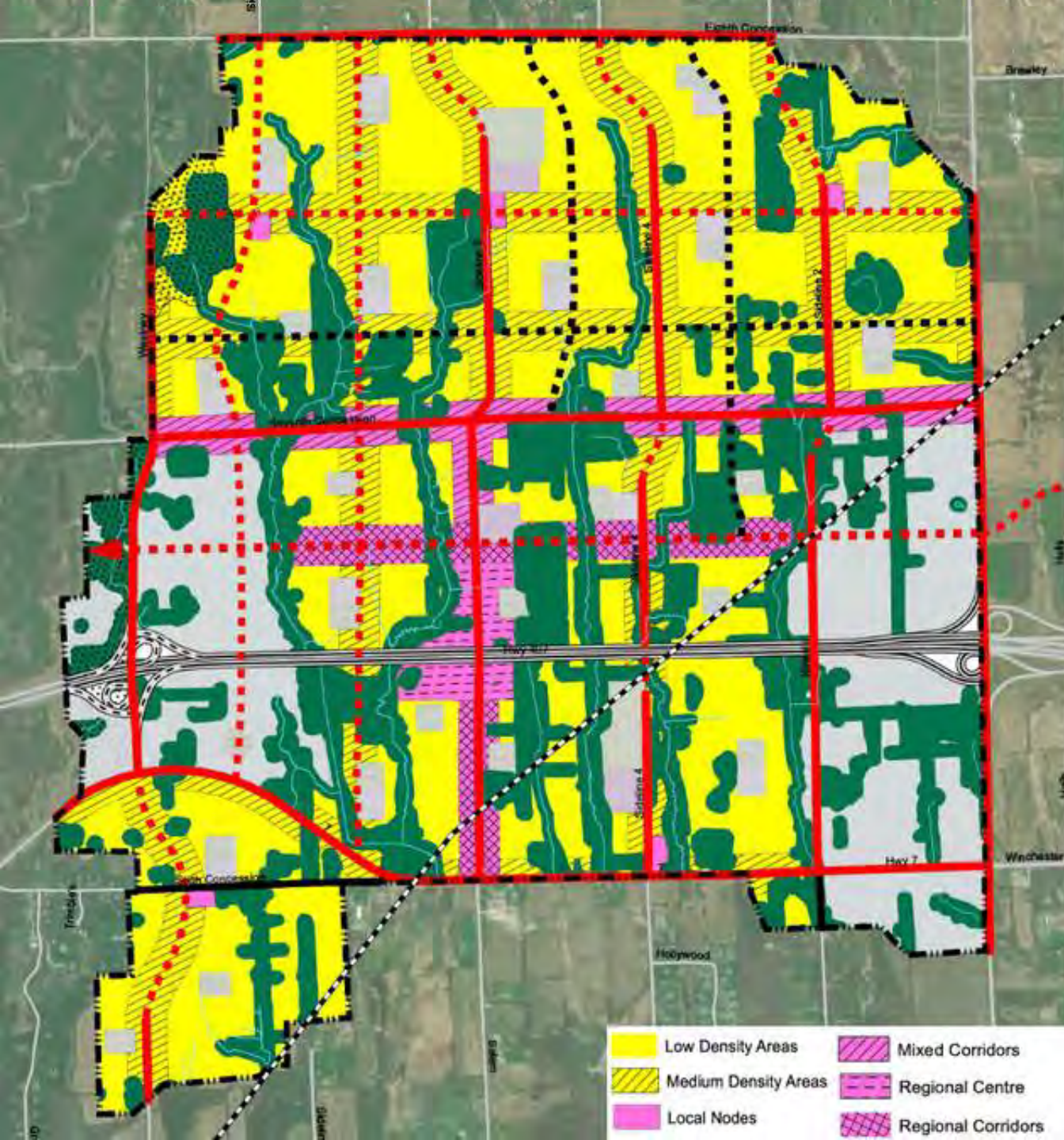
Concept 2 – Transit Focused

- Higher order transit along Hwy 407 prioritized.
- New MTSA/Regional Centre at Salem Road & 407.
- Medium Density and Mixed Use Corridors proposed along Collector and Arterial Roads.



Concept 2 – Community Structure

- **Regional Centre/MTSA** at Salem Road straddling Hwy 407.
- **Regional Corridors** along Salem Road south of the Regional Centre and a new Type B Arterial Road.
- **Mixed Corridors** along Salem Road north of the Regional Centre and along 7th Concession.
- Network of **Medium Density Corridors**.

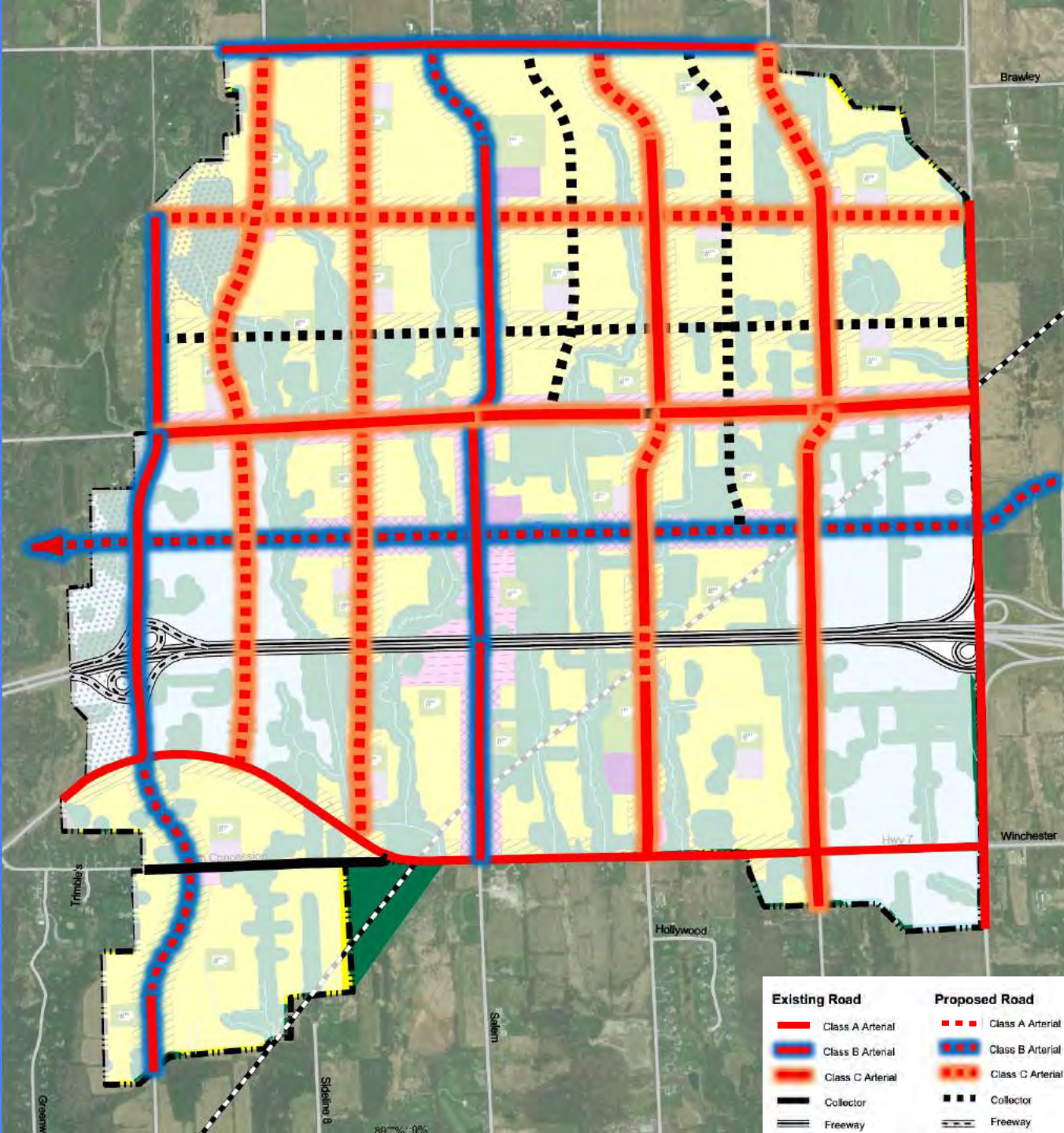


Concept 2 – Employment Area

- **Two separate Employment Areas** focused to the east and west of the community.
- Two Hwy 407 interchanges at Westney Road and Lake Ridge Road.
- Creates contiguous mixed-use community focusing on transit, while also making use of Hwy 407 for goods movement.

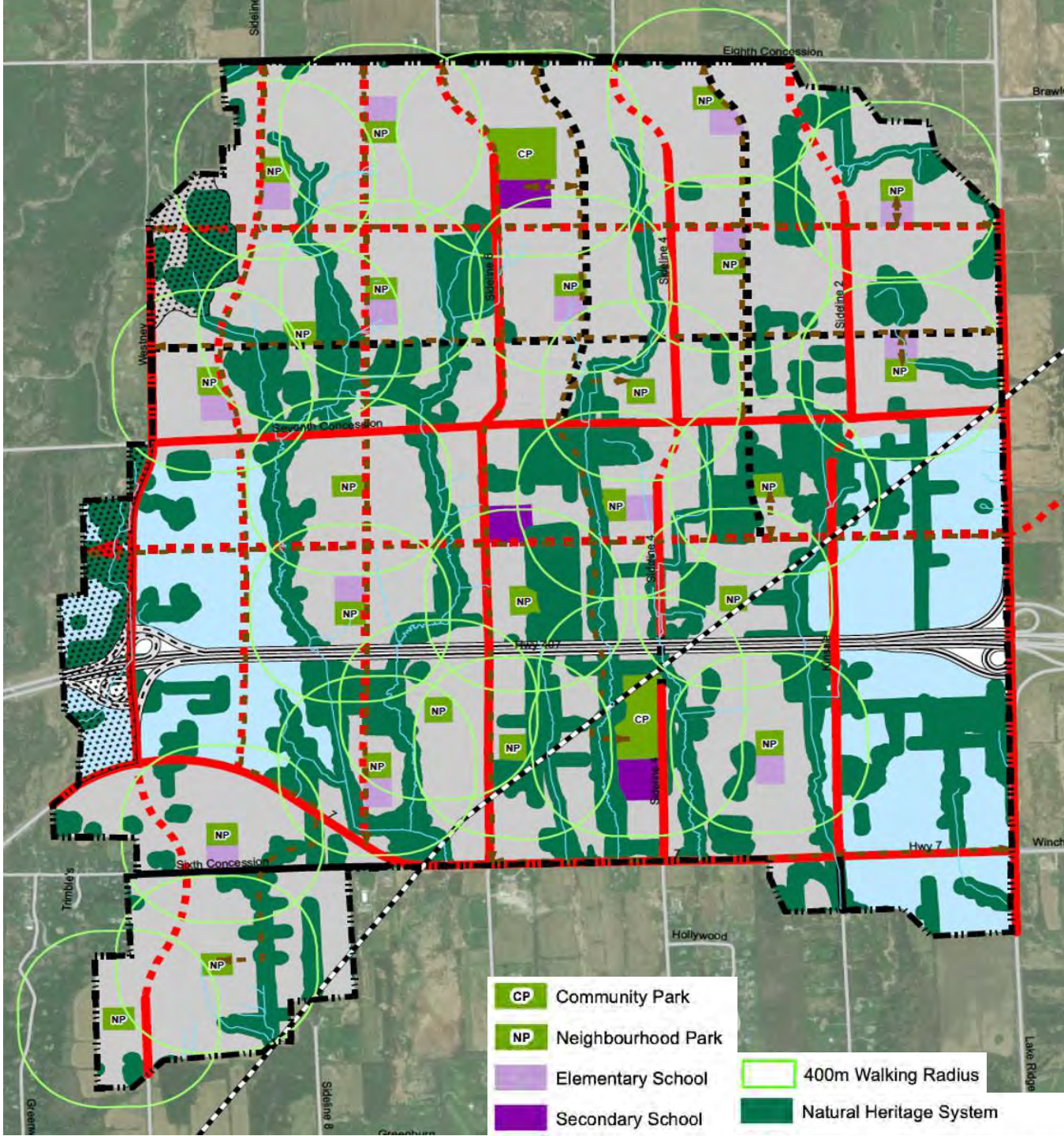
Concept 2 – Roads

- **New EW Type B Arterial Road**
- **New EW Type C Arterial Road and new EW Collector Road north of 7th Concession**
- **Four new NS roads** (Type C Arterial and Collector)
- Three new Type C Arterial Roads extended across Hwy 407
- Dense network of roads support mixed uses, higher densities, transit and active transportation.



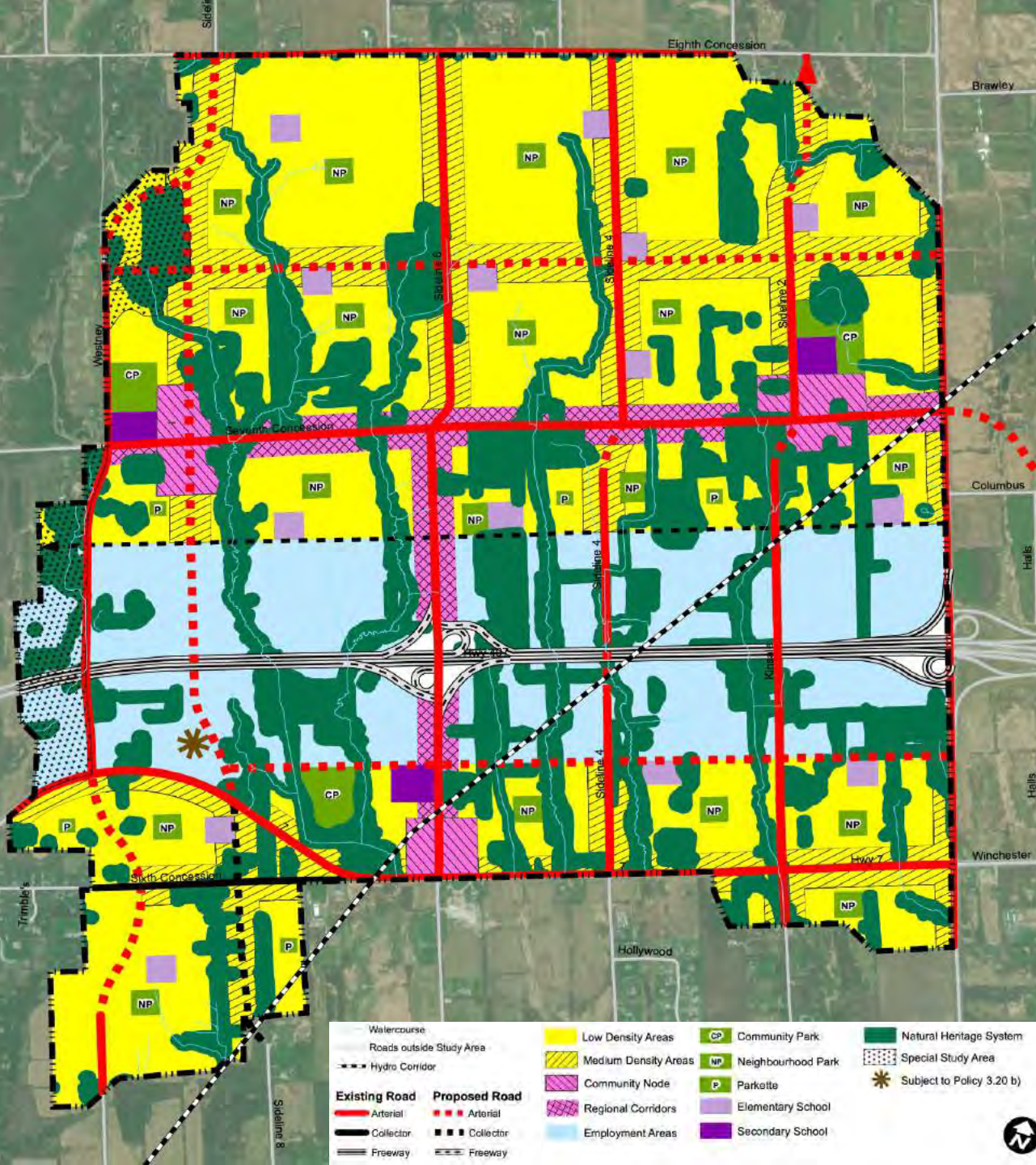
Concept 2 – Trails, Parks and Schools

- **Two 8-hectare community parks** co-located with secondary schools, serving the north and south communities.
- **Twenty-four neighbourhood parks** (5-minute walking radius).
- Multi-use paths prioritized along Collector Roads.



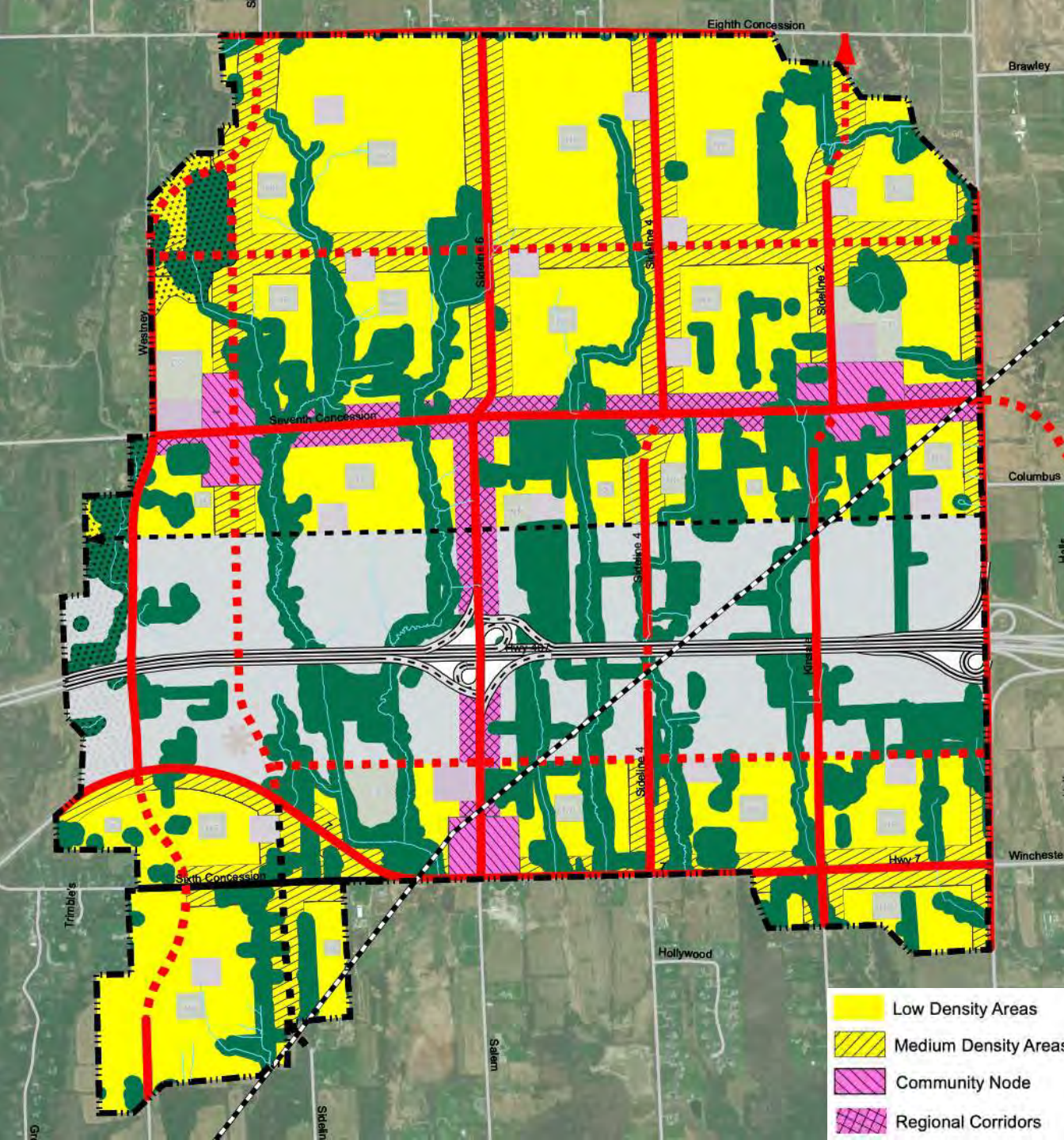
Concept 3 – Neighbourhood Focused

- Creates individual communities serviced by their own central Community Node.
- Community Nodes co-located with a community park and secondary school.
- Elementary schools, neighbourhood parks and parkettes dispersed throughout each neighbourhood.



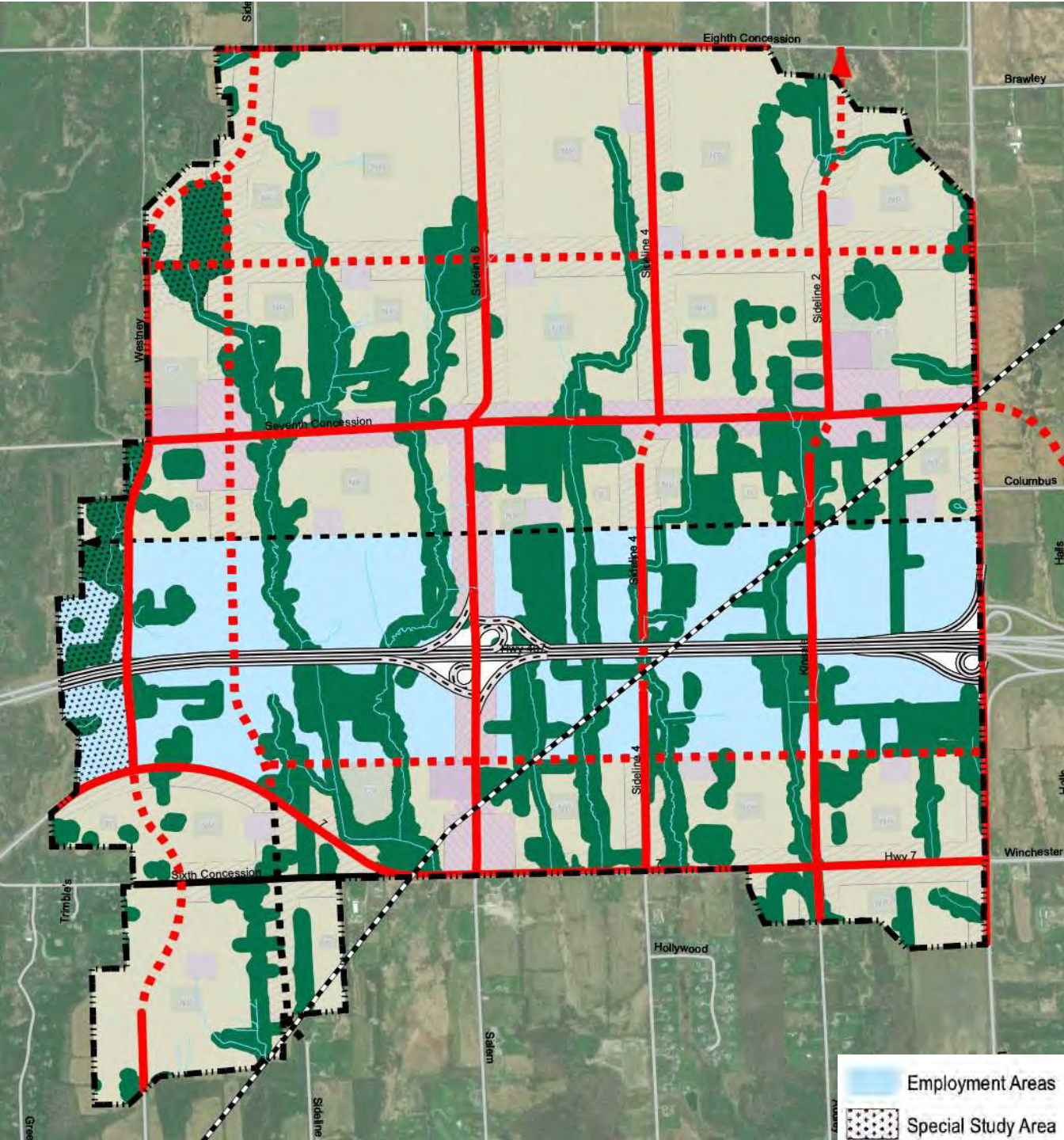
Concept 3 – Community Structure

- **Three Community Nodes** dispersed throughout replace need for one large Regional Centre.
- **Regional Corridor** along Salem Road up to 7th Concession
- **Regional Corridor** along 7th Concession
- **Medium Density Areas** focused along arterial and collector roads.



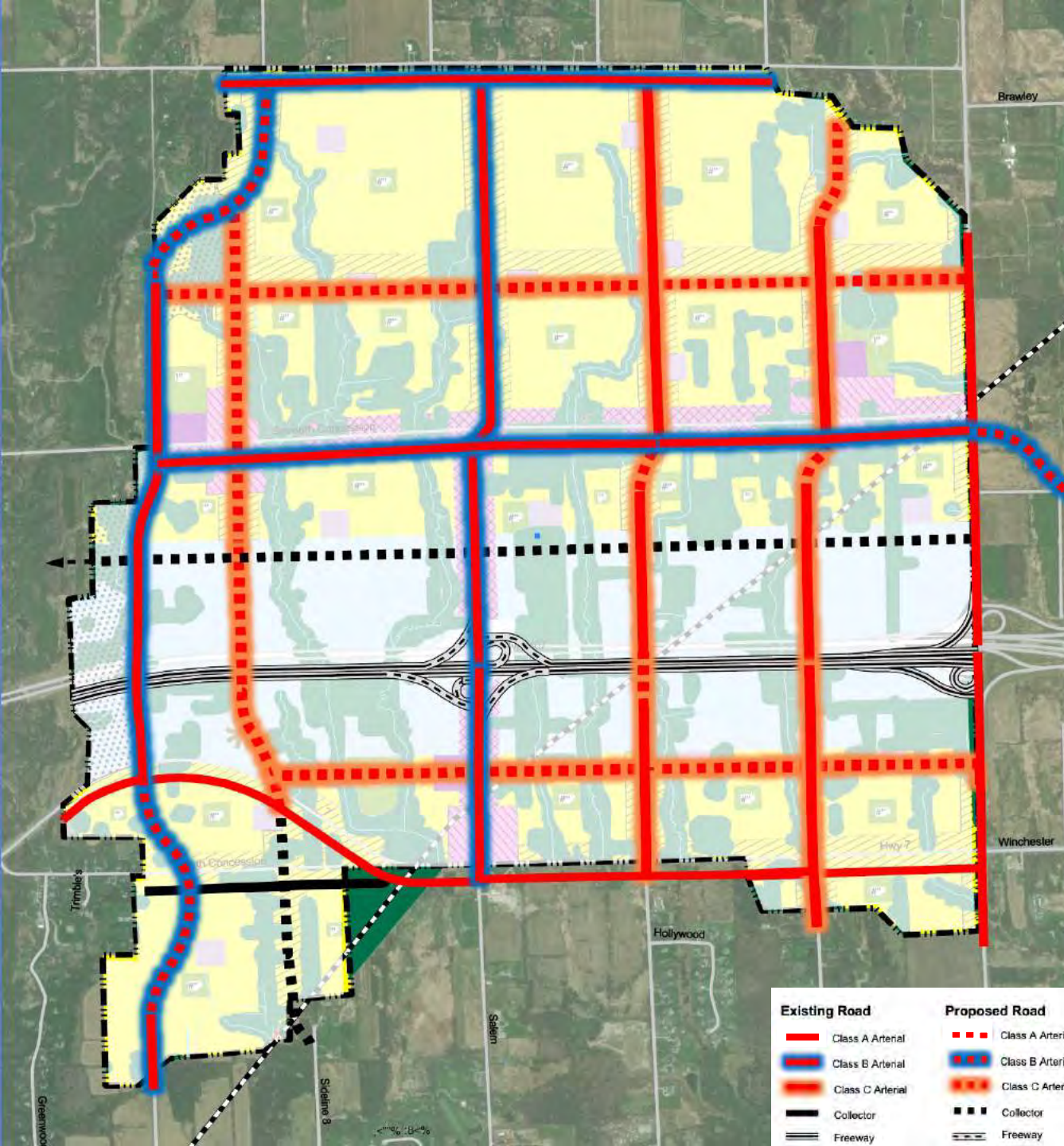
Concept 3 – Employment Area

- **One large Employment Area** straddles Hwy 407 from Lake Ridge Road to Westney Road
- Bound by Collector Road to north and Type C Arterial to south
- New central interchange at Salem Road.
- **Maximizes visibility** to/from Hwy 407.



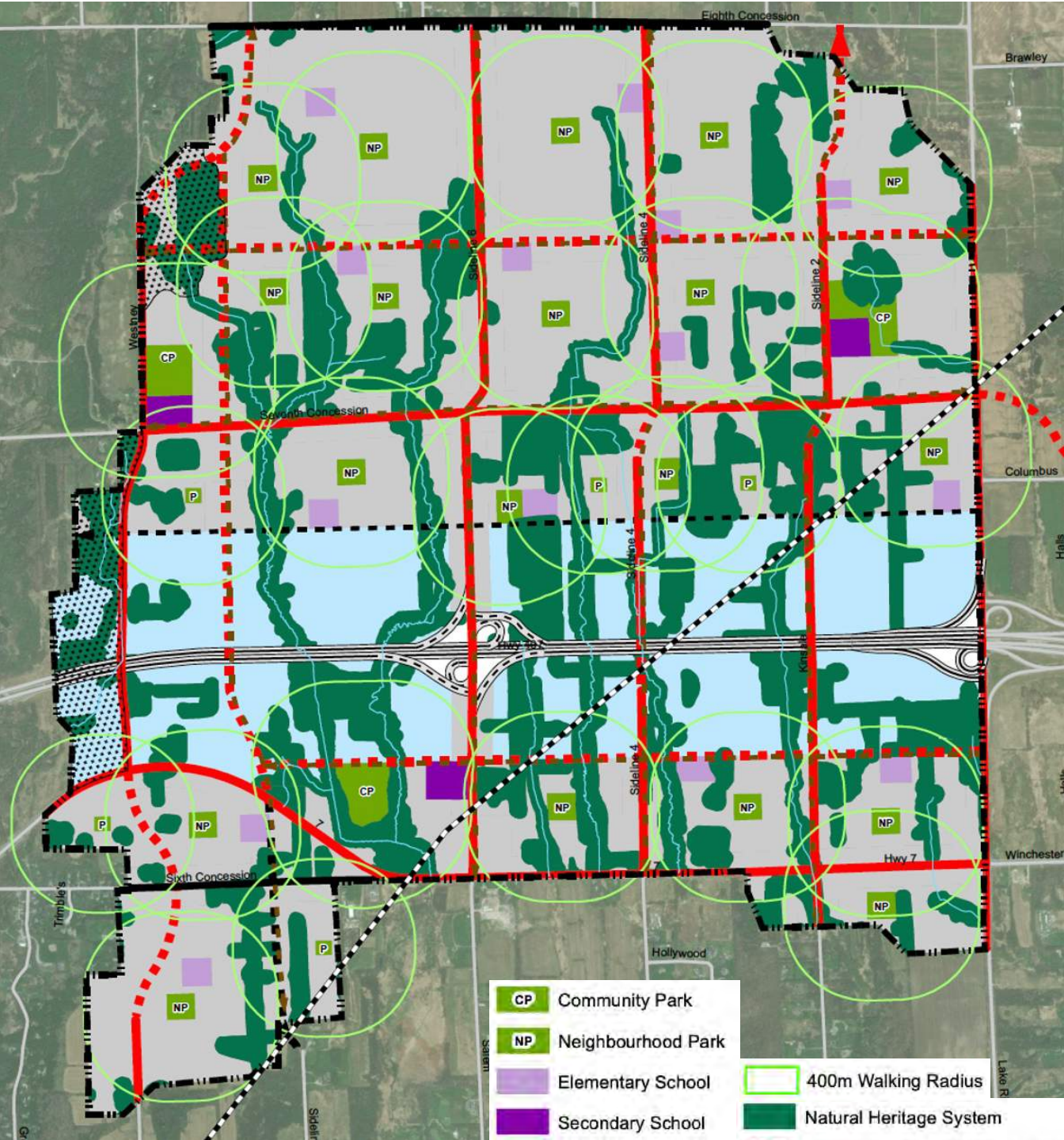
Concept 3 – Roads

- Typical pattern of major roads
- **Three continuous NS Type C Arterial Roads**
- **Three new EW roads**
 - Type C Arterial Rd north of Hwy 7
 - Collector Rd north of Hwy 407
 - Type C Arterial Rd north of 7th Concession



Concept 3 – Trails, Parks and Schools

- **Three 6-hectare community parks**, co-located with Neighbourhood Centres and secondary schools.
- **Nineteen neighbourhood parks** (5-minute walking radius) located central to each residential area, not co-located with schools.
- **Five parkettes (village greens)** distributed in smaller enclaves.
- Trail network follows Collector Roads.



Evaluation



- **Land Use Concepts** to be evaluated against:
 - Set of criteria and measures
 - Based on 5 Guiding Principles
- The **Preferred Land Use Plan**:
 - Not necessarily one of the three Land Use Concepts
 - Rather a combination of most preferred elements of each
- **Evaluation Matrix** will detail the evaluation of each Land Use Concept



Evaluation Criteria



Multi-Generational



- Amount to which the minimum density target of 52 persons and jobs is exceeded
- Locations of Regional Centre and Community Nodes
- Locations of Regional and Mixed Corridors
- Proportion of low, medium and high density units
- Phasing of community development

Connected and Walkable



- Proportion of residential area in proximity to Regional Centres, Community Nodes and Local Nodes
- Efficiency and safety of the road and active transportation network
- Connectivity of the overall transportation network
- Transit efficiency
- Location of residential areas in proximity to schools
- Intersection spacing

Evaluation Criteria



Land Stewardship



- Natural heritage system crossings
- Potential restoration areas
- Land use compatibility with natural heritage system
- Active transportation integration with the natural heritage system

Vibrant Public Spaces



- Proximity of residential areas to parks
- Co-location of parks and mixed use areas
- Co-location of parks and the natural heritage system
- Co-location of parks and schools

Economic Diversity



- Exposure of Employment Area along Highway 407
- Proximity of Employment Area to transit
- Compatibility between Employment Areas and Residential Areas
- Ability to allow for a wide range of parcel sizes

Next Steps



- Evaluate three **Land Use Concepts** based on the draft Evaluation Criteria and feedback from the public and stakeholders
- Select and refine a **Preferred Land Use Concept Plan**

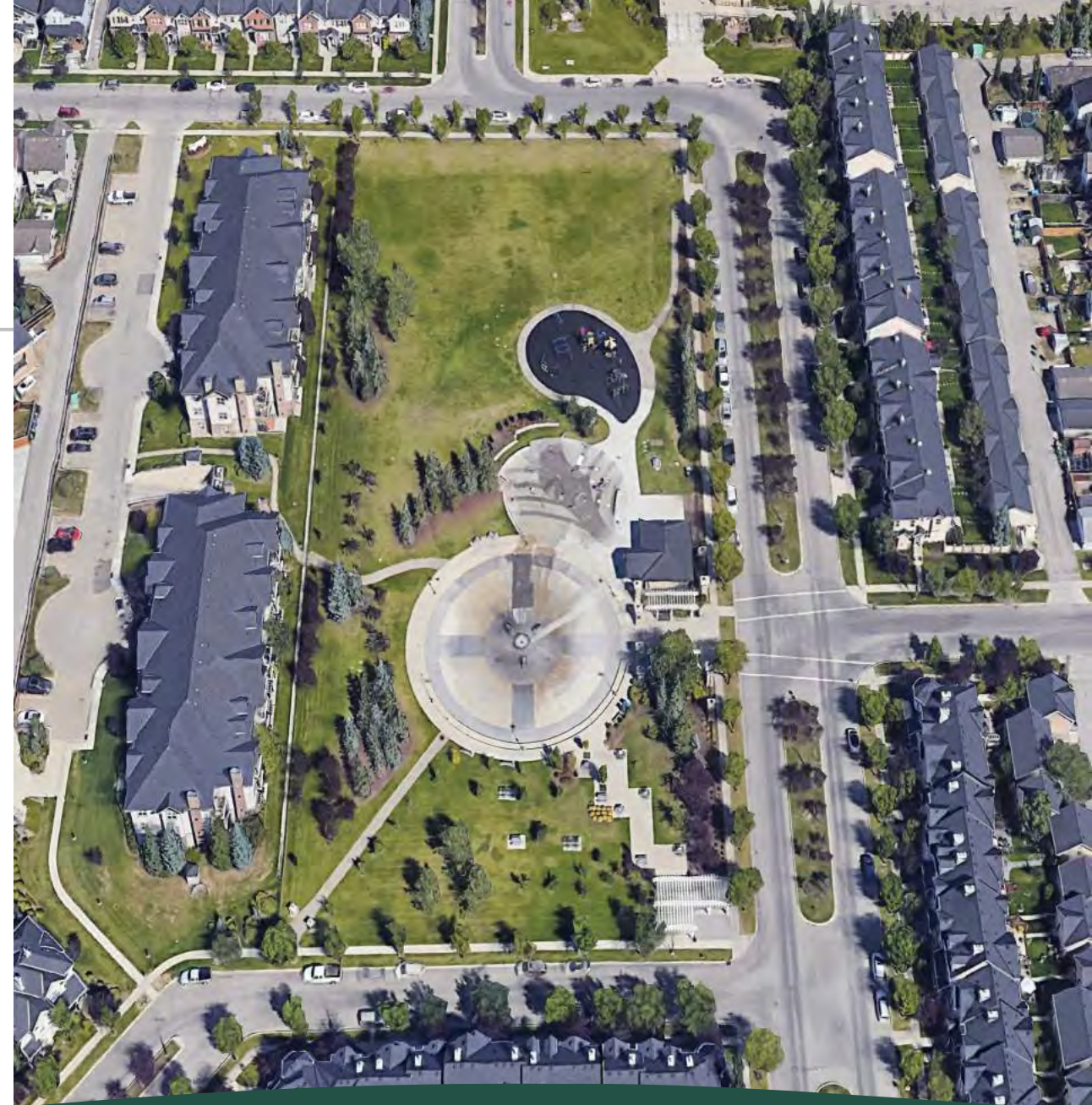
Stay Involved

- Ask questions today
- Fill out a comment form or contact the Project Team
- Visit the Project Website at letstalkpickering.ca/nep

Round Table Discussions



- Provide input and compare the three Land Use Concepts based on theme:
 - Where We Live, Work and Play
 - How We Move
 - How We Protect Nature
- Approx. 15 – 20 minutes per theme
- Project facilitators available at each table



An aerial photograph of a rural landscape, showing a patchwork of green and brown agricultural fields, a winding road, and a small cluster of buildings. The image is partially covered by a dark green semi-transparent overlay on the left side.

Thank You

Appendix D: Online Survey #2 Questions



Northeast Pickering Secondary Plan

Let's Talk Pickering

Survey #2: Ways to Grow

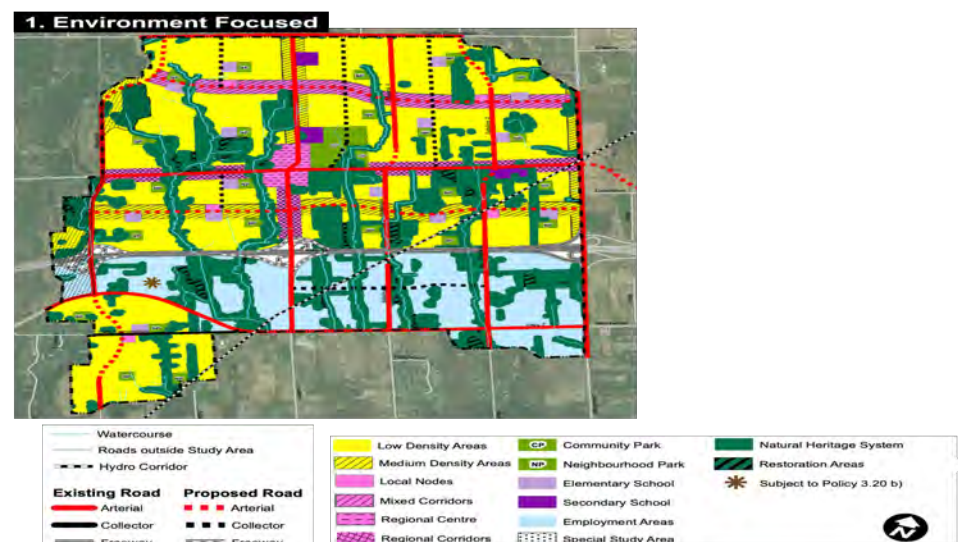
Three Ways to Shape Growth

There are three land use concepts that have been developed to consider different approaches to planning for growth in Northeast Pickering.

Each concept applies different approaches to land use, environmental restoration, and transportation.

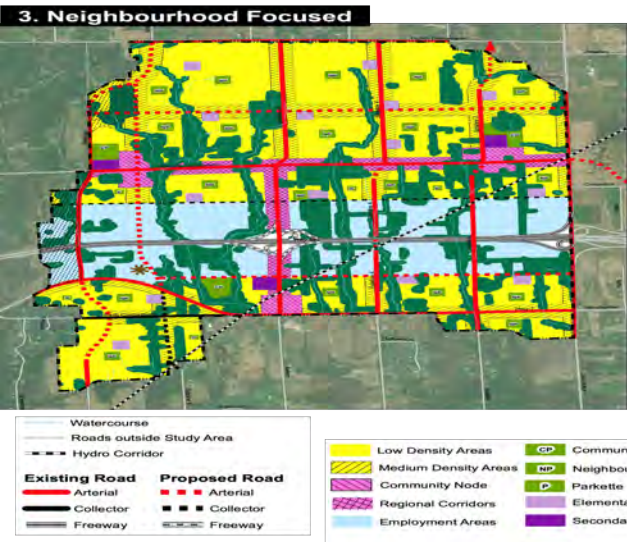
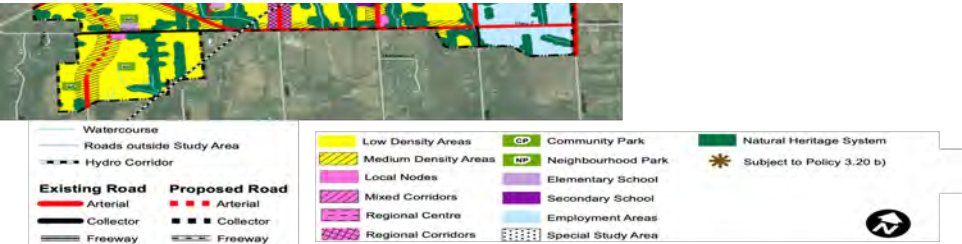
1. Environment Focused
2. Transit Focused
3. Neighbourhood Focused

The following questions explore the ways that land use planning, environmental restoration, and transportation have been approached in each of the concepts.



Northeast Pickering Secondary Plan

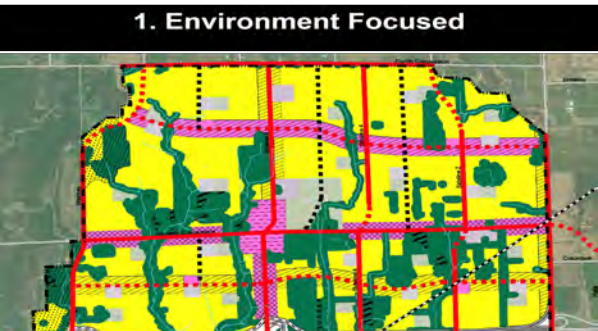
Let's Talk Pickering



Where We Live, Work, and Play - Community Areas

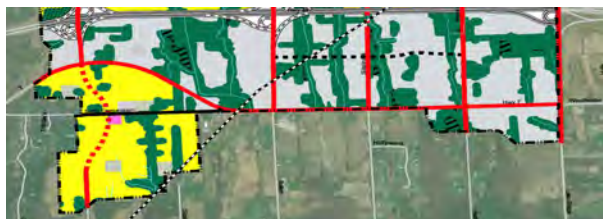
The three concepts explore the arrangement of downtowns and mixed-use areas in different ways:

- 1) Environment Focused: Centralized Regional Centre with five main neighbourhoods distributed throughout the Secondary Plan area. Regional Corridors supporting mixed uses along main east-west corridors.

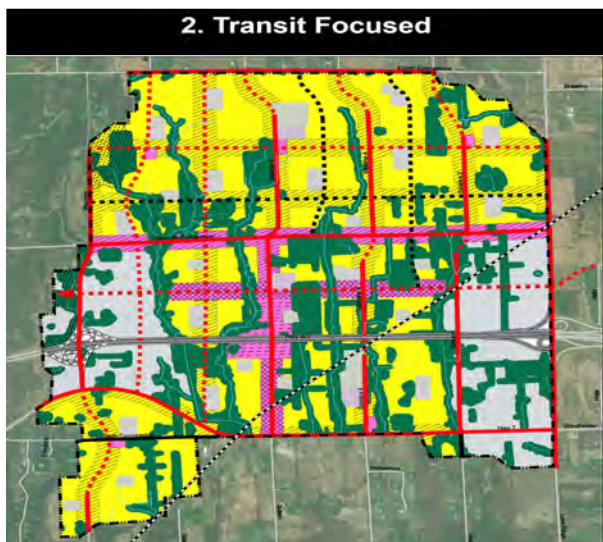


Northeast Pickering Secondary Plan

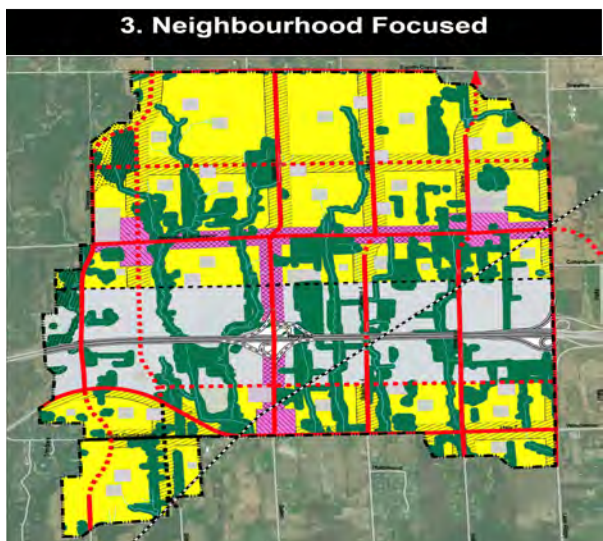
Let's Talk Pickering



2) Transit Focused: Regional Centre straddling HWY 407, with a network of medium density corridors along main roadways.

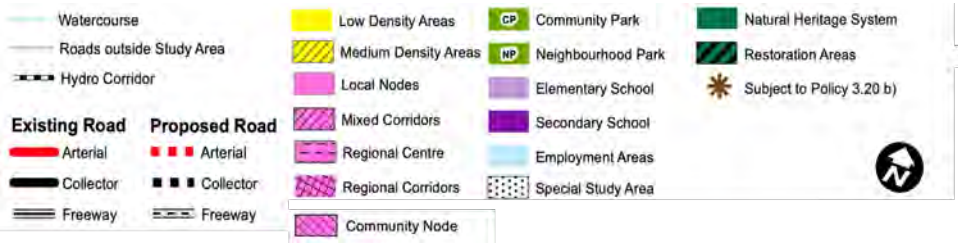


3) Neighbourhood Focused: Three large neighbourhoods (community nodes), co-located with parks and secondary schools. Medium density corridors along main roadways.



Northeast Pickering Secondary Plan

Let's Talk Pickering



Which arrangement of downtowns and mixed-use areas (shown in pink on the maps) would best serve the new community?

(Choose all that apply)

- ☐ Concept 1: Environment Focused
- ☐ Concept 2: Transit Focused
- ☐ Concept 3: Neighbourhood Focused

Tell us why you selected the Concept above

Which arrangement of roads and land uses is the best complement to the natural heritage areas?

(Choose all that apply)

- ☐ Concept 1: Environment Focused
- ☐ Concept 2: Transit Focused
- ☐ Concept 3: Neighbourhood Focused

Tell us why you selected the Concept above

Where We Live, Work, and Play - Employment Areas

The following questions explore the potential arrangement of employment areas that would work best for employers and for residents.

1) Environment Focused - One major employment area south of HWY 407 supported by interchanges at Westney Road and Salem Road.

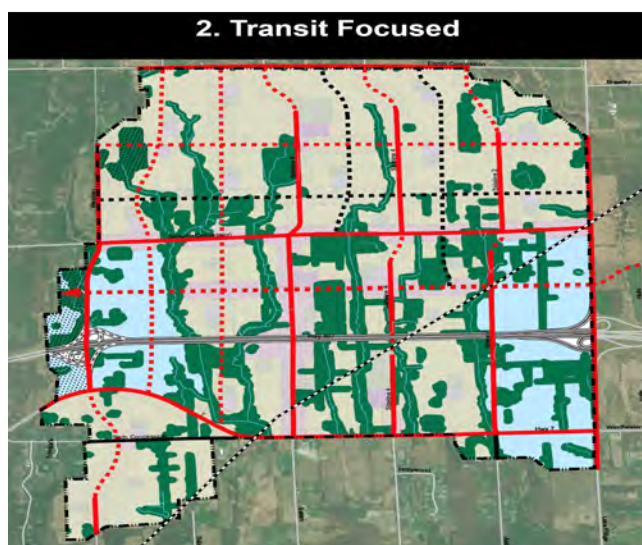


Northeast Pickering Secondary Plan

Let's Talk Pickering



2) Transit Focused - Two separate Employment Areas to the east and west, supported by interchanges at Westney Road and Lake Ridge Road.

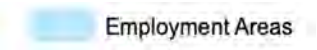


3) Neighbourhood Focused - One major employment area straddling HWY 407 supported by a new interchange at Salem Road.



Northeast Pickering Secondary Plan

Let's Talk Pickering



Which arrangement of employment areas in the three concepts would **best serve employers**?

(Choose all that apply)

- ☐ Concept 1: Environment Focused
- ☐ Concept 2: Transit Focused
- ☐ Concept 3: Neighbourhood Focused

Tell us why you selected the Concept above

Which arrangement of employment areas in the three concepts would **best serve residents**?

(Choose all that apply)

- ☐ Concept 1: Environment Focused
- ☐ Concept 2: Transit Focused
- ☐ Concept 3: Neighbourhood Focused

Tell us why you selected the Concept above

Connecting to Nature

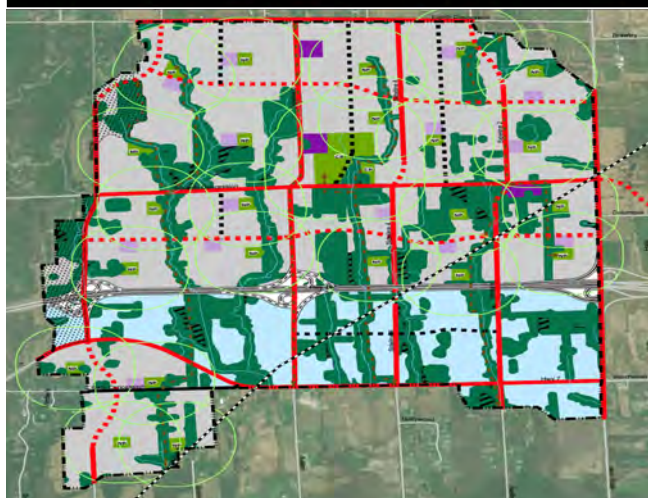
The Natural Heritage System in Northeast Pickering is a core feature of the Secondary Plan. The Three concepts explore ways to connect parks to the Natural Heritage System, shown in dark green on the maps.

- 1) Environment Focused: Neighbourhood parks located alongside the Natural Heritage System, with one large central Community Park

Northeast Pickering Secondary Plan

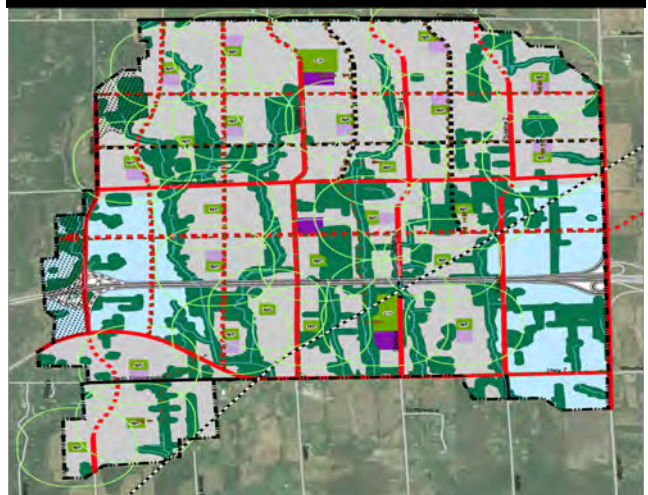
Let's Talk Pickering

1. Environment Focused



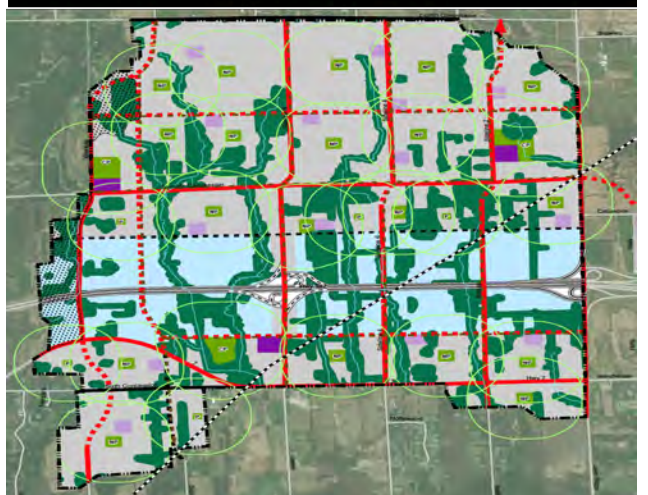
2) Transit Focused: Neighbourhood parks co-located with elementary schools. Two large 8-hectare community parks are co-located with secondary schools, serving the north and south communities.

2. Transit Focused



3) Neighbourhood Focused: Three 6-hectare community parks, co-located with community nodes (neighbourhood centres) and secondary schools. Neighbourhood parks are located central to each residential area, not co-located with schools. There are also five parkettes (village greens) distributed in smaller neighbourhoods.

3. Neighbourhood Focused



Northeast Pickering Secondary Plan

Let's Talk Pickering

CP

Community Park

NP

Neighbourhood Park

Elementary School

Secondary School

Employment Areas

Special Study Area

Natural Heritage System

Restoration Areas

Subject to Policy 3.20 b)

Which arrangement of park locations is the best complement to the natural heritage areas?

(Choose all that apply)

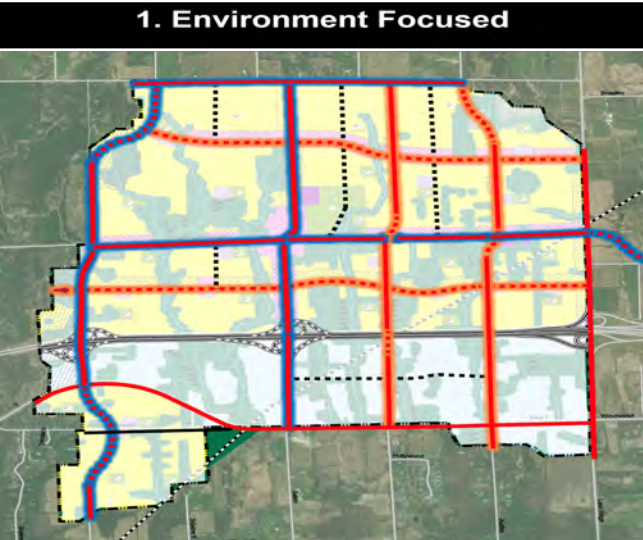
- ☐ Concept 1: Environment Focused
- ☐ Concept 2: Transit Focused
- ☐ Concept 3: Neighbourhood Focused

Tell us why you selected the Concept above

How We Move

The three concepts explore new road connections and opportunities to move people through the Secondary Plan area in different ways:

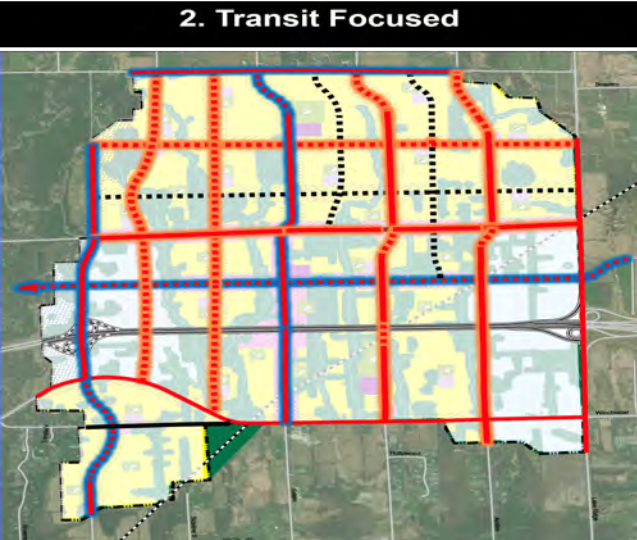
1) Environment Focused: Fewest new roads, with a focus on connecting main areas of density and community hubs.



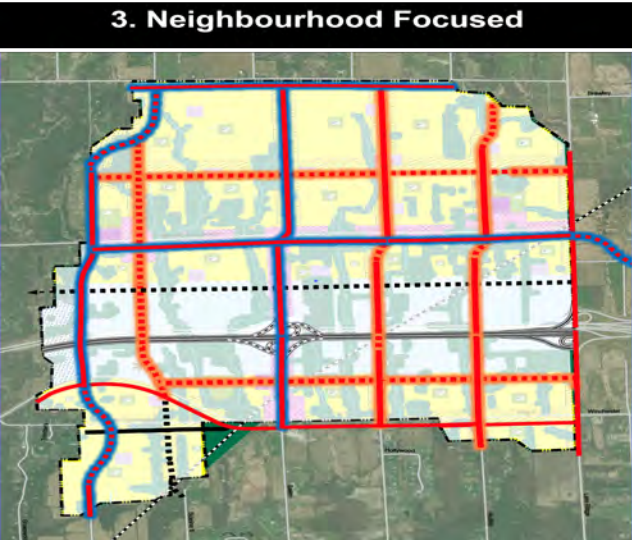
2) Transit Focused: Dense network of roads supporting mixed uses, higher densities, transit and active transportation.

Northeast Pickering Secondary Plan

Let's Talk Pickering



3) Neighbourhood Focused: More new roads than Concept 1 but fewer than Concept 2, connecting the three main core neighbourhoods.



Existing Road	Proposed Road
Class A Arterial	Class A Arterial
Class B Arterial	Class B Arterial
Class C Arterial	Class C Arterial
Collector	Collector
Freeway	Freeway

Which arrangement of new roads do you think provides the most convenient access to transit?

(Choose all that apply)

- ☐ Concept 1: Environment Focused
- ☐ Concept 2: Transit Focused
- ☐ Concept 3: Neighbourhood Focused

Tell us why you selected the Concept above

Northeast Pickering Secondary Plan

Let's Talk Pickering

Are there other routes you think are important?

About You

The following questions help understand who is participating in the survey. Your responses are optional and will be kept confidential, with only general trends shared as part of reporting on engagement.

Have you participated in any of the public information sessions or the previous survey for the Northeast Pickering Secondary Plan?

(Choose any one option) (Required)

- ☐ Yes
- ☐ No
- ☐ Not Sure/Do Not Remember

Age

(Choose any one option)

- ☐ Under 12 years old
- ☐ 12-17 years old
- ☐ 18-24 years old
- ☐ 25-34 years old
- ☐ 35-44 years old
- ☐ 45-54 years old
- ☐ 55-64 years old
- ☐ 65-74 years old

Where do you currently live?

(Choose any one option)

- ☐ Seaton
- ☐ Another part of Pickering
- ☐ Ajax
- ☐ Whitby
- ☐ Other part of Durham Region
- ☐ Elsewhere

If you are a resident of Pickering, how long have you lived here?

(Choose any one option)

- ☐ 0-5 years
- ☐ 5-15 years
- ☐ 16+ years
- ☐ I do not currently live in Pickering

Do you work or own a business in Pickering?

(Choose any one option)

- ☐ Yes
- ☐ No

Northeast Pickering Secondary Plan

Let's Talk Pickering

Thank you for your input!

Personal information contained on this form is collected pursuant to the *Municipal Freedom of Information and Protection of Privacy Act*, and will be used for the purpose of collecting your comments regarding Northeast Pickering. By completing this form, you consent to your information becoming part of the City's corporate records. Questions about this collection should be directed to the City Clerk, One The Esplanade, Pickering, ON, L1V 6K7, 905.420.4611.