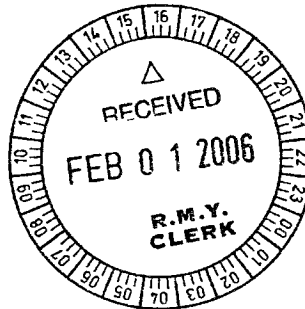


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February 1, 2006



REGION OF YORK
CLERK'S OFFICE

FILE NO. *P16*

B. Tuckey

Dear Stakeholder:

Re: Proposed Modifications to the Proposed Central Pickering Development Plan

Please find attached a copy of the proposed modifications to the proposed development plan developed by the Ministry of Municipal Affairs and Housing. As a result of information and comments gathered from consultations during the Summer of 2005, the Ministry has prepared a series of proposed modifications to the proposed Development Plan. Now, we want your comments on the proposed modifications. The proposed modifications to the proposed plan are being made available to the public and municipalities under the authority of subsection 4(4) of the *Ontario Planning and Development Act, 1994* (OPDA).

The release of the proposed modifications will mark the beginning of a consultation period during which the Ministry wants to get your feedback and written submissions. Written submissions are to be received by the Ministry by March 3, 2006.

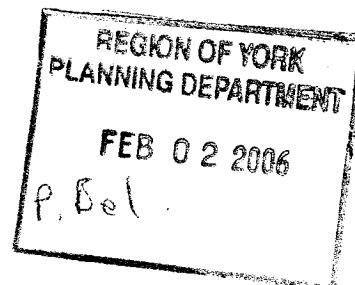
As part of the Province's strategy to protect the Oak Ridges Moraine, the Province is proposing to exchange provincially owned lands in Seaton for privately owned lands on the Moraine. In addition, and in order to lay the foundation for a well-planned, progressive urban and rural community in Pickering with a protected natural heritage system, the ministry is preparing a proposed Development Plan that reinforces the Province's Greenbelt Plan and key principles of the proposed Growth Plan for the Greater Golden Horseshoe.

On behalf of the Ministry of Municipal Affairs and Housing, I look forward to your participation in this important process. In the meantime, if you have any questions, please call the North Pickering Land Exchange Team at (416) 585-6554.

Yours truly,

Elizabeth A. McLaren
Assistant Deputy Minister
Planning and Development Division

Attachment



Central Pickering Development Plan Proposed Modifications

The proposed Central Pickering Development Plan (CPDP) is prepared under the authority of the *Ontario Planning and Development Act, 1994* (OPDA).

The proposed Plan affects an area of land described in the Development Planning Area Order made under section 2(1) of the OPDA dated March 25, 2004. The Development Planning Area is bounded by the CPR Belleville Line in the south, Sideline 16/Pickering-Ajax boundary in the east, Highway 7 in the north and York-Durham Town Line in the west. The Development Planning Area is located entirely within the City of Pickering within the Regional Municipality of Durham.

The proposed Plan was released for public review on July 14, 2005 for a 60-day consultation period and posted on the Environmental Bill of Rights Registry (EBR). The consultation period ended September 12, 2005. Over 60 submissions commenting on the proposed Plan were received and reviewed by the Ministry of Municipal Affairs and Housing staff and the project's consultants.

The following modifications to the proposed CPDP are being proposed for public comment for 30 days. Modifications to the proposed Plan are identified, as appropriate, in italics.

Editorial Changes

1. Wherever Natural Heritage System primary designation is found, it should be changed to *Natural Heritage System Primary Designation*.
2. Wherever Natural Heritage System overlay designation is found, it should be changed to *Natural Heritage System Overlay Designation*.
3. Wherever Greenbelt Plan (*Ontario Regulation 208/2005*) is found, it should be changed to *Greenbelt Plan (Order-In-Council 208/2005)*.
4. Wherever Minimum Distance Separation formulae is found, it should be changed to *Minimum Distance Separation Formulae*.
5. Wherever Draft Growth Plan for the Greater Golden Horseshoe is found, it should be changed to *Proposed Growth Plan for the Greater Golden Horseshoe*.

Schedule Changes

1. Replace the existing Schedule 2, Land Use; Schedule 4, Transportation Network; and Schedule 5, Servicing System, with the proposed attached schedules.

Amendments to the OPDA Plan's Policies:

In Section 1.3 - History and Context:

1. Amend item 2 on page 14 to read as follows:
 2. *The Places to Grow Act, 2005 provides a legal framework for growth planning in Ontario. The Act allows the Province to designate any area as a growth area and develop a Growth Plan for that area. A Growth Plan would integrate and build on other key provincial initiatives including the proposed Greenbelt Plan, the Niagara Escarpment Plan, Planning Act reform, infrastructure planning, and source water protection planning. The Central Pickering Development Plan will implement the basic principles of the proposed Growth Plan for the Greater Golden Horseshoe.*

In Section 3.2 - Stage Two:

2. Amend Section 3.2 – Stage Two, by revising the first paragraph on page 25 to read as follows:

Stage Two involves the logical phasing of Neighbourhood Planning through the preparation of a Master Environmental Servicing Plan, together with other required studies, including an *Economic Development Study*, Natural Heritage System Management Plan including a master trail plan, and Environmental Assessments. Detailed Neighbourhood Plans will be prepared concurrent with or prior to the processing of plans of subdivision. These Neighbourhood Plans will be completed in a manner consistent with the City's of Pickering's development planning process. *All studies required by this Plan to permit future development of lands will be the financial responsibility of the benefiting landowners.*

3. Amend Section 3.2 – Stage Two, by adding to the end of the third paragraph on page 25 to read as follows:

It is a policy of this Plan to require that the timing for commencement and preparation of the Master Environmental Servicing Plan, any required environmental assessments, including those to be carried out by the City of Pickering and/or the Region of Durham and the Natural Heritage System Management Plan be co-ordinated as much as possible in order to avoid duplication of work and permit achievement of common and inter-related objectives.

4. Amend Section 3.2 – Stage Two, by adding a new requirement on page 26 to read as follows:

12. Identify existing and proposed major utility requirements, such as appropriate locations for large utility equipment and utility cluster sites, installations, corridors, easements and substations.

In Section 4.1- Natural Heritage System:

5. Amend Section 4.1 – Natural Heritage System, by revising Objective 1 to read as follows:

1. Protect, maintain and, where possible, enhance all environmentally significant features and functions, all significant connections to regional natural systems including the Oak Ridges Moraine, Rouge Park, Duffins Creek system, Lake Ontario, and the Greenbelt Area, as well as all key hydrological features in the Development Planning Area;

6. Amend Section 4.1 - Natural Heritage System, by deleting Policies 2 and 10 and replacing them with a new Policy 2, and renumber the remaining policies accordingly. The new policy will read as follows:

2. Require the preparation of an overall Natural Heritage System Management Plan for the lands referred to as Natural Heritage System Primary Designation on Schedule 2 by the owners of the land. The Natural Heritage Management System Plan will include the preparation of a master trail plan, and establish the long-term uses, maintenance requirements and responsibilities and programs for all elements of the Natural Heritage System. The Natural Heritage System Management Plan will also address cultural heritage protection.

The planning and design of the master trail plan for the Natural Heritage System Primary Designation will consider the following:

a) Build on the heritage pattern of land division within the Development Planning Area by following open and unopened road allowances, lanes and hedgerows, where feasible;

- b) Link urban neighbourhoods with places of work, mixed-use centres, and social facilities;
- c) Connect with urban neighbourhoods via a series of trailheads located at the edges of urban neighbourhoods and linked with urban paths;
- d) Use the existing trail systems, including the Seaton Trail, the proposed Regional Trail Network and the proposed Whitevale Trailhead as a basis for providing a new comprehensive trail system for the Development Planning Area;
- e) Avoid the most sensitive features of the Natural Heritage System, including habitat of sensitive species, wetlands, and steep slopes;
- f) Avoid fragmentation of core forest habitat; and,
- g) Utilize educational signs to develop greater understanding of the value and protection needs of the Natural Heritage System.

In Section 4.2 - Cultural Heritage:

7. Amend Section 4.2 - Cultural Heritage, by adding the following to subsection (e) of Policy 1 to read as follows:

e) Requiring that urban design guidelines prepared as a component of the Neighbourhood Plans address the conservation of significant cultural heritage resources and landscape features, and the integration of significant views associated with these features into the design of the new urban community. In particular, these considerations shall be an integral element of the design of public spaces. *Implementation of this policy shall be informed by the assessment and recommendations contained in the Fall 2005 report entitled "Cultural Landscape Assessment Central Pickering: Seaton Lands" prepared by Wendy Shearer Landscape Architect Limited; and,*

8. Amend Section 4.2 - Cultural Heritage, by revising subsection (a) of Policy 2 to read as follows:

a) Demonstrate appropriate transitional design and compatibility with the area's existing character, including use of social, institutional, open space and recreational facilities to serve as a buffer, as shown on Schedule 2 and referred to as *Hamlet Heritage Open Space*;

9. Amend Section 4.2 – Cultural Heritage, by deleting Policy 3 and replacing it with a new Policy 3 to read as follows:

3. Recognize First Nations' cultural and spiritual connection to the Development Planning Area and require the development process be undertaken in a respectful manner. This will include actively seeking the input and advice of First Nations in considering the most appropriate actions to take with respect to the protection, commemoration, long-term management and/or mitigative excavation of archaeological sites.

10. Amend Section 4.2 – Cultural Heritage, by adding a new policy following Policy 3 and renumber the remaining policies accordingly. The new policy will read as follows:

4. Permit the City of Pickering to require, as a condition of development approval, that an archaeology monitor, preferably of First Nations' ancestry, be retained by the proponent for any significant mitigative excavation activities, on known pre-contact archaeological sites. The purpose of this monitor would be to work co-operatively with the proponent's licensed professional archaeologist in order to report back on the results of the mitigative excavation activities to interested First Nations.

In Section 4.3 – Agriculture:

11. Amend Section 4.3 – Agriculture, by deleting subsection (b) of Policy 2 and replacing it with a new subsection (b) to read as follows:

b) Secondary uses or ancillary activities as defined in the Provincial Policy Statement that are secondary to the principal use of the property, including home occupations, home and cottage industries, veterinary clinics and uses that produce value-added agricultural products from the farm operation on the property, such as community herb gardens, seasonal roadside produce stands, farm vacation uses, kennels and craft shops;

12. Amend Section 4.3 – Agriculture, by deleting subsection (e) of Policy 2 and renumber the remaining policies accordingly.

In Section 4.4 - Social, Institutional, Open Space and Recreational Facilities:

13. Amend the opening statement of Section 4.4 - Social, Institutional, Open Space and Recreational Facilities, to read as follows:

The new urban community will require a broad range of social, institutional, open space and recreational facilities, including *educational facilities, arts and cultural facilities*, parks, recreation centres, health care facilities, childcare centres and places of worship.

14. Amend Section 4.4 Social, Institutional, Open Space and Recreational Facilities, by adding a new Policy 4, to read as follows:

4. Ensure that roadway lighting and outdoor lighting associated with development does not cause direct light trespass, glare or up light.

In Section 4.5 – Transportation Network:

15. Amend Section 4.5 – Transportation Network, by revising the third paragraph on page 47 to read as follows:

The Development Planning Area will be served by both major and minor transit corridors. Major transit corridors will have the potential to develop into higher order service in exclusive rights-of-way, and facilitate inter-regional and local travel. Major transit corridors identified on Schedule 4 to this Plan include the Highway 407 transitway (mainline and links), Highway 7, Brock Road, Taunton Road, and *Whites Road/Sideline 26*. These corridors:

16. Amend Section 4.5 – Transportation Network, by revising the third paragraph on page 48 to read as follows:

Minor transit corridors facilitate a greater frequency of transit bus service with the opportunity to convert traffic lanes to higher occupancy vehicle lanes. Minor transit corridors identified in this Plan include, *Rossland Road/Sideline 22 and other collector and arterial roads as identified in Schedule 4*. The community has been planned such that 90% of residents will be within a 400-metre (i.e., five-minute) walk of a transit route.

17. Amend Section 4.5.1 – General Transportation, to revise objective 3 to read as follows:

Ensure adequate inter-regional transportation infrastructure through connections with Highway 407, the potential future airport and transit corridors. *To this end, the Province will encourage co-operation between provincial ministries, the Regional Municipalities of York and Durham and the City of Toronto to co-ordinate transportation planning decisions that support a more efficient inter-regional transit and roads network, in recognition of the importance of the movement of goods and people to the economy of the eastern Greater Toronto area;*

18. Amend Section 4.5.2 - Transit and Active Transportation, to modify objective 11 to read as follows:

11. Facilitate the introduction *and improvement of transit services* as development occurs by ensuring, through conditions of plan of subdivision approval, that an interconnected road network is created, *with linkages from all parts of the Development Planning Area to urban growth centres identified in the proposed Growth Plan for the Greater Golden Horseshoe, and major transit station areas identified in accordance with the proposed Growth Plan;*

19. Amend Section 4.5 – Transportation Network, by revising Policy 1 to read as follows:

1. Determine the precise location of a future GO Transit Station, conceptually located on the west side of Brock Road north of the C.P Rail line *as shown on Schedule 4: Transportation Network*, through an environmental assessment;

- a) Should the environmental assessment result in the identification of alternate location(s), the station location(s) may be moved without amendment to this Plan; and,
- b) Upon identifying the station location(s), re-examine the abutting land-uses to ensure an appropriate mix and intensity of land-uses is permitted.

20. Amend Section 4.5 – Transportation Network, by adding a new policy following Policy 2 and renumber the remaining policies accordingly. The new Policy will read as follows:

3. Require the development pattern throughout Central Pickering to accommodate transit routes, pedestrian and bicycle networks, and alternative transportation facilities (including park and ride, car pooling, bicycle storage areas, bus bays and accessible transit stop pads) in order to encourage and maximize the use of public transit within the City of Pickering and between neighbouring municipalities, from the earliest stage of development. Provision shall be made for commuter parking areas to accommodate transit stations and service transfer sites over time.

21. Amend Section 4.5 – Transportation Network, by adding subsection (d) to Policy 3 to read as follows:

d) The appropriate location, structure design and intersection spacing for the Whitevale Road bypass over the West Duffins Creek.

22. Amend Section 4.5 - Transportation Network, by revising Policy 4 to read as follows:

4. Plan for the construction of two Highway 407 interchanges at Sideline 26 and Sideline 22. The timing for the construction of the interchanges will be based on a needs assessment conducted as part of the Master Environmental Servicing Plan in consultation with the Ministry of

Transportation and the 407 ETR Concessions Company. *Interchanges at Sideline 26 and Sideline 22 and resultant spacing of the interchanges must meet applicable design, safety and operational standards, and any other applicable approvals.*

23. Amend Section 4.5 – Transportation Network, by deleting subsection (c) of Policy 6 and replacing it with a new subsection (c) to read as follows:

c) Recognizing the unique heritage character of the Whitevale Road corridor from the Whitevale Hamlet to the Whitevale Road bypass (west of Sideline 22), and to this end, during the preparation of Neighbourhood Plans adjacent to this corridor,

- i) integrating new development along this corridor in a manner that is compatible with existing cultural heritage value or interest of the landscape, properties and structures;
- ii) determining an appropriate road cross-section, traffic management measures and accessibility that are compatible with the character of this corridor; and
- iii) considering measures such as lower rights-of-way widths and pedestrian oriented streetscape, as a way of conserving heritage attributes, context and character of this corridor.

24. Amend Section 4.5 – Transportation Network, by deleting subsection (e) of Policy 6 and replacing it with a new subsection (e) to read as follows:

e) Aligning Brock Road to the east to meet the possible Highway 407 interchange subject to the necessary approvals being obtained, pending the outcome of the Highway 407 East Environmental Assessment, and preserving the existing Brock Road alignment and providing local access to and from the highway near the Hamlet of Brougham.

25. Amend Section 4.5 – Transportation Network, by deleting Policy 8 and replacing it with a new Policy 8 to read as follows:

8. In order to achieve a compact development pattern, efficient use of land and a pedestrian oriented streetscape and to limit impacts on the Natural Heritage System and significant cultural heritage features, incorporate minimum rights-of-way widths in the preparation of Central Pickering's Neighbourhood Plans. These rights-of-way widths should, where feasible and appropriate, be at the lower end of the ranges identified for roads by the City of Pickering and Regional Municipality of Durham. Notwithstanding this policy, transit corridors on Type A arterials must be protected for six-lane cross-sections, including two dedicated transit lanes, and transit corridors on Type B arterials must be protected for a four-lane cross section, including two lanes for high occupancy vehicle use or transit priority measures. Should it be determined that a wider right-of-way width is necessary through the Neighbourhood Planning process to accommodate safety or transit objectives, it is a policy of this Plan to require that sufficient design and landscape detail be provided of the road cross-sections to achieve the creation of a high quality public realm, with particular emphasis on ease of pedestrian movement along and across the road.

26. Amend Section 4.5 - Transportation Network, by adding a new Policy 9 to read as follows:

9. Consider, during the preparation of Neighbourhood Plans, the potential for areas around highway interchanges; GO Stations; all major transit areas; and park and ride areas, to accommodate more intensive land use activities and higher densities over time in order to support increasing transit service levels. Provision shall also be made for the identification of intensification corridors.

27. Amend Section 4.5 - Transportation Network, by adding a new Policy 10 to read as follows:

10. Require that the Province, in making transportation infrastructure investment decisions that impact on the Development Planning Area, consult with affected municipalities to maximize the opportunity for aligning provincial and municipal capital priorities, within the context of achieving the intent of the proposed Growth Plan for the Greater Golden Horseshoe.

28. Amend Section 4.5 – Transportation Network, by adding a new Policy 11 to read as follows:

11. Permit, as a condition of development approval, the requirement for an analysis of travel demand sensitivity to determine that the transportation network, intersection capacity, level of service and community design objectives of this Plan will be achieved.

29. Amend Section 4.5 – Transportation Network, by adding a new Policy 12 to read as follows:

12. Support the timely completion of the environmental assessment for the easterly extension of Highway 407 beyond Brock Road in Durham Region, recognizing that previous studies have recommended the extension of Highway 407 from Brock Road to Highways 35/115.

In Section 4.6 – Servicing:

30. Amend Section 4.6 - Servicing, by adding a new objective to read as follows:

7. Promote co-ordinated public and private utility planning and infrastructure design.

31. Amend Section 4.6 – Servicing, by adding the following to the end of Policy 1 to read as follows:

1. Prepare a Master Environmental Servicing Plan detailing the functional servicing requirements for the entire Development Planning Area. As part of the Master Environmental Servicing Plan, a phasing plan shall be prepared for the construction of major community facilities, transportation links and stormwater, water and wastewater servicing *that promotes a balanced live/work relationship and the provision of such facilities and services at the earliest feasible stage of the community development process.*

32. Amend Section 4.6 – Servicing, by adding three policies following Policy 1 and renumbering the remaining policies accordingly. The new policies will read as follows:

2. Permit the development of lands subject to the availability of servicing within the Development Planning Area. Servicing of the lands shall be phased to reflect a cost-efficient and logically sequential extension of infrastructure within the City of Pickering.

3. Notwithstanding Policy 2, require that the phasing plan prepared as part of the Master Environmental Servicing Plan address the early servicing of Prestige Employment areas so as to permit an appropriate balance of employment opportunities in conjunction with the development of the residential neighbourhoods.

4. In order to anticipate and mitigate the potential impacts of land use changes on ground and surface water resources, require, prior to the approval of the first phase of development, the following matters be addressed, to the satisfaction of the appropriate approval agencies, through the use of a three-dimensional groundwater flow model:

- a) Quantification of the sensitivity of the affected aquifers, aquitards and groundwater-fed wetlands and streams in relation to proposed land use changes in the Development Planning Area;
- b) Identification of the relationship between land use changes and local and regional groundwater recharge dynamics and path flow regime;
- c) Where necessary, provision for the mitigation of potential development impacts (including de-watering, run-off, stream base flow reduction and potential sources of contamination) on private wells, groundwater flows and stream and wetland water quality and quantity through the establishment of quantitative and/or qualitative hydrogeological targets or performance standards that shall be integrated into development proposals; and
- d) Where necessary, identification of requirements for the on going monitoring of groundwater conditions and contingency strategies for mitigating negative impacts that may be identified over time.

Preparation of this analysis shall be the responsibility of the affected development proponent(s), and take into account the 2003 Watershed Plan for the Duffins Creek and Caruthers Creek prepared by the Toronto and Region Conservation Authority.

33. Amend Section 4.6 – Servicing, by revising Policy 8 to read as follows:

8. In order to reduce streetscape clutter, where feasible, integrate, group or combine public and private above ground infrastructure. Consideration should be also given to the use of joint utility poles and submersible hydro facilities. *Utility providers shall be encouraged to consider innovative methods of containing utility services on or within streetscape features such as gateways, lamp posts and transit shelters.*

34. Amend. Section 4.6 – Servicing, by adding a new Policy 12 to read as follows:

12. Require that consideration be given to the installation of private and public utilities early in the development approvals process in order to minimize disruption to the community.

In Section 4.7 – Employment:

35. Amend Section 4.7 – Employment, by revising the introduction, to read as follows:

Balanced residential and employment growth in Central Pickering is intended to create an economically and fiscally sustainable community in the long term. *The Plan provides for approximately 35,000 jobs.* The Central Pickering Development Plan establishes the location and anticipated built form of employment uses in the Development Planning Area. The Plan's flexibility in respect of the built form and range of employment uses in identified employment areas is intended to respond to changing business preferences and methods of production, which have brought a wider range of uses into employment areas over the past twenty years.

36. Amend Section 4.7 – Employment, by replacing the preamble of Policy 4 with a new preamble, to read as follows:

4. Require, as a means to promote the timely marketing and disposition of provincially owned lands, the completion of a Highway 407 Economic Development Study prior to or coincident with the preparation of the first development proposal for an employment area within the lands designated for Prestige Employment. This study shall:

37. Amend Section 4.7 – Employment, by deleting subsection (a) of Policy 4, and replacing it with a new subsection (a) to read as follows:

a) Identify the priority location(s) within the Prestige Employment area for servicing, including transit.

38. Amend Section 4.7 – Employment, by deleting subsection (c) of Policy 4, and replacing it with a new subsection (c) to read as follows:

c) Evaluate the potential opportunities and constraints for the integration of a university/college campus site, which is highly accessible by roads and served by transit, within or immediately adjacent to the employment lands. Specific consideration shall be given, in this regard, to the lands generally south of Highway 407 and adjacent to Brock Road.

39. Amend Section 4.7 – Employment, by deleting subsection (d) of Policy 4, and replacing it with a new subsection (d) to read as follows:

d) Establish the creation of appropriate zoning and design performance standards, including for transit-supportive facilities and road cross-sections.

40. Amend Section 4.7 – Employment, by revising subsection (e) of Policy 4 to read as follows:

e) Identify the appropriate interface between the new land-uses and the Hamlets of Green River and Brougham, which may include buffering, performance standards and land-use restrictions. *In particular, identify the preferred uses for the parcels of land located on the west side of Sideline 16, north of Highway 407 and south of the Hamlet of Brougham.*

41. Amend Section 4.7 – Employment, by adding subsection (f) to Policy 4 to read as follows:

f) Identify the nature and form of employment uses that are expected to locate in the lands designated Prestige Employment in order to determine appropriate lot sizes and performance standards. Consideration shall be given to identifying precincts for large and small employment parcels.

42. Amend Section 4.7 – Employment, by adding the following sentence to the end of Policy 5, to read as follows:

5. Large format retail warehouses are not permitted in Prestige Employment areas.

43. Amend Section 4.7 - Employment, by adding a new Policy 8 to read as follows:

8. Require the City of Pickering and the Regional Municipality of Durham to work co-operatively with affected landowners to assess and rationalize, through the process for creating the first Neighbourhood Plan, the necessity for a Main-Central Area designation in the Development Planning Area, as identified in the Regional Municipality of Durham's Official Plan. In the event that it is determined that a Main-Central Area is appropriate, consideration will be given to an amendment to this Plan.

In Section 4.8 – Housing and Mixed Use:

44. Amend Section 4.8 – Housing and Mixed Use, by revising objective 3 to read as follows:

3. Plan for a community with a population of up to 70,000 residents;

45. Amend Section 4.8 – Housing and Mixed Use, by adding a new Policy 7 to read as follows:

6. Require Neighbourhood Plans to make provision for the realization of this Plan's objectives for higher density, transit supportive development by:

- a. Providing for the early introduction of transit services, alternative transportation facilities and retail and service uses to accommodate residents' needs;
- b. Setting timeframes and targets for the construction of higher density residential uses along transit spines;
- c. Providing for financial incentives for the creation of higher density and/or affordable housing, including reduced development charges and building permit and planning approvals fees; and
- d. Encouraging development intensification over time.

In Section 5.1 - Implementation Process for the Urban Community:

46. Amend Section 5.1 – Implementation Process for the Urban Community, by revising the first sentence of Policy 3, to read as follows:

3. It is a policy of this Plan that the scope of Chapter 11 of the City of Pickering's Official Plan, which provides policies for each of the City's 15 existing urban neighbourhoods, be amended to include the *fifteen* neighbourhoods (as set out in the diagram on the next page) in the urban portion of Central Pickering as shown on Schedule 2 of this Plan.

47. Amend Section 5.1- Implementation Process for the Urban Community, by adding a new Policy to read as follows:

6. It is a policy of this Plan that the preparation, review and approval of development applications within the Central Pickering community will be carried out with a view to achieving six broad sustainable community principles. These principles include:

1. fostering a healthy natural environment;
2. encouraging a healthy built environment;
3. ensuring economic health;
4. creating opportunities for education and public awareness;
5. fostering social and cultural well-being; and
6. providing appropriate measures for monitoring and measuring success.

Neighbourhood Plans shall integrate these principles through the identification of short-, medium- and long-term actions that address these principles. Performance measures should be incorporated in the Neighbourhood Plans and will play a role in the on-going assessment of the Plan's success at achieving sustainability. In order to provide greater certainty for integrating these principles into the Neighbourhood Planning process, interested stakeholders, under the direction of the City of Pickering, shall establish a committee whose mandate will include establishing benchmarks for energy conservation, building and community design, cultural heritage conservation, accessibility for the disabled, air quality, human health promotion and environmental net gain, that shall be

incorporated into Neighbourhood Plans to guide future development. This committee's work shall be undertaken prior to or concurrent with the approval of the first Neighbourhood Plan.

In Section 5.4 - Accommodating and Monitoring Change:

48. Amend Section 5.4 - Accommodating and Monitoring Change, by adding a new sentence following the first paragraph on page 73, to read as follows:

In addition, the boundaries and alignments of the land-use designations shown in Schedule 2 are approximate, and provided the general purpose and intent of the Plan is maintained, minor adjustments may be made without amendment to the Plan except where such boundaries are established by fixed features such as railways, highways and roads, lot and concession lines, or property lines. As part of the preparation of Neighbourhood Plans, minor modifications to the land use boundaries may be considered to reflect differences in scale and levels of detail or to better integrate natural and urban land uses so as to achieve a more compact efficient urban form, provided such modifications do not negatively impact the Natural Heritage System or natural features and functions.

49. Amend Section 5.4 - Accommodating and Monitoring Change, by revising the last paragraph on page 73 to read as follows:

It is a policy of this Plan that the goals, objectives, policies and accompanying Schedules contained herein shall be reviewed every five years by the Minister of Municipal Affairs and Housing. The purpose of this review will be to assess the relevance and currency of the Plan, including the scope of coverage of the Development Planning Area, in light of the changing market, demographic, social, environmental and economic conditions within Central Pickering. The review should also consider what, if any, remedial or adaptive measures need to be undertaken through amendment to the Plan to address environmental and public safety conditions and any other appropriate matters that may have changed since the Plan's approval based on experience in monitoring build out of the community. Such monitoring shall be a shared responsibility of landowners, the Province, municipalities, relevant public agencies and interested members of the public. Subject to following the requirements of the Ontario Planning and Development Act, 1994, the need for an amendment to the Central Pickering Development Plan will be determined by, and at the sole discretion of, the Minister of Municipal Affairs and Housing.

In Section 8 - Urban Design Guidelines: Schedule 9

50. Amend Schedule 9: Urban Design Guideline titled Site Sustainability – Roadway and Streetscape Design on page 97 by adding a new point to read as follows:

public and private utilities should be clustered or grouped where possible to minimize visual impact.

In Section 5.1 - Implementation Process for the Urban Community:

51. Amend Section 5.1 – Implementation Process for the Urban Community, by replacing the existing Neighbourhood Plan diagram on page 68, with the attached Neighbourhood Plan diagram