



Pickering City Centre

Urban Design Guidelines

April 3, 2017

Note: The illustration on the front page of this document is the Built Form Vision contained in the “Downtown Pickering: A Vision for Intensification and Framework for Investment” document, endorsed in principle by Council in July 2013.

Table of Contents

Introduction

1.1	The Community Vision for the City Centre	2
1.2	Guiding Principles.....	3
1.3	Background and Context	5
1.4	Purpose of the Guidelines	9
1.5	Organization of the Guidelines	9
1.6	How to use the Urban Design Guidelines.....	11

Built Form

2.1	The Built Form Vision for the City Centre	14
2.2	The Built Form Objectives	17
2.3	Site Design	18
2.3.1	The Context	18
2.3.2	Grading	19
2.3.3	Building Placement and Orientation.....	19
2.3.3.1	The Street Edge.....	19
2.3.3.2	Building Setbacks and Separations	21
2.3.3.3	Building Entrances.....	22
2.3.4	Walkways	23
2.3.5	Off-street Parking	24
2.3.5.1	Structured Parking	24
2.3.5.2	Surface Parking	26
2.3.6	Loading, Services and Utilities	27
2.3.7	Landscape Design	28
2.3.8	Fences and Walls.....	30
2.3.9	Noise Attenuation.....	30
2.3.10	Site Lighting	31
2.3.11	Signage.....	32
2.4	Building Design.....	33
2.4.1	Transition and Massing	33
2.4.2	Materials and Façade Treatment	37
2.4.3	Sustainable Design	38

2.4.4	Building Types.....	39
2.4.4.1	Low-Rise Buildings	39
2.4.4.2	Mid-Rise Buildings	41
2.4.4.3	Tall Buildings.....	42
2.4.4.4	Signature Buildings.....	43

Mobility

3.1	Mobility Objectives – An Integrated Transportation System	46
3.2	Pedestrians.....	46
3.2.1	Pedestrian Zone.....	46
3.2.2	Paths and Mid-block Connections	52
3.2.3	Pedestrian Crossings.....	53
3.2.4	Other Pedestrian Connections.....	54
3.3	Cycling.....	55
3.3.1	Multi-Use Paths.....	55
3.3.2	Cycling Lanes	57
3.3.3	Shared Roadways.....	57
3.3.4	Other Cycling Facilities	58
3.4	Transit.....	59
3.4.1	Transit Corridors	59
3.4.2	Mobility Hub and Transit Junctions	61
3.4.3	Transit Stops.....	62
3.5	Transportation Demand Management	63
3.6	Freight.....	64
3.7	On-Street Parking.....	65
3.8	Motorists	66
3.8.1	Streets.....	66
3.8.2	Elements of the Street	66
3.9	Street Types.....	69
3.9.1	Major Streets.....	71
3.9.2	Pedestrian Streets	75
3.9.3	Local Streets	78
3.9.4	Private Streets and Laneways	79
3.9.5	Special Streets.....	79

Public Realm

- 4.1 Public Realm Objectives – Establishing Gathering Places 84
- 4.2 Gathering Places 86
 - 4.2.1 Civic Park86
 - 4.2.2 Neighbourhood Parks87
 - 4.2.3 Passive Parks89
 - 4.2.4 Squares.....90
 - 4.2.5 Gateways91
 - 4.2.6 Public Buildings.....93
 - 4.2.7 Public Art.....94

This page intentionally left blank.

Introduction



1

Introduction

1.1 The Community Vision for the City Centre

“Pickering City Centre will be a vibrant, sustainable, accessible and distinct city centre for all people and all seasons. It will be a place to inspire, a place to gather, a place to work, and a place to live, all in a compact and walkable environment”

This Vision Statement was developed by the community through public workshops and open houses, and guides in words how the Pickering City Centre of the future should be designed.

A place to inspire: Pickering City Centre will contain remarkable public spaces and great places for the citizens of Pickering to enjoy. These spaces will be green, comfortable and beautiful, enhancing the urban fabric, the natural environment, and experience of place.

A place to gather: Pickering City Centre will be a destination for people of Pickering to gather, celebrate and play: to shop, be active, experience culture, dine, and attend outdoor events and festivals. The variety and quality of these options will help define the City Centre as Pickering’s heart and soul.

A place to work: The City Centre will be the epicentre of employment in Pickering, hosting a range of jobs in a diversity of settings.

A place to live: People of different ages and incomes will enjoy housing choices and a high quality of life. City Centre residents will be able to enjoy close proximity to transit, their place of work, and the services that Pickering City Centre has to offer.

...All in a compact and walkable environment.”

1.2 Guiding Principles

The Vision Statement was the starting point for conceptualizing the long-term growth of the City Centre, as well as the basis for the following Guiding Principles. These Guiding Principles provide the foundation to direct new development and investment in the City Centre and inform the design guidelines in this document.

- Reinforce the City Centre as the heart and soul of Pickering, through the continued location of services and cultural facilities, community expression and public art, and as the location for civic events.
- Make the City Centre highly walkable, with new streets and pathways, a compact block pattern, traffic calming measures, and visually interesting streetscapes.
- Encourage a mix of land uses to create vitality at all times of the day, by enhancing the range of activities, amenities and uses that will attract and serve all ages for all seasons.
- Develop an exceptional public realm by creating a diverse network of open spaces for different types of activity, all within a five minute walking distance of every home and workplace.
- Offer distinct living options, urban in format, and in close proximity to shopping, entertainment, culture and work.
- Leverage transit investment by directing development to major transit stops and transfer points, and to transforming transit stops and transfer points into exceptional places.
- Create bold entry-points to City Centre through design excellence in architecture, public art and public plazas at key gateway locations and areas of high visibility.
- Demonstrate Pickering's commitment to sustainability through active transportation infrastructure, green design, pilot projects, and environmental education opportunities.
- Make Pickering a great place to work, learn and shop through a diverse array of retail, office and work-at-home opportunities, business-related facilities, and amenities.
- Position the City Centre to evolve over time by directing bolder, shorter term change to select locations, and ensuring new development respects existing communities.
- Demonstrate Pickering's commitment to innovative design of a barrier-free and accessible City Centre.

Figure 1: Location Map of City Centre



1.3 Background and Context

Pickering City Centre Yesterday

Unlike many traditional city centres, the City Centre of Pickering was not always the central civic gathering place in Pickering. The Pickering City Centre is a planned centre that will continue to evolve over the next 20 years and more.

Prior to the 1960s, the area was primarily agricultural. Pickering's downtown was located to the east, in Pickering Village, now a part of the Town of Ajax. However, the construction of Highway 401 created better road connections to surrounding urban areas and change was imminent.

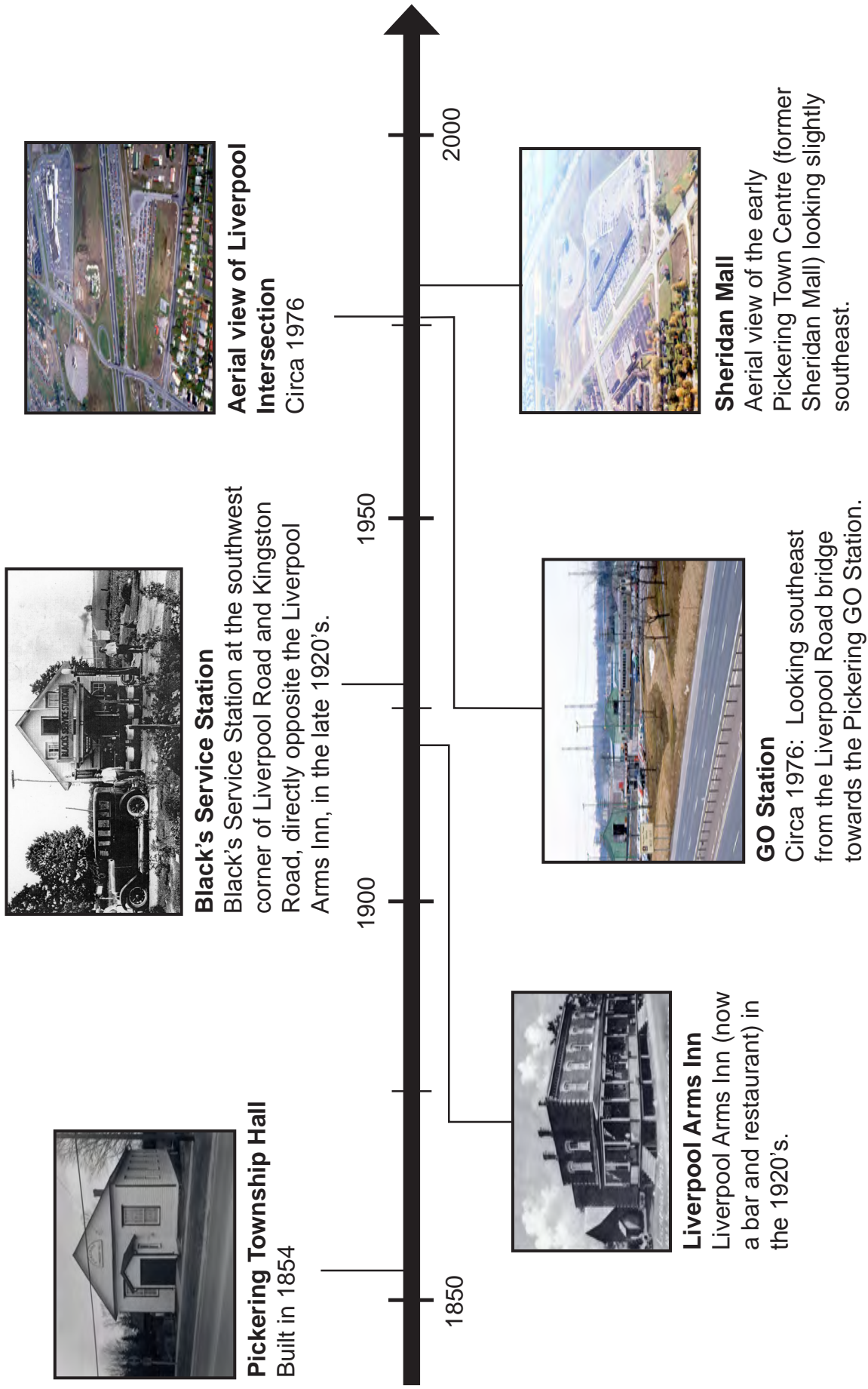
In the 1960s and 1970s, substantial development in the area occurred. Subdivisions sprung up to the north, GO Transit opened its doors at its current location, and Sheridan Mall (now Pickering Town Centre) was built.

Since 1980, the area has urbanized significantly, through the addition of a number of medium and high-density housing developments as well as new additions to the mall. The current Civic Centre status was achieved with the completion of City Hall in 1992.

While the City Centre has not always had the intensity of uses it has today, it has always been host to a number of significant destinations within Pickering.



City Centre Places through the years:



Pickering City Centre Today

Today, the City Centre is the “Gateway” to the Region of Durham as the first major commercial and employment centre east of Toronto as well as a significant mobility centre with major GO Transit and Durham Region Transit hubs.

As a major retail and entertainment anchor, the Pickering Town Centre makes the City Centre a significant regional shopping and gathering destination. The City Centre’s position in the region, along with recent transit planning and investments, make it an ideal place to accommodate growth in the form of high density residential and employment development.

As Durham Region Transit service evolves over time, Pickering City Centre will become increasingly better connected to the surrounding communities to the north and the emerging Seaton Community and potential long-term development of the Federal Airport Lands.

The City Centre is a short walking/biking distance from both the Waterfront Trail and the Trans Canada Trail, as well as several regional trails, which provide potential for local recreation as well as connections to the greater region. The Lake Ontario waterfront is 2.5 km to the south of the City Centre, directly connected by Liverpool Road and Sandy Beach Road.

A number of open space and natural heritage systems pass through and around the City Centre, including the hydro corridor, Pine Creek, and Krosno Creek. The City Centre is adjacent to several employment areas and many stable neighbourhoods, including Dunbarton, Bay Ridges, Liverpool, Village East, and West Shore.

As the City Centre grows, there is opportunity to strengthen the connection to the waterfront and ensure connectivity to adjacent neighbourhoods and employment areas.



GO pedestrian bridge across Highway 401



High density residential development supported by transit and public amenities

The Downtown Pickering Intensification Study – looking towards the future

In December 2011, the City of Pickering retained Urban Strategies, HDR | iTRANS, and Halsall Associates to undertake, what was first referred to as the Downtown Pickering Intensification Study. The purpose of the study was to provide a framework for intensification, investment and growth management in the City Centre to 2031 and over the longer term. The study process incorporated a comprehensive public engagement process which included key stakeholder interviews, four community open house events and meetings with major landowners in the City Centre.



The study responds to and conforms with a number of recent policy directions, initiatives and development interest in the City Centre. These include:

- The designation of Downtown Pickering as an Urban Growth Centre in the Growth Plan for the Greater Golden Horseshoe
- The designation as an Anchor Hub in Metrolinx’s Big Move
- Policy directions in the Regional Official Plan Amendment 128 (ROPA 128)
- Ongoing development interest in the study area

The study process culminated in the creation of the “Downtown Pickering – A Vision for Intensification and Framework for Investment” report prepared by Urban Strategies Inc., which was endorsed in principle by City Council in July 2013. The design guidelines contained in this document, read in conjunction with the Official Plan policies and City Centre Zoning By-law regulations, provide a practical planning tool to guide the review and construction of new development in the City Centre.



1.4 Purpose of the Guidelines

At the broadest level, the City Centre Neighbourhood policies and the Detailed Design Considerations in the Official Plan establish the main design objectives for the City Centre, which in turn, are to be further articulated and implemented through the City Centre Urban Design Guidelines (UDG).

The main purpose of the UDG is to provide design direction for intensification, to guide buildings and private development, as well as investments in public infrastructure in the City Centre. The UDG contained in this document implement the City Centre Neighbourhood policies through the development review process and for select public realm improvement projects.

1.5 Organization of the Guidelines

The design guidelines rest principally on two pillars: **Placemaking** and **Sustainability**. These pillars are intertwined and form part of one of the five corporate strategies of the City of Pickering namely “Sustainable Placemaking” which, in the context of the City Centre, can be described as a process to improve the long-term social, environmental, economic and cultural health of the City Centre and it involves two interrelated components:

- Building a sustainable city centre
- Living and working in a sustainable city centre

Placemaking: As the civic heart of Pickering, all public realm improvements and new development in the City Centre will be created with the intent of creating a distinct place. These opportunities include new destinations, public and private parks and plazas, enhanced and new facilities, and streetscape improvements. These are catalytic projects that will greatly contribute to creating a sense of place in the City Centre, and are envisioned to spur development.



Creating distinct places through creative design

Sustainability: In the City Centre, sustainability principles are supported by the transit-oriented development potential of this area and are embedded in other sections, such as built form, that recommend low-impact development and green design. In addition to these sections, the City will continue to treat Pickering City Centre as a sustainability demonstration area through specific capital projects.

This document comprises the following core components:

- **Built Form:** provides guidelines to direct the design, massing, height and siting of a range of buildings with specific attention to transitions, the street edge and green design.
- **Mobility:** outlines guidelines for the Pedestrian Network, Street Network, Transit Network, and Cycling Network that form the integrated mobility system in the City Centre.
- **Public Realm:** outlines guidelines for Parks and Open Spaces, Squares, and Streetscapes.

Images and diagrams are included to give visual description of the guidelines, and should not be seen as the only potential design solution.



Esplanade Park - a green lung in the City Centre

1.6 How to use the Urban Design Guidelines

The guidelines bridge the gap between the Official Plan policies and the City Centre Zoning By-law.

The guidelines are intended to assist in the preparation of development proposals within the City Centre, and will be implemented through Pickering's review of applications for Draft Plan of Subdivision, Zoning By-law Amendment and Site Plan Approval.

Although the UDG expresses the City's design objectives, they do not preclude alternative options. As guidelines they offer flexibility in their application, provided that the overall intent of the UDG is being met.

The City Centre Urban Design Guidelines document is multi-purpose and has been prepared for use by:

- **City Council:** Council approved urban design guidelines help implement the City's Official Plan and articulate Council's design aspirations for redevelopment and intensification in the City Centre.
- **City Staff:** will use the UDG in the design of City infrastructure projects and the review and approval of development applications in the City Centre. The City will also identify the key design priorities to development proponents during pre-consultation meetings.
- **Site Plan Advisory Committee:** The UDG will be used by the Committee to review applications for Site Plan Approval within the City Centre.
- **Development Industry:** The primary user of the UDG is the development industry, including developers and professional consultants. The guidelines are intended to provide understanding of the design objectives of the City and inform the design process.
- **The General Public:** The UDG will be used to inform the general public on how the City, through the review of development applications, intends to achieve a high standard of urban design in the City Centre while maintaining the character of the neighbourhood.

This page intentionally left blank.

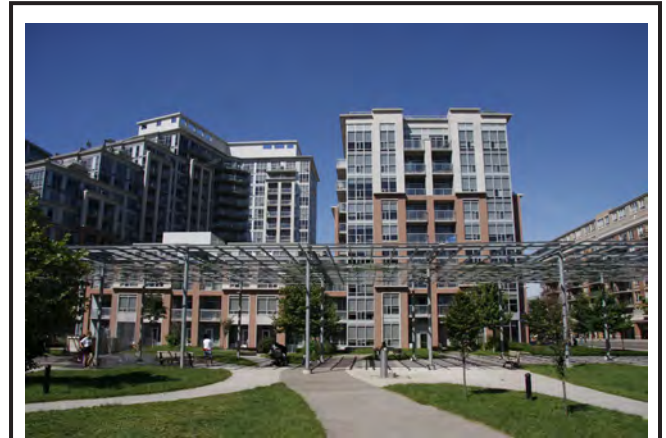
Built Form



Built Form

The term “built form” refers to the external characteristics of a building. These characteristics typically include the location, orientation, scale and height of a building, architectural design elements or features and their influence on the quality of the pedestrian realm, the relationship to the public realm, the impact on surrounding development and site functionality (i.e., vehicular access and parking).

Design elements such as building materials, hard and soft landscaping, fenestration, roof and façade articulation, form an integral part of built form and to attain the vision for a vibrant, sustainable, accessible and distinct City Centre.



The use of design elements in built form contribute towards creating a vibrant, sustainable and accessible City Centre

2.1 The Built Form Vision for the City Centre

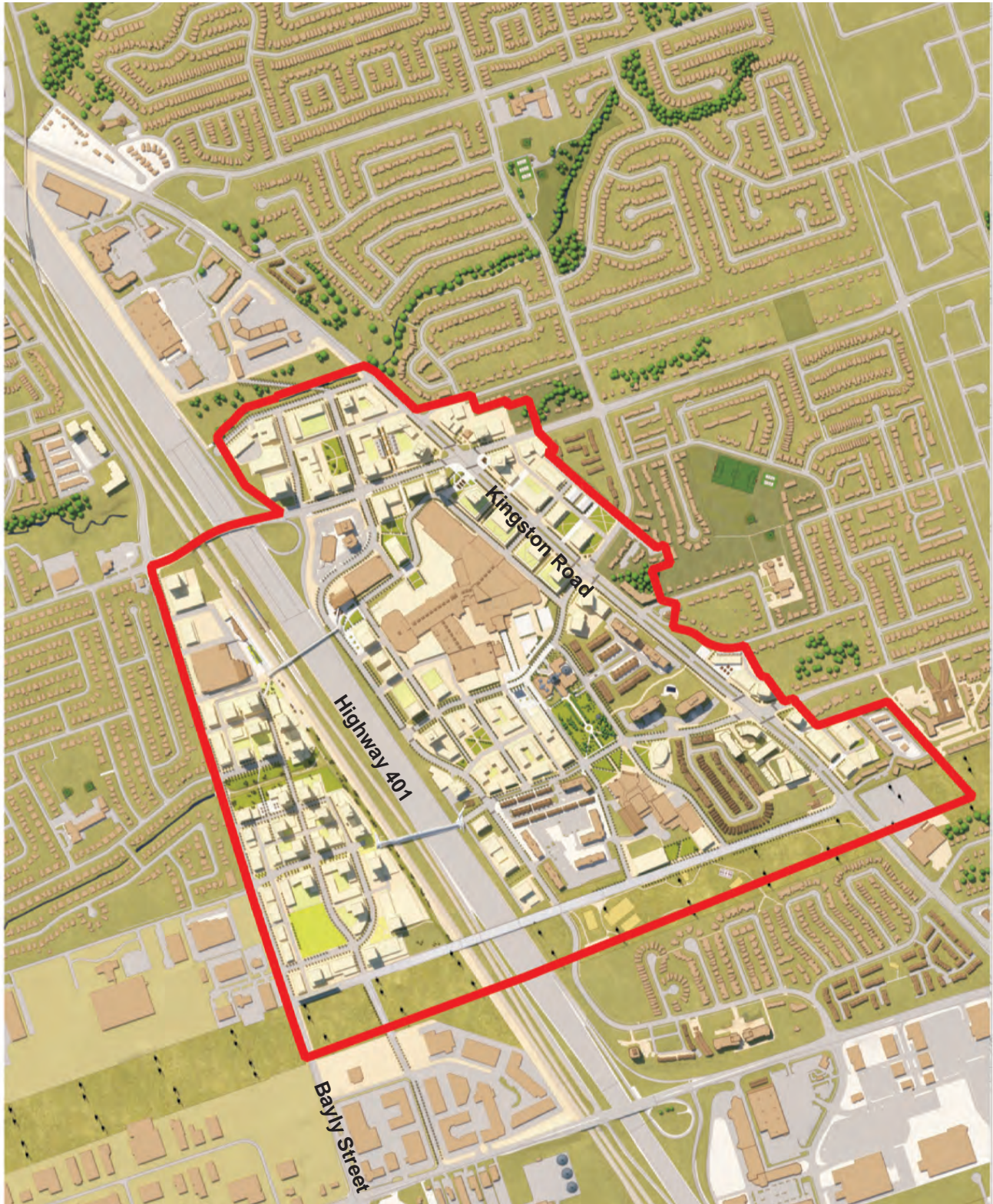
The built form vision for Pickering City Centre, contained in the Council endorsed “Downtown Pickering – A Vision for Intensification and Framework for Investment” report and illustrated on [Figure 2](#), creates a foundation for urbanization of the City Centre to 2031 and beyond, laying out a new street network, public spaces, destinations, and new building types. Physically advancing the Vision Statement and Guiding Principles, it envisions new investment and growth throughout the City Centre, while enhancing connectivity within the City Centre.

The vision illustrates what the final build-out of Pickering City Centre may look like, and goes far beyond what is envisioned to occur by 2031. The built form vision contains the following key features:

1. A Civic Precinct that is the City Centre’s cultural and institutional hub featuring a new performing arts centre, seniors complex, and distinct treatment of the public realm.
2. New public spaces that populate the City Centre, providing a variety of gathering places - squares, parks, and plazas to be within a five minute walk anywhere in the City Centre.
3. A “Gateway” to the City Centre, located at the intersection of Kingston Road and Liverpool Road, featuring distinct buildings and enhanced with public plazas at each of the four corners.
4. A mobility hub, connecting both sides of Highway 401 through the pedestrian bridge, providing a meeting place and entry-way to the City Centre. The hub will be connected to all parts of the City Centre through new streets and pedestrian-ways, surrounded by exceptional buildings.
5. Distinct tall buildings that line Highway 401, signalling that the City Centre is the core of Pickering.

6. New pedestrian and vehicular bridges crossing Highway 401 and, street connections to Bayly Street, Brock Road, Liverpool Road, and Kingston Road and an easterly extension of Pickering Parkway west of Liverpool Road, to create enhanced connectivity to and within the City Centre.
7. New destinations such as a new performing arts centre, seniors centre and convention centre that support and enhance the range of activities, amenities and economic vitality of the City Centre.

Figure 2: The Long-term Vision for the City Centre



Note: The illustration above is the Built Form Vision contained in the “Downtown Pickering: A Vision for Intensification and Framework for Investment” document, endorsed in principle by Council in July 2013.

2.2 The Built Form Objectives

City centres tend to be places where higher-density development is located. However, the location, mix, and physical form of this higher-density development must be managed to ensure the City Centre remains a walkable, comfortable, and inviting place.

The combination of broad land use permissions and built form guidelines that focus on the pedestrian experience will together contribute to lively streets, and an urban character that distinguishes Pickering City Centre from other parts of the City and the Region. The guidelines in this section intend to:

- encourage a wide variety and integration of land uses and activities within the City Centre
- promote high-quality, urban developments and design excellence
- provide direction to ensure a positive relationship between building components and the public realm
- capitalize on transit investments by concentrating higher intensity uses to areas within walking distance of transit stops and the mobility hub
- promote sustainability including the use of recycled, high-performance, and low impact materials that contribute to energy efficiency and on-site stormwater management
- ensure built form contributes to an active, pedestrian-scaled streetscape
- ensure new built form addresses adjacent neighbourhoods through compatible land use and design, and appropriate height transitions
- inform the development of block development plans



Block development plans will be required for large land holdings and where major land assembly is required to demonstrate the orderly development of the lands. These plans will address matters such as street and block pattern; pedestrian connectivity; location of major infrastructure; location of community uses such as parks, community centres and other public uses; streetscape right-of-way design, and phasing of the proposed development.

2.3 Site Design

2.3.1 The Context

The introduction of new development needs to be cognisant of the local context to ensure compatibility with the character, function and scale of surrounding development.

Guidelines

- a) The placement of the building and the functional layout of the building parcel should respond to the natural topography of the area, its arrangement in a development block, and to the location of adjacent buildings.
- b) The diverse visual characteristics of the City Centre call for building design that helps define and contribute positively to the surrounding built form and public realm.
- c) The design of sites and buildings shall seek to create and enhance view portals and vistas of parks and signature buildings within the City Centre.
- d) The design of sites and buildings shall be encouraged to utilize the following Crime Prevention through Environmental Design (CPTED) principles:
 - Natural forms of surveillance
 - Access Control
 - Territorial reinforcement



A view portal of a signature building

2.3.2 Grading

New development should seek to preserve and match existing grades, and changes in grade can provide opportunities for unique and attractive building and landscape design.

Guidelines

- a) **Where changes in elevation on the building parcel occur, the building should be integrated into the topography and built to respond to the changing elevation.**
- b) **Site design should minimize the impact on existing site grades through creative design solutions, such as terracing and stepped building foundations.**
- c) **Site grades shall be matched to the street grade and surrounding properties, where possible.**
- d) **Site grading and stepped building foundations shall consider facilities designed to provide access for persons with disabilities.**



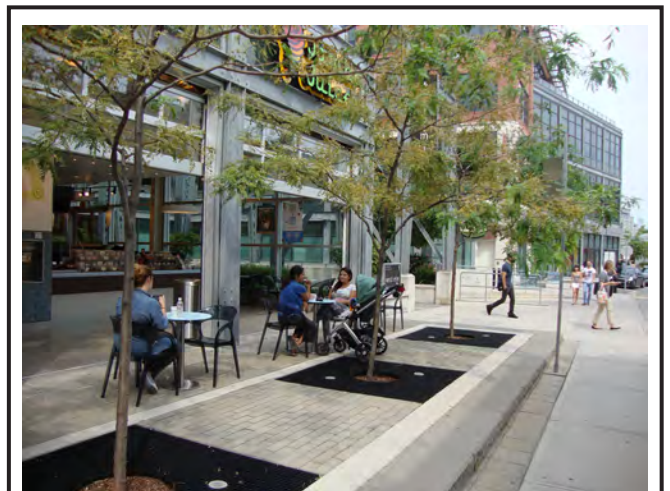
Use creative building design to match existing grades

2.3.3 Building Placement and Orientation

The placement and orientation of buildings should define and augment the public realm (streets and open spaces) and places on properties where routes and people congregate, such as private squares. The coordination of building location along a street edge and the placement of buildings on prominent corners help create an active and attractive streetscape.

2.3.3.1 The Street Edge

The street edge is a critical factor in creating a lively public realm. Street-oriented buildings with windows, principle entrances and special design treatments allow for people to engage with the activity within buildings. Windows, glazing, restaurant patios and storefronts that spill out on to the street provide street activity and eyes on the street.



Street-oriented building with large clear windows and patio

Guidelines

- a) Buildings shall be aligned to contribute to a consistent street wall with minimal gaps or courts between buildings, except to allow for pedestrian access to internal lanes, walkways and where minimum tower separations are required in terms of these guidelines. Buildings should occupy at least 60 percent of the street frontage of a lot.
- b) Throughout the City Centre, the building face along streets shall be articulated through recessions, projections and change of materials.
- c) Buildings along Major Streets, Pedestrian Streets and Special Streets shall have a minimum of 40 percent of transparent windows at street level, with clearly marked building entrances connected to the public sidewalks in order to create visual interest for pedestrians.
- d) The ground floor of a building along Major Streets, Pedestrian Streets and Special Streets shall be occupied by a mix of active uses such as restaurants, retail, personal service and other similar uses to animate the street edge.
- e) The installation of awnings or canopies is encouraged to provide weather protection and to animate storefronts. These elements may project over the sidewalk subject to the following criteria:
 - that safe unobstructed clearance be provided for pedestrians
 - retractable awnings are encouraged because they provide greater flexibility and control for business over sun and shadow impacts and during storm events or heavy snow falls



Buildings aligned to create a consistent street wall

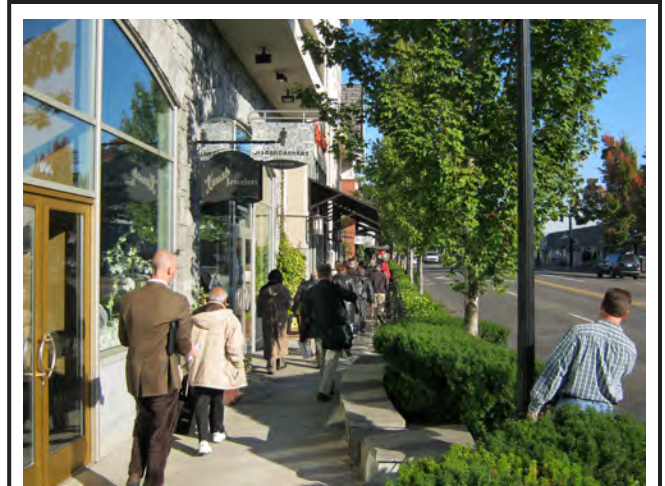


Transparent windows at street level



Use of awnings to provide weather protection

- that encroachment agreements be entered into with the Region of Durham or the City of Pickering where canopies or awnings extend over the sidewalk or public right-of-way
- f) The incorporation of murals and public art on blank building walls along side streets and private service lanes, to improve the visual appearance along such wall sections, shall be encouraged.
 - g) Live/work units should be designed with the active uses (the 'work' component) adjacent to the street, and if the live/work unit has a retail component, this should be accessible from a public street.



Street entrances contribute towards active street life

2.3.3.2 Building Setbacks and Separations

Building setbacks and separations assist in defining the street edge, creating appropriate transitions and balancing the scale of buildings in relation to each other and the public realm.

Guidelines

- a) Building setbacks may vary between 1.0 metre and 4.0 metres to maintain a visually consistent streets edge.
- b) Building setbacks could be increased to create publicly accessible open spaces such as court yards or plazas along a streetline.
- c) Setback areas with retail or commercial uses at grade should be designed to accommodate patios, seating, and other at grade animating uses over time. Where buildings are setback more than one metre, the area between the buildings and front property line may feature hard and soft landscaping, lighting, signage and seating that enhance the sense of place, amenity and way-finding to the building and within the City Centre.

d) Within setbacks of buildings with residential at grade, semi-private open space, such as yards or landscaped area, will act as amenity and/or a privacy buffer for at grade residential units, or the residential units may be slightly elevated from the sidewalk in order to assure privacy and security.

e) Building separation distances are as follows:

- A minimum of 11.0 metres, but it may be reduced if there are no primary windows on the wall facing an abutting building.
- For buildings 8 storeys in height or greater, a minimum building separation of 18.0 metres, but it may be reduced if there are no primary windows in the wall facing an abutting building.
- Tower portions of a building (those over 12 storeys) are subject to a minimum tower separation distance of 25.0 metres, to provide outlook, daylight access and privacy for residents. Separation should be measured perpendicularly to the exterior wall of the building, excluding balconies.



Landscaped area act as privacy buffer for at grade units



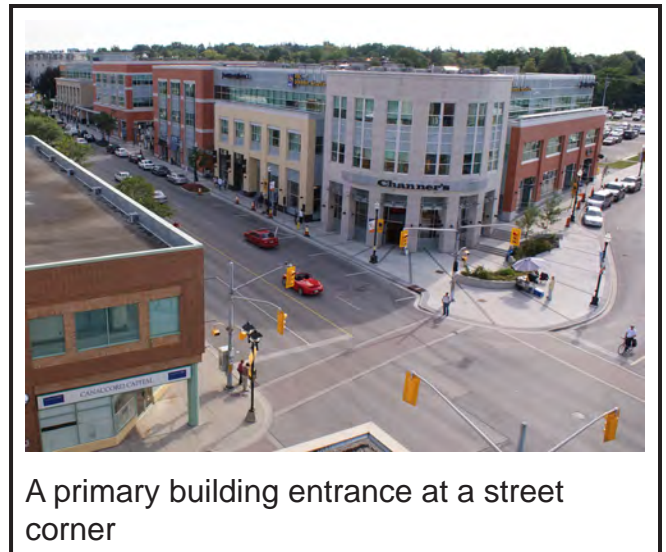
2.3.3.3 Building Entrances

Entrances to buildings are essentially small gateways between the public and private realm. They celebrate arrival or departure and also fulfill the function of meeting places and directional beacons.

Guidelines

- a) In order to encourage public activity at street level along Major Streets (refer to [Section 3.9.1](#)) and Pedestrian Streets (refer to [Section 3.9.2](#)) with required active frontages at grade, building entrances should be provided generally at a minimum of every 18.0 to 20.0 metres.

- b) Primary entrances of buildings along the street edge shall be encouraged to face the streets. Entrances at grade should be highly visible, accentuated through design, and of appropriate scale to their function and frequency of use.
- c) Residential pick-up and drop-off areas, as well as servicing entrances are not permitted on Major Streets, Pedestrian Streets, and Special Streets (refer to [Section 3.9.5](#)). These will be located at the side or rear of buildings.
- d) Weather protection should be incorporated into new development, with particular attention along Pedestrian Streets. Such features may include: inset lobbies, architectural projections, canopies, and awnings. Recessed frontages such as arcades and colonnades are generally discouraged.
- e) Inactive areas within a building, such as storage, corridors and vacant areas, are strongly discouraged in building frontages on Major Streets.



2.3.4 Walkways

Enhanced walkability is an integral part of creating a more vibrant, diverse and compact City Centre. The provision of a pedestrian system on public and private lands that are appropriately connected to public sidewalks and adjacent developments will assist in making the City Centre more pedestrian friendly and easy to navigate.

Guidelines

- a) The design of pedestrian walkways on-site shall seek direct connectivity to adjacent public spaces, transit stops and amenities, where practical.
- b) Pedestrian walkways between building entrances and the street shall have a minimum width of 1.8 metres, be barrier-free and provide curb ramps at grade changes with minimum cross gradient.



c) **Clearly demarcated pedestrian walkways should be provided along the edge of or through parking lots in order to minimize vehicular pedestrian conflict. This could be attained through covered pedestrian arcades or bollards.**

d) **Distinctive paving material or coloured markings shall be used for pedestrian walkways to ease way finding and identify pedestrian routes.**

e) **Pedestrian-scaled lighting shall be encouraged along pedestrian walkways to improve security and visibility.**

f) **Landscaping elements such as planters or benches shall be encouraged along pedestrian walkways to define the paths and to create an attractive and pleasant pedestrian realm.**

g) **Outdoor waiting areas in front of residential or office towers should be weather protected to make waiting and access to and from the site more comfortable. This may include awnings, building projections or covered waiting areas.**



2.3.5 Off-street Parking

As population and employment increases, new strategies will be needed to accommodate parking demand in the City Centre. Off-street parking must be consolidated and located so that it minimally impacts the public realm, reduces pedestrian/vehicular conflict, and supports the guiding principles of the Design Guidelines. Growth in the City Centre will require a shift in thinking regarding off-street parking standards and practices such as reduced standards, shared facilities, the provision of vehicle charging stations, and City or privately-owned structured or below grade parking.

2.3.5.1 Structured Parking

Structured parking forms an integral part of the new built form vision for the City Centre. The vision for a more compact, walkable and greener City Centre presents opportunities to improve the appearance, safety, and well-being of the City Centre through structured parking facility design.

Guidelines

a) **Structured underground parking is preferred over surface parking, where possible and feasible, to promote compact development and to reduce the urban heat-island effect.**



- b) **Structured above grade parking with high quality architectural and landscape treatment that is visually and physically designed to be part of a larger development, is also acceptable. As the City Centre intensifies over time, parking structures should replace surface parking lots.**
- c) **Large scale residential developments, such as condominium apartment blocks and office towers, shall be encouraged to include adequate, secure indoor bicycle storage for residents or employees, and charging stations for electric vehicles.**
- d) **Multi-storey above grade parking structures shall be encouraged to incorporate glazing or cladding to ensure that they blend into the streetscape.**
- e) **Where active frontages at grade are required, parking of motor vehicles within above grade parking structures will be required to be setback a minimum of 9.0 metres to contribute to an animated street environment.**
- f) **Where active frontages at grade are not required, parking structures above grade will be buffered through landscaping to minimize their appearance.**
- g) **The exterior vehicular ramps and entrances to structured parking below or above grade shall be located at the rear or side of buildings, and avoid locations in close proximity of streets and street corners.**
- h) **Well defined, safe pedestrian entrances to structured parking will be provided from streets.**
- i) **Parking structures shall be appropriately lit to improve visibility and safety while minimizing the impact of interior lighting on adjacent residential uses.**
- j) **Opportunities for facilities and businesses to share parking on-site or within a city block are encouraged.**



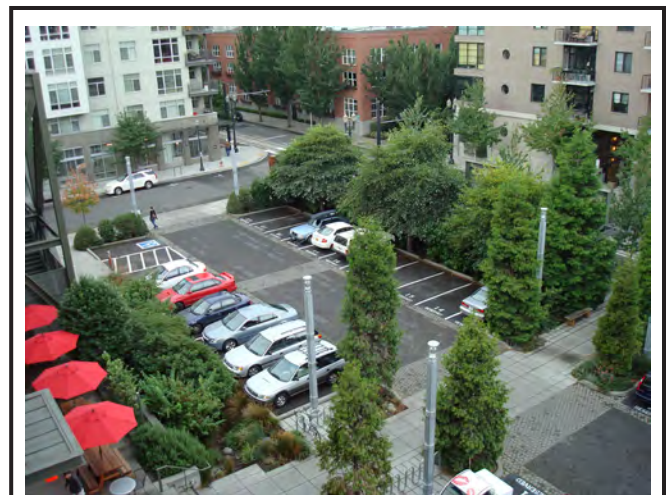
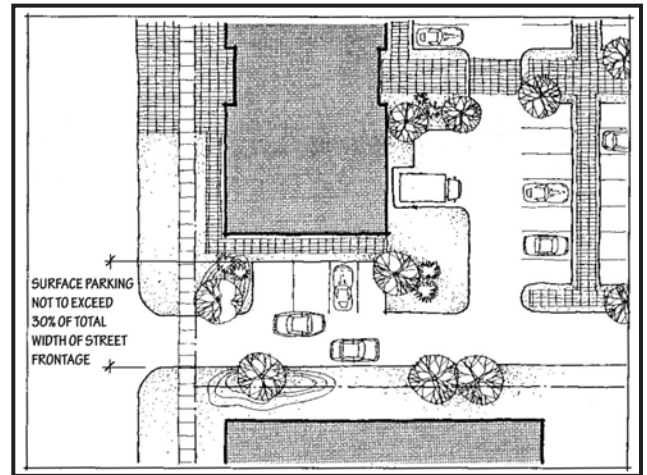
Structural above grade parking with active uses at grade

2.3.5.2 Surface Parking

Although the City Centre is synonymous with surface parking, this form of parking presents many problems such as consumption of land, degrading the streetscape appeal, increasing the urban heat island effect, and the creation of conflicts between cars and pedestrians. Any new surface parking should be reduced to the extent feasible and designed to improve the streetscape, to provide safe and comfortable pedestrian movement, and to ensure effective vehicular and truck traffic access throughout the City Centre.

Guidelines

- a) Any surface parking areas, drive-aisle and accesses will be located at the rear and sides of development, and shall generally not exceed 30 percent of the total width of any street frontage of a lot.
- b) Parking lots will be coordinated and organized for each development block, wherever possible, to limit their visual impacts on the public realm.
- c) Shared parking is encouraged, to reduce land devoted to surface parking.
- d) New entrances to surface parking are encouraged to be limited to local streets or lanes.
- e) Access to parking and automobile drop-off areas will be designed to minimize pedestrian/vehicular conflict. The number of vehicular access points will be kept to a minimum to reduce potential conflict between pedestrians, cyclists and motor vehicles.
- f) Parking lots shall be appropriately lit to provide safety and safe passage. Lighting shall be designed to minimize light pollution.
- g) Planting strips, landscaped islands and coloured paving should be used to minimize the visual impact of surface parking lots, to improve stormwater retention and to define vehicular routes and pedestrian walkways.
- h) New drive-through facilities (including stacking lane, intercom, pick-up windows, and exit lanes) should be located to the rear or side of a building, not between a building and a public street to ensure these facilities are screened from the public realm.



Parking above grade is appropriately screened and well landscaped

i) A stacking lane associated with any new drive-through facility should be so located that at any time any motor vehicle which uses it may not block, impede or interfere with the use of any required parking space on-site.

j) Stacking lanes for any new drive-through facility should have a minimum width of 3.0 metres and any entrance to a stacking lane should be located a minimum of 18.0 metres from the limit of a public street.

k) Adequate short-term bicycle parking should be provided at grade for larger developments. At grade short-term bicycle parking should be located close to building entrances (residential lobbies, retail store entrances and office entrances).

l) Consideration shall be given to the provision of bicycle lockers for long-term bicycle parking, and charging stations for electric vehicles.



Landscaped islands to soften visual impact of surface parking lot

2.3.6 Loading, Services and Utilities

The loading, services and utility facilities associated with any development should be easily accessible and functional, and be designed and positioned to complement the streetscape and built form character within the City Centre and to minimize conflict with pedestrians and vehicular traffic.

Guidelines

a) Loading areas shall be located at the side or the rear of buildings, or below grade or within the building where feasible.

b) Where loading areas are located to the side of a building, it should be screened from public view.

c) Waste and recycling facilities shall be fully enclosed and encouraged to be integrated with the principal building on a site.

d) The provision of centralized loading and waste facilities for multiple uses on a property shall be encouraged.



Fully enclosed waste facility

- e) **Internal routes to loading areas and waste and recycling facilities are encouraged to be designed to avoid crossing primary vehicular circulation routes and walkways.**
- f) **Transformer vaults, utility meters and other services shall be located within the building and/or internal to the site and away from public view.**
- g) **Service and utility areas shall be concealed with fencing, screens, and landscaping, and use materials that coordinate or blend with the main structure. Cluster or group utilities to minimize the visual and other impacts on the streetscape and public spaces.**
- h) **Building exhaust and other service intake or output vents shall be located and concealed to avoid impact on public sidewalks, outdoor spaces and adjacent development. Service intake vents shall generally not project 1.2 metres above finished grade and no closer than 4.0 metres to a street line.**



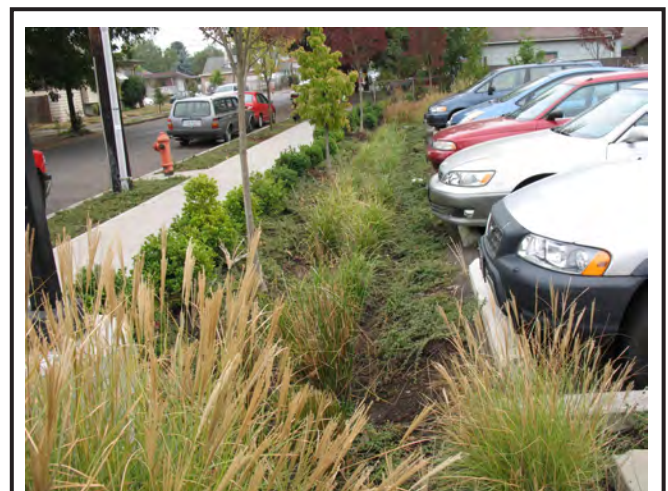
Utility box creatively integrated through public art

2.3.7 Landscape Design

On-site landscape design plays an important role in beautifying and “greening” the City Centre and fulfills other important ecological functions such as increasing the urban forest footprint, stabilizing steep embankments, and buffering or screening uses or features that do not complement the streetscape.

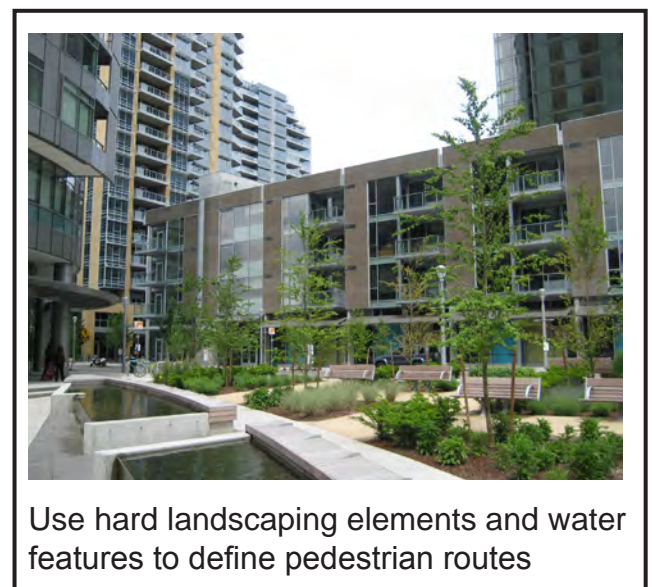
Guidelines

- a) **At least 10 percent of each lot shall be landscaped.**
- b) **A landscape buffer of at least 3.0 metres wide shall be encouraged along surface parking lots situated adjacent to a street, to limit its visual impact on the public realm, to ensure a safe and comfortable pedestrian realm, and to mitigate stormwater runoff from paved areas.**
- c) **Landscape buffers or landscaping within properties shall include a combination of indigenous deciduous and evergreen trees and shrubs that are hardy, tolerant to de-icing agents; and adaptable to urban conditions.**



Parking area screened from pedestrian realm with landscaping to capture stormwater runoff

- d) Landscape buffers or screening should be used to partially screen the view of surface parking lots.
- e) The screening of surface parking may include ornamental fencing or low decorative masonry walls in conjunction with a landscaped buffer.
- f) On lots abutting low density residential uses, a minimum 3.0 metre wide landscape strip should be provided along the rear and interior side yard to adjacent properties.
- g) Landscaped islands shall be incorporated to visually break up the huge expanse of surface parking lots and to accommodate tree planting for shading.
- h) Landscaped islands within parking lots should be designed to be raised, curbed and having a minimum width of 2.5 metres.
- i) Soft landscaping elements such as trees and shrubs, and hard landscaping elements such as rockery and water features should be used to enhance the visual image of a site and to define pedestrian routes and private open spaces on a property.
- j) Foundation planting may be incorporated to soften the visual impact of continuous building mass along the street edge.



2.3.8 Fences and Walls

Fences and walls are typically associated with safety, privacy and noise attenuation. They should be designed to complement the quality of the adjacent streetscape and open spaces.

Guidelines

- a) Chain link fencing should generally be avoided within the City Centre.
- b) Any fences along street frontages, whether to screen parking lots or utility equipment or to enclose patios or private landscaped areas should be low, transparent and decorative in nature to define private spaces.
- c) Where fencing is required for public safety or noise attenuation, such as along Highway 401, these fences should be designed to fit into the adjacent streetscape or open space design.
- d) Noise walls should be avoided where possible or hidden with dense landscaping.



Decorative fencing

2.3.9 Noise Attenuation

The quality of life for residents and employees, as well as the enjoyment and tranquility of private open spaces within the City can be enhanced by minimizing surrounding noise through site and building design. Noise attenuation techniques include the following:

Guidelines

- a) Locate mechanical equipment away from noise sensitive uses.
- b) Orient buildings and outdoor living areas away from noise generators.
- c) Introduce living walls and dense landscape screening to drown or reduce noise.
- d) Acoustic treatment of walls and roofs.



Introduce living walls to reduce noise

- e) **Position and shape buildings to reduce acoustic noise effects along private court yards and residential developments.**
- f) **Speakers used to broadcast a human voice or music to the exterior of the building and all portions of any new drive-through facility stacking lane should be located at least 12.0 metres from the lot line of a lot on which a dwelling is situated, and at least 15.0 metres from a building containing a dwelling unit located on the same lot on which the drive-through facility is situated.**



Example of a living wall

2.3.10 Site Lighting

Site lighting shall be used to enhance safety and to accentuate site or building features without causing light pollution on adjoining buildings and lands.

Guidelines

- a) **All light poles shall generally have a maximum height of 6.0 metres.**
- b) **All external light fixtures shall be full cut-off and dark sky friendly to minimize sky glow effects.**
- c) **The use of energy-efficient lighting solutions shall be the preferred over conventional lighting.**
- d) **Pedestrian scaled lighting shall be used to illuminate pedestrian connections and private open spaces.**
- e) **Accent lighting may be used to accentuate landmark buildings, prominent building façades, landscape features and public art.**
- f) **Building entrances should be accentuated through exterior lighting to provide a safe pedestrian environment and to assist with wayfinding.**



Pedestrian scaled lighting



Accent lighting to accentuate prominent building façades

2.3.11 Signage

Signage in the City Centre shall comply with the City's Sign By-law and adhere to the following design guidelines:

Guidelines

- a) Signage should complement the site and building design and not clutter the City Centre streetscape.**
- b) Buildings should be designed to include dedicated spaces for signage with an appreciation of the architectural features and the scale of the building.**
- c) Wall mounted signage shall not cover any prominent architectural features or design detail on a façade.**
- d) Signage should be designed to have regard for pedestrian activities, vehicular needs, vistas, and contribute to the identity of a building or group of buildings.**

2.4 Building Design

Building design is a key component in creating an attractive, human-scaled City Centre that compliment and animate the public realm and create a sense of place. It also plays an integral part in developing a more compact built form character that celebrates creativity, innovation and new building technologies. Buildings should be designed to frame public streets and open spaces and to fit into the context of the area, in terms of height transition, massing, shape and architectural design.

2.4.1 Transition and Massing

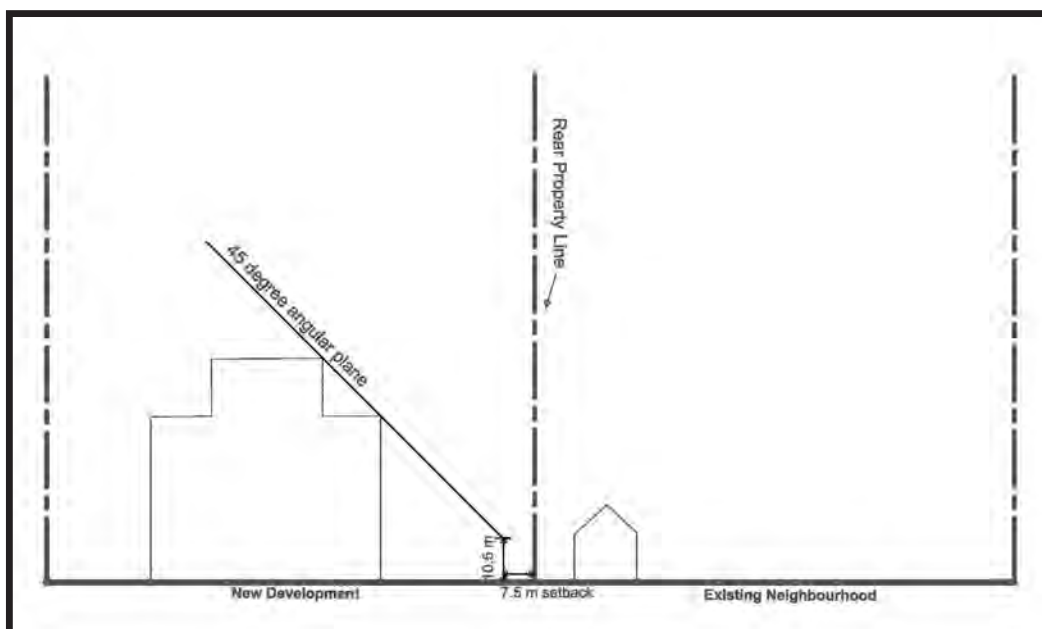
Maximum height criteria ensures that buildings appropriately transition from denser areas to existing low-density residential neighbourhoods.

In addition to maximum building heights, massing provisions such as building step-backs, tower floor plates and tower separation ensure that the form of development has minimal shadowing and wind impact, and that pedestrian scaled development is created.

The following guidelines provide direction on the form of new development so that buildings contribute positively to the surroundings.

Guidelines

- a) **New development adjacent to low density residential neighbourhoods, for example detached dwellings or semi-detached or street townhouses, will be limited by a 45 degree angular plane measured at a minimum 7.5 metres setback from the property line at a height of 10.5 metres.**



- b) The shadow impacts of buildings on public open spaces and private amenity areas shall be minimized.
- c) The design of mid-rise and tall buildings (refer to [Section 2.4.4](#)) shall incorporate vertical articulation in the form of distinctive base, middle and top sections.
- d) Design buildings with a defined base, middle and top section to emphasize human scale dimensions, reduce appearance of bulk and to create an interesting skyline.



The Base

- The base component (podium) of a building generally establishes the height of the street wall along a street and establishes human scale at the street level.
- The base shall be designed in accordance with the Street Edge guidelines in this document, and shall be visually distinguishable from upper floors through the use of architectural design detailing, such as capped cornices or building material colours to clearly define the top of the street wall and the inclusion of panels below storefront windows to visually anchor the building to the street.
- Generally, a building's podium should be at least 3 storeys before any building step-backs are introduced.
- The base shall have a minimum floor-to-ceiling height of 4.5 metres along active at grade frontage to accommodate a range of uses over time.



The Middle

- The middle component of a building generally constitutes the bulk of the building and typically consists of office or residential uses.
- The floor plate for a residential tower, the portion of the building above the podium, shall generally not exceed 850 square metres.
- Continuous blank walls are generally not permitted on tower faces.
- Balconies should be recessed and/or integrated into the building façade and be contained within the angular planes described in this section.
- Private terraces are encouraged at upper level building step-backs.



The Top

- The top of a building is where the building wall meets the roof. The top of towers should be attractively designed using setbacks, articulation and other means to contribute positively to the skyline. This can be accomplished through the use of a small setback on the last 2 to 6 storeys, and distinctive and varied rooflines to contribute towards the built form character and unique appearance of the building.

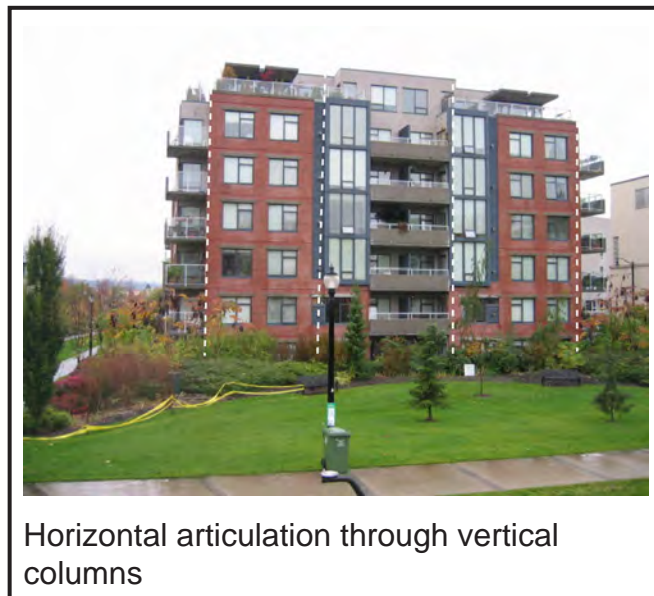


- Tower tops should screen rooftop mechanical equipment through roof parapets or by incorporating mechanical penthouses and elevator cores into the design of the building top to contribute to an attractive sky-line profile.
- Roof tops are encouraged to include green roof spaces for environmental sustainability, amenity space for residents or urban agriculture (i.e., greenhouses). Roofs shall use low intensity (non-reflective) colours, and heat absorbent materials.



e) The horizontal articulation of buildings plays an important part in visually dividing larger building mass into smaller, identifiable, human-scaled components. The following design techniques may be employed to this end:

- Architectural design features such as vertical columns and pilasters to break large building frontages.
- Slightly varying building setbacks through façade projections and recessions.
- Varying building materials and colours between building units.
- Use of recessed windows, porches, prominent entrances and other design features to provide variation to the building mass.



2.4.2 Materials and Façade Treatment

Building materials and façade treatment are integral to architectural design and assist with creating a specific building identity and character through the use of colours, textures, materials and patterns. They also hold the potential to add to the longevity of a building and to contribute towards the possible adaptive re-use of the building over time.

Guidelines

- a) All buildings should be built with high-quality, enduring materials such as brick, stone, and glass. Materials that do not age well, such as stucco, vinyl, and highly reflective glass will be discouraged.
- b) Variation in façade treatment, building materials and colours shall be sought along the street edge in order to create an appealing and interesting streetscape.
- c) A consistent finished appearance shall be accomplished on all elements of the building façade.
- d) Large expanses of blank walls should be avoided by façade articulation (i.e., recessions or projections), fenestration, cornices, vertical pillars, and prominent entrances that respond to the massing and architectural style of the building.
- e) Building material colours should be selected that contribute to and promote the image and identity of a building.
- f) Service meters and connections, vents and building utilities on façades facing public streets shall be minimized by concealment (i.e., landscape screening or sensitively integrating them within the building design).
- g) Façade treatment and the selection of building materials shall consider the Sustainable Design Guidelines in the following [Section 2.4.3](#).



Variation in façade treatments to create appealing streetscapes



Façade articulation and fenestration to contribute to style of building

2.4.3 Sustainable Design

In addition to a compact built form which supports a cycling and pedestrian-friendly environment, the quality of new development in Pickering City Centre will contribute to the City Centre's sustainability objectives. High-quality and energy-efficient materials will be encouraged as part of all new development.

Guidelines

a) Development within the City Centre shall be encouraged to incorporate sustainable development practices such as optimizing energy efficiency of buildings, Leadership in Energy and Environmental Design (LEED) certification or alternative equivalent for new private and public buildings, providing vehicle charging stations, and low impact development practices (i.e., the use of grey water systems).

b) The incorporation of alternative or renewable energy resources such as solar panels within the building design or part of a roof shall be encouraged. The incorporation of such systems within or on top of a building should not be at the expense of the built form and character of the building. Special attention shall be given to weight load where photo-voltaic systems are proposed on the roof of a building.



c) The roofs of mid-rise and tall buildings and podiums shall be encouraged to have green or vegetated roofs to improve environmental performance of the building and provide amenity space where appropriate.

d) The design and orientation of buildings shall consider aspects such as passive solar gain, minimizing the adverse shadow impacts on adjacent buildings, streets and open spaces, and minimizing adverse wind impacts on the public realm.

e) At least 25 percent of parking area surfaces is encouraged to be permeable. Parking lots, driveways, and other vehicular surfaces are encouraged to use porous paving treatments to facilitate infiltration of stormwater run-off.



f) Porous paving materials should be utilized to limit runoff from paved areas.

g) Bird-friendly glazing should be installed on tall buildings in locations that are within known migratory routes.

- h) Landscape opportunities should be maximized within the City Centre in order to increase the tree canopy, improve air quality and groundwater infiltration.**
- i) The review of development plans shall have regard for the City’s adopted draft Sustainable Development Guidelines.**

2.4.4 Building Types

Buildings types and their relationship to the street must work harmoniously with the public realm to create an attractive, liveable City Centre environment. A denser City Centre does not mean every building will be a tall building. A range of building types will be permitted in the City Centre as illustrated in [Figure 3](#). Certain blocks or parts within the City Centre lend themselves to specific building types in order to complement and blend into the surrounding built form character and scale. The heights and massing guidelines and implementing zoning by-law will inform the physical character of these building types.

Appropriate building types in the City Centre are categorized by height and consist of:

- Low-Rise Buildings
- Mid-Rise Buildings
- Tall Buildings

Buildings of historical, aesthetic or cultural importance, whether grade-related, mid-rise or tall, that distinguish themselves from their surroundings in terms of unique building design or architectural design features, are categorized as signature buildings. Additional guidelines regarding signature buildings are contained within this section.

2.4.4.1 Low-Rise Buildings

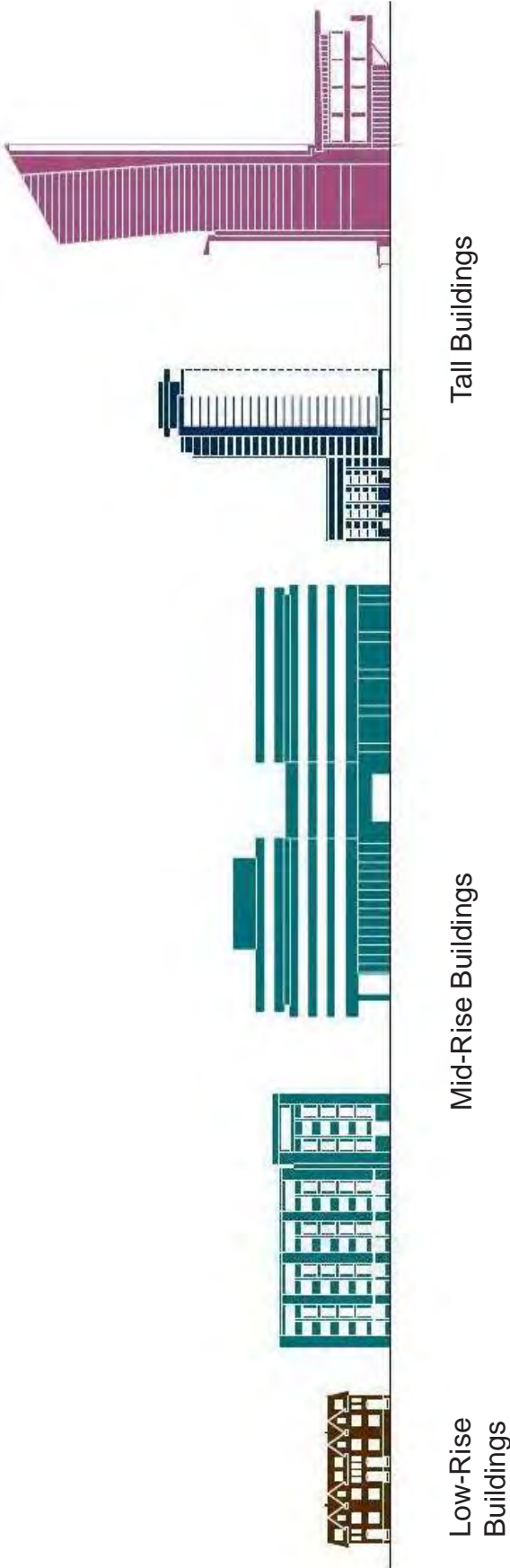
Low-rise buildings consist of block townhouses, back-to-back townhouses and stacked townhouses, generally 3 to 4 storeys, with each unit having direct access to a street or open space, or buildings, generally 3 to 5 storeys with active uses or lobbies at grade with apartment, condominium, or office uses above. Low-rise buildings generally 3 to 4 storeys, shall be located along streets not identified as active at grade frontages.

Guidelines

- a) This building type will generally be utilized in the City Centre as a transition between adjacent low density neighbourhoods and mid-rise to taller building forms. On large blocks, a mix of taller buildings with some grade-related buildings may be appropriate.**
- b) Low-rise buildings should be oriented parallel to the street and provide continuous frontage along their primary façade.**



Figure 3: City Centre Building Types



- c) Buildings with residential units at grade should have a primary entrance on the public street, although they may also have access from an internal corridor. The front door of the unit to the street should be defined by:
- a walkway connection to the public sidewalk
 - horizontal separation of at least 1.0 metre from the public right-of-way for privacy
 - front yard landscaping including foundation planting and branching trees
- d) Front yards and/or terraces are encouraged on local streets where enough space permits. Yards can be separated from the public street by a change in grade, a low fence or wall, or landscaping. Where there is no grade separation, an increased setback with landscaping can provide transition. High quality materials should be utilized that complement the public realm design.

2.4.4.2 Mid-Rise Buildings

Mid-rise buildings consist of buildings generally 6 to 12 storeys, with active uses or lobbies at grade with apartment, condominium, or office uses above. Mid-rise buildings generally line Major Streets throughout the City Centre.

Guidelines

- Mid-rise buildings should be sited to align parallel to the street, and to form usable interior courtyard spaces internal to the block.
- Entrances to parking and servicing should be limited and centralized to limit curb cuts and pedestrian-vehicle conflicts.
- Design mid-rise buildings with a transition in massing on the top section with priority given to upper storey façade setbacks and terracing.
- Mechanical penthouses will be architecturally integrated into the building.



2.4.4.3 Tall Buildings

Tall buildings consist of buildings of 13 storeys and higher, that are typically defined by a podium base with a point tower above, with active uses or lobbies at grade with apartment, condominium, or office uses above. Tall buildings are permitted in many areas of the City Centre, but are primarily focused on Kingston Road and Liverpool Road, around the Mobility Hub, and near Highway 401 and the railway corridor.

Tall buildings generally more than 25 storeys should be located at major intersections and along Highway 401 within the City Centre, where greater height would not adversely affect neighbouring development. These locations are specifically earmarked to accommodate buildings which, in terms of height, re-define the sky-line and as such will be held to high standards of architectural excellence.

Guidelines

- a) **The distribution of tall buildings shall generally be sited to allow views and sunlight onto adjacent open spaces and streets and to create a comfortable public realm.**
- b) **Tall buildings should be designed to consider views of all sides of the buildings.**
- c) **Where tall buildings take the form of point towers above a base component (podium), the proportion of the point towers must be designed to cast fewer and smaller offending shadows, open sky views to streets from neighbouring apartment buildings, and to be easily absorbed in the skyline.**
- d) **Tall buildings should be separated a minimum of 25 metres measured to the exterior edge of the building face (excluding balconies).**
- e) **The top of towers should be attractively designed using stepbacks, articulations and other means. Roof top mechanical penthouses are required to be integrated into the design of the tower, and should generally not exceed 5.0 metres in height.**



Tall buildings will be held to high architectural standard

- f) A point tower on the block above the podium of the building should be located and oriented to minimize shadow and wind conditions in adjacent streets, parks and open spaces (and adjacent properties).
- g) Point towers should be setback a minimum of 3.0 metres from the street wall of the podium of a building.
- h) Point towers should be differentiated to suit their role as visual focal points, with appropriate materials, scale, proportion and roof line.
- i) The point tower of a building located on a corner site or at a gateway to the City Centre should be located at or near the street corner of the site in order to ensure intersections are adequately framed by building mass, and to help define important locations.
- j) Tall buildings shall be designed to contain three components of the building: base, middle and top (refer to [Section 2.4.1. c](#)).



2.4.4.4 Signature Buildings

Signature buildings refer to buildings which, by nature of their massing, height, architectural design features, location or history, create visual landmarks in the City Centre. They can be Low-rise, Mid-rise or Tall buildings. Signature buildings form focal points for view termini, assist way-finding through the City Centre and help shape the City Centre’s sense of place and identity.

Guidelines

- a) Buildings with significant heights and massing should be located at key gateways to, and intersections within, the City Centre. Signature buildings at key gateway locations, shown on [Figure 8](#), shall include architectural features that signify the importance of the corner. This can be attained by bold and expressive building design through the use of high quality building materials, highly articulated building façades and unique massing details.
- b) Signature buildings will adhere to the relevant Building Type guidelines (i.e., Low-rise, Mid-rise or Tall Buildings).

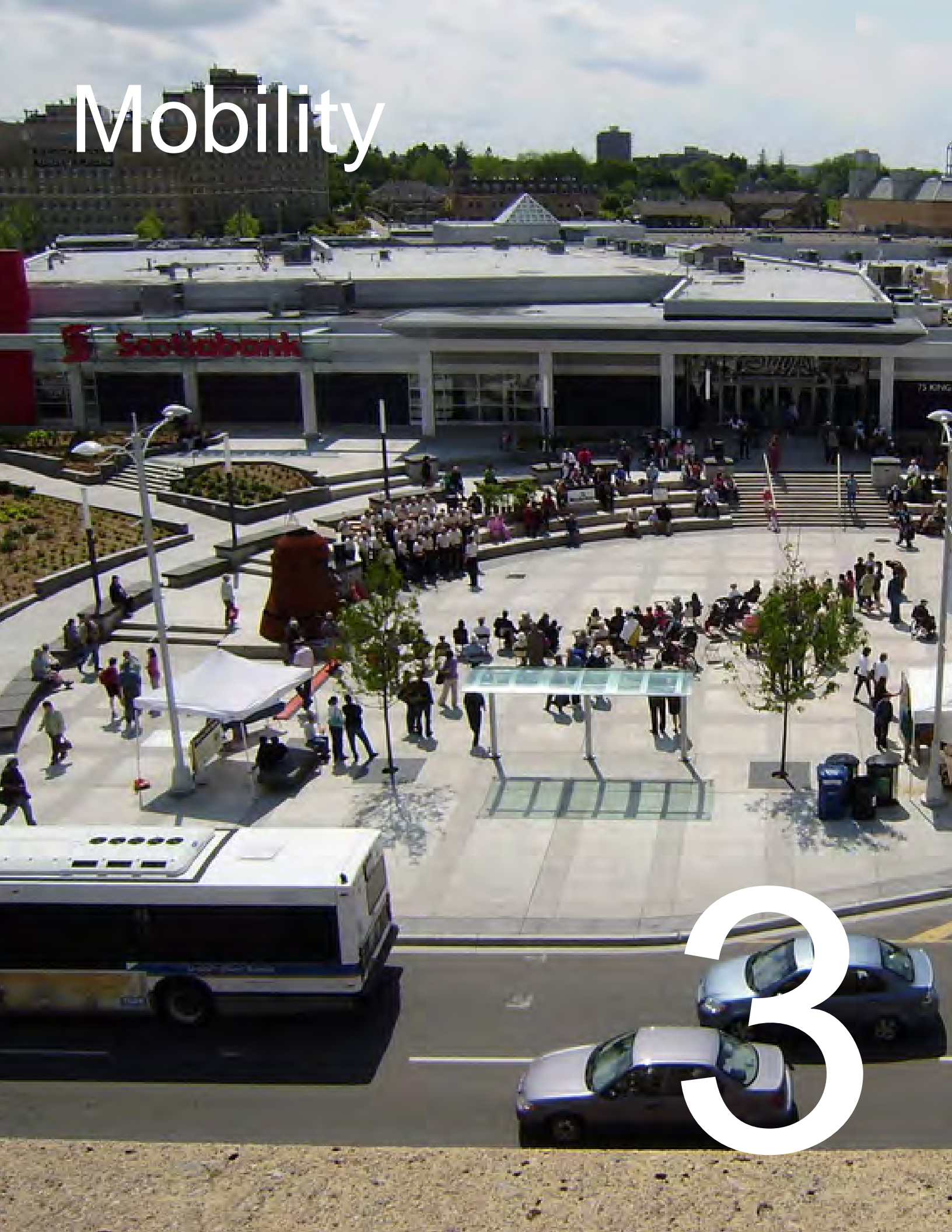
c) **Signature buildings are expected to be distinguished through innovative design, and may include sculpted forms, public art installations within the design of the buildings or entrances, attractive façade lighting features along the tower or at the top of the building, colour, innovative cladding and glazing and/or a high proportion of clear glazing on lower floors.**

d) **Landscaping, seating and the pedestrian realm will be purposefully designed and integrated with the location and design of landmark buildings to create a cohesive development that is attractive and inviting.**

e) **Efforts shall be made to retain or integrate the Liverpool House, located at the northwest corner of Kingston Road and Liverpool Road with surrounding development. Adjacent landscaping and urban design treatments shall reinforce the building's significance and role as a historical reference point. Intensification of the site in the form of building alterations or additional development shall ensure the siting, size, massing, scale, and materials of the new development complement or enhance the heritage attributes of this property.**



Mobility



3

Mobility

A vibrant City Centre is highly walkable, offering different opportunities to get to and around the City Centre for people living, working, and visiting. This section provides directions and guidelines to: balance conditions for all modes of transportation on existing streets; identify design directions for new streets as the City Centre redevelops over time; and create an integrated mobility network for pedestrians, cyclists and transit riders. Together these directions will assist the City in achieving a connected transportation system that is safe, comfortable, and intuitive, for all users.

3.1 Mobility Objectives – An Integrated Transportation System

Pickering City Centre is the urban core and transit centre for Pickering and is identified as an Anchor Mobility Hub in Metrolinx’s Regional Transportation Plan – the Big Move, and an Urban Growth Centre containing a Major Transit Station Area in the Province of Ontario’s Growth Plan - Places to Grow. To this end, critical to the success of accommodating both residential growth and employment in the City Centre will be to plan for a transportation system that prioritizes active transportation and transit while accommodating other travel options.

The Pickering City Centre transportation system includes an array of public and private infrastructure that will provide for a variety of modes. The transportation system will:

- Provide a safe, convenient, and enjoyable environment for **pedestrians** and **cyclists**.
- Support current and future **transit** services through building and site design, street typologies, and streetscape treatments.
- Recognize the importance of Regional Roads as major carriers of local and regional **vehicular traffic** while ensuring their design responds to the City Centre context.
- Provide additional travel options through the implementation of **transportation demand management** measures.
- Incorporate design solutions for **freight** mobility that provide solutions for the delivery and movement of goods in the City Centre.
- Offer a hierarchy of **street types**, with each type of street designed to serve its own mobility function and character objectives.

3.2 Pedestrians

The City Centre is planned to be a compact, vital place where pedestrians should be able to walk between destinations in a comfortable, safe, and visually interesting environment. This section contains guidelines to develop a coordinated and continuous pedestrian network within the City Centre, illustrated in [Figure 4](#). The proposed pedestrian network consists of:

3.2.1 Pedestrian Zone

While all streets within the City Centre will be designed for the safety of pedestrians, certain streets will be designed with a primary focus on the pedestrian environment.

Primary pedestrian routes include Glenanna Road, Valley Farm Road, and the proposed City Centre South Main Street, the central portion of Pickering Parkway and Sandy Beach Road. Sidewalks along these streets will be a minimum 2.5 metres wide and will have larger furnishing areas and spill-out zones, providing additional places to sit and rest. The use of sidewalks for street related retailing and sidewalk cafés may be permitted, subject to appropriate encroachment agreements and/or permits.

Secondary pedestrian routes are all within the public right-of-way of other streets in the City Centre and will contain generous sidewalks and designated crossings at key intersections.

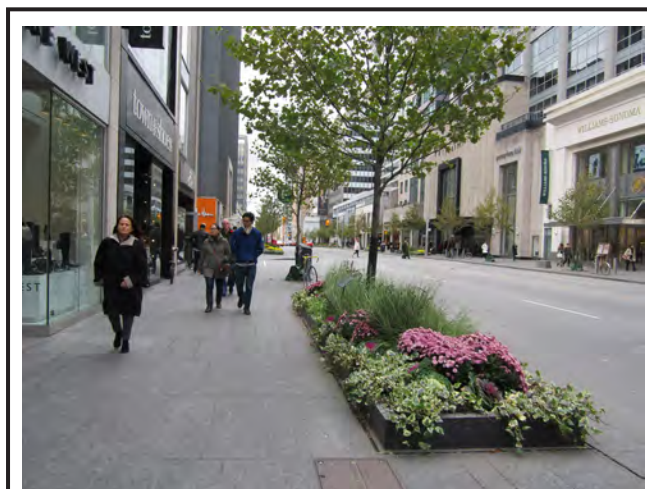
The provision and careful design of sidewalks, street furniture and street trees are essential for accommodating higher levels of pedestrian traffic in a comfortable and safe environment.

Sidewalks

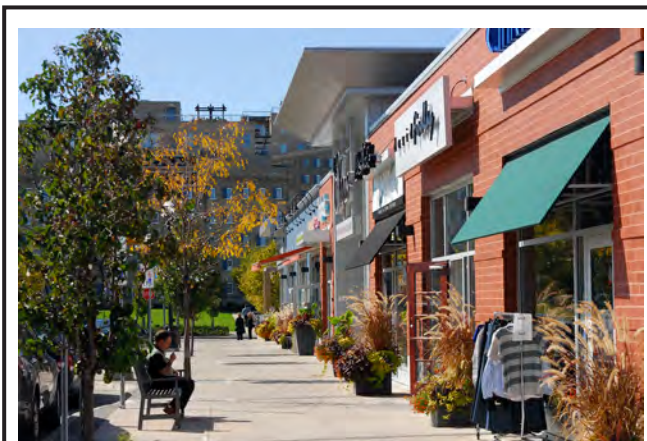
Sidewalks should be continuous throughout the community, and constitute an integral part of the pedestrian system to promote active transportation. They should be designed with the following guidelines:

Guidelines

- a) **Sidewalks should be designed as follows:**
 - **1.5 to 2.0 metres on local and private roads**
 - **2.5 to 3.0 metres on collector and arterial roads**
 - **2.5 metres or greater in high pedestrian areas along Pedestrian Streets, in order to accommodate sidewalk cafes, kiosks, and street vendors. In all cases, sufficient space shall be provided for unobstructed pedestrian movement, street furnishings, public utilities, tree plantings, and transit shelters**
- b) **In order to accommodate the needs of persons with disabilities, and the elderly, sidewalks should be designed to applicable municipal standards.**

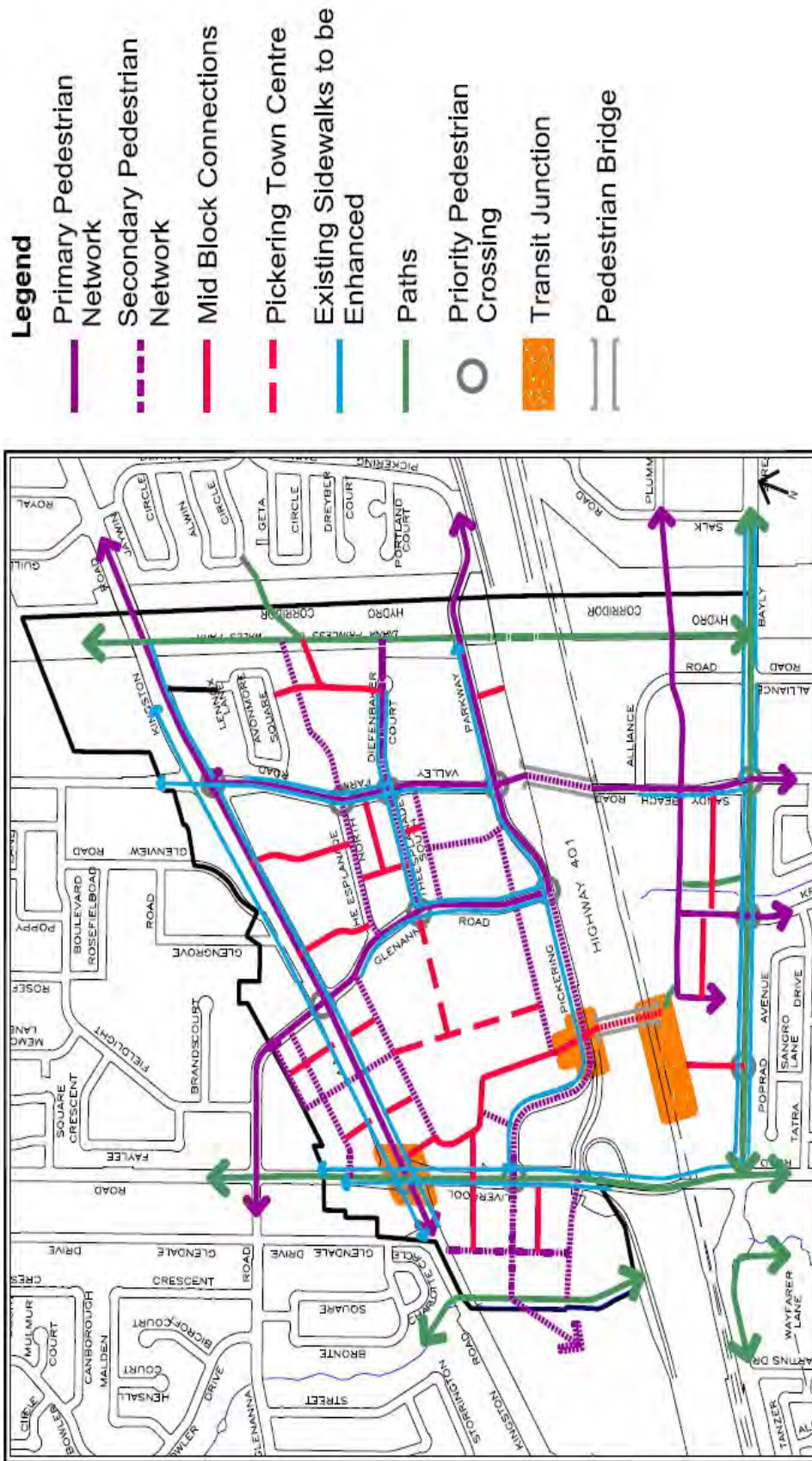


Sidewalks are a key element of the Pedestrian Network



Pedestrian areas shall provide sufficient space for amenities

Figure 4: City Centre Pedestrian Network

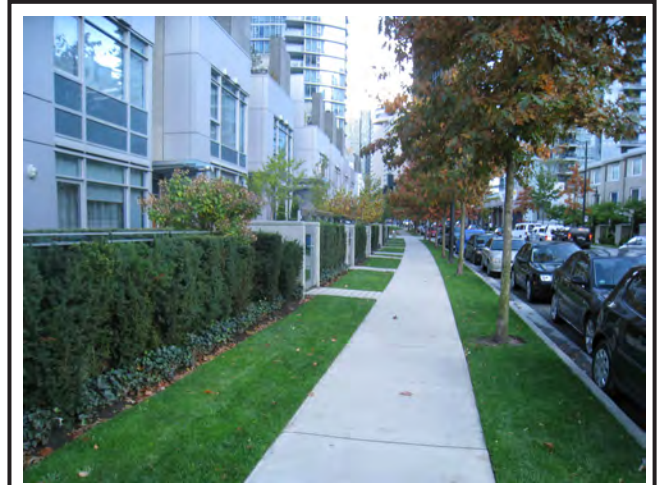


Landscaping - Street Trees and Vegetation

Street trees and vegetation are extremely important in making our city centres liveable spaces. Enhancing the urban tree canopy within the City Centre provides many benefits including: producing oxygen; controlling noise pollution; slowing stormwater runoff; cleansing the soil; acting as carbon sinks; preventing soil erosion; acting as wind breaks; and providing shade.

Guidelines

- a) **Street trees should be provided on both sides of the road in the public right-of-way. At least one street tree should be planted at an interval of 6.0 to 9.0 metres within the streetscape based on factors such as utility requirements, driveway and street furniture locations and the type of species. Where it is not possible to provide the target number of trees as set out above, an equivalent number of trees should be provided in other locations.**
- b) **Tree planting should reflect the character of the street and may be incorporated in grass boulevards, open planters, or covered trenches.**
- c) **Adequate soil volume is required for each tree to ensure long-term survival. At a minimum, 30 cubic metres of soil is required per tree (if planted in a continuous planting bed, the volume per tree may be 15 cubic metres, provided each tree can access at least 30 cubic metres).**
- d) **Where Regional Roads are constructed or widened, street trees should be provided on both sides of the road, at an interval of 6.0 to 9.0 metres depending on the canopy size of the tree.**



Trees planted in continuous, soft landscaping



Trees planted in an open planter

- e) **Street trees should be located at minimum 1.0 metre away from a driveway edge, although 2.0 metres is preferred.**
- f) **Trees and other vegetation shall not block required sightlines for motorists and cyclists.**
- g) **Street trees should be of a species that would provide a large canopy and shade over sidewalks in order to reduce heat island effect and enhance pedestrian comfort and safety.**
- h) **A diversity of native tree species should be considered and delivered along each street, and theme street tree planting should be encouraged to assist in identifying and enhancing certain areas/uses within the neighbourhood.**
- i) **Alternative planting strategies to ensure the longevity of street trees and shrubs should be considered along high-pedestrian areas such as Pedestrian Streets or mixed-use areas that have retail uses at grade.**



Street Furniture

Street furniture refers to the objects and facilities located in the streetscape that provide service and functionality to the public. Street furniture interacts with the environment by providing focus points, establishing linkages between different landscape elements, and by emphasizing a place's identity. The interaction function of street furniture greatly contributes to a convenient urban life, and assists in determining the quality of an urban environment.

Guidelines

- a) **Street furniture should be provided in high-pedestrian areas in mixed-use areas that have retail uses at grade, including Pedestrian Streets. Street furniture should include elements such as pedestrian scaled lighting, benches, bicycle racks, newspaper boxes and trash bins and where possible should be manufactured from recycled material.**
- b) **Street furniture shall be designed and constructed in recognition of the following design principles:**

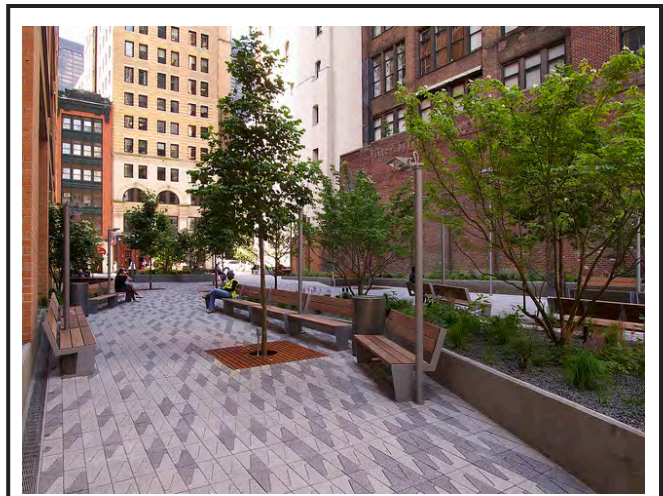


- high quality design
- modularity to ease upgrades and repairs
- safety and security
- accessibility
- sustainability (e.g., energy efficiency)
- functionality
- comfort and convenience

c) Utilities should be clustered and screened away from public streets and view.

d) The placement of street furniture, including benches, chairs, tables, garbage and recycling bins, and bicycle parking shall be designed to ensure pedestrian routes are free of obstacles and that required sight lines are not blocked.

e) Streetscapes should include a range of places to sit, including well-designed and durable benches, picnic tables, and barrier-free ledges.



Pedestrian scale lighting increases safety and comfort

Street Lighting

Street lighting in the City Centre should be scaled appropriate to the street function and adjacent land uses; be designed to provide safe passage for motor vehicles, pedestrians and cyclists; and incorporate technologies to save energy and to reduce light pollution.

Guidelines

- High-efficiency light bulbs should be used, where feasible, for street lights and traffic lights, and renewable energy systems such as solar cells should be used for all parking meters.
- The poles for both pedestrian scale and street lights should be designed to accommodate banners for special messages and seasonal events.
- Pedestrian-level lighting shall illuminate streetscapes to increase the comfort and safety of users.
- Light fixtures shall be full cut-off and dark sky friendly to minimize light glare and sky glow effects.

3.2.2 Paths and Mid-block Connections

Mid-block connections and paths are another key part of the pedestrian network providing additional routes between Primary and Secondary Streets. Paths and mid-block connections should be physically separated from vehicular rights-of-way with adjacent development oriented towards them with glazing or active uses at grade.

Guidelines

- a) **Paths will provide a minimum 2.5 metres of pathway, with additional space for landscaping on one or both sides of this.**
- b) **Mid-block connections and paths will:**
 - **create an inviting design that facilitates way-finding through clear sightlines, direct pathways, and clear signage**
 - **provide street trees and other plantings running the length of the trail/right-of-way**
 - **utilize continuous, identifiable paving**
 - **have regard for Design for Crime Prevention**
- c) **A multi-use path is required along the east side of Krosno Creek connecting Bayly Street to City Centre South Main Street. The path should provide access to development fronting the Creek, and clear sightlines into the park.**
- d) **Native non-invasive plantings are encouraged along path connections abutting natural features.**
- e) **Paths will be designed to accommodate a range of users and abilities, and should be barrier-free where appropriate. The use of permeable materials should be encouraged for path construction in areas where insufficient drainage exists.**



Mid-block connections should be inviting



Paths will be designed for a variety of users

- f) **Paths should be clearly signed regarding permitted uses and speed. Way-finding signage and/or trail markers should be provided throughout the trail network.**
- g) **Benches and wastebaskets should be provided at regular intervals along the route.**
- h) **Paths located in proximity to significant sensitive natural features or adjacent to stormwater management facilities should incorporate interpretive signage at various locations to promote stewardship initiatives that will protect and enhance the features and functions of the natural environment.**
- i) **Lighting on paths should be provided for pedestrian safety along primary neighbourhood connecting trails, but should minimize the disturbance on natural habitats.**
- j) **Special treatments at trail head entrances should be considered including high quality features such as landscaping, benches, decorative paving pattern, interpretive or directional signage, or wider pathway widths.**



3.2.3 Pedestrian Crossings

Safely crossing the street is a key component of the walkability of an area. A series of pedestrian crossings are identified, in particular across Major Streets, as well as the potential for new bridges across the 401 corridor.

Pedestrian crossings should be designed with clearly delineated pedestrian marking which balance the movement needs of pedestrians, cyclists and automobiles. A range of crossing infrastructure from crosswalks to street lights should be considered.

Guidelines

- a) **Design intersections to balance the needs of pedestrians and vehicles by:**
 - **avoiding using right-turn channels and turning lanes that enable higher vehicle speeds and increase crossing points**



- maintaining the minimum curb radii required to accommodate turning vehicles, in order to reduce their speed and minimize crossing distances for pedestrians
 - providing pedestrian refuge points when crossings exceed 15.0 metres in length
 - providing enhanced lighting and signage to improve visibility
 - incorporating unique pavement treatments or markings that can alert drivers and indicate pedestrian priority
- b) Ensure intersections are clear of unnecessary obstructions and provide clear sight-lines to adjacent streets so that pedestrians can spot approaching vehicles.
- c) In order to promote walkability and a pedestrian-focused environment, every four-way intersection in high pedestrian areas, such as a Pedestrian Street, should have a formal pedestrian crossing.
- d) Signalized pedestrian crosswalks should be provided at locations where important civic destinations and/or significant walking traffic is anticipated, such as near retail shops, community parks and recreation centres, and at libraries.
- e) Pedestrian crossings should be continuous and connected to adjacent sidewalks and be supportive of persons with disabilities.

3.2.4 Other Pedestrian Connections

Pedestrian connections across the Pickering Town Centre lands will be improved over time with the introduction of new streets. In the interim, the City will work with Pickering Town Centre (PTC) to implement pathways and appropriate infrastructure to improve conditions along the illustrated routes. The pathways within the PTC itself are recognized as an interior pedestrian zone.



3.3 Cycling

Essential to the sustainability principles of these Guidelines is a complete active transportation network, including a safe and inviting environment for cyclists within but also to and from the City Centre. The planned cycling network illustrated in [Figure 5](#), envisions a connected network of multi-use paths, dedicated on-street cycling lanes, and shared roadways. The cycling network is consistent with the Region's Cycling Plan and the provisions of the Ontario Traffic Manual Book 18.

- The use of bike boxes at intersections, where appropriate, alerts drivers and can minimize conflicts between turning vehicles and cyclists continuing through the intersection.
- The use of cyclist-activated crossing signals can enhance crossing points for cyclists by reducing rights-of-way confusion.



Continuous cycling facilities to minimize conflicts with vehicles

3.3.1 Multi-Use Paths

Multi-use paths are separated from motor vehicle traffic and are located within the boulevard, and are typically implemented adjacent to roadways with higher motor vehicle volumes. The multi-use paths within the City Centre are intended to accommodate both pedestrians and cyclists.

Guidelines

- Multi-use paths with a minimum width of 3.0 metres, shall be provided on the east side of Liverpool Road and on the north side of Bayly Street.**
- A minimum 1.5 metre separation is to be provided between the path and the travel edge of the roadway.**
- Bicycle route signs are to be placed at critical crossings and entry points where warranted.**
- Specific treatments may be considered in high conflict areas.**

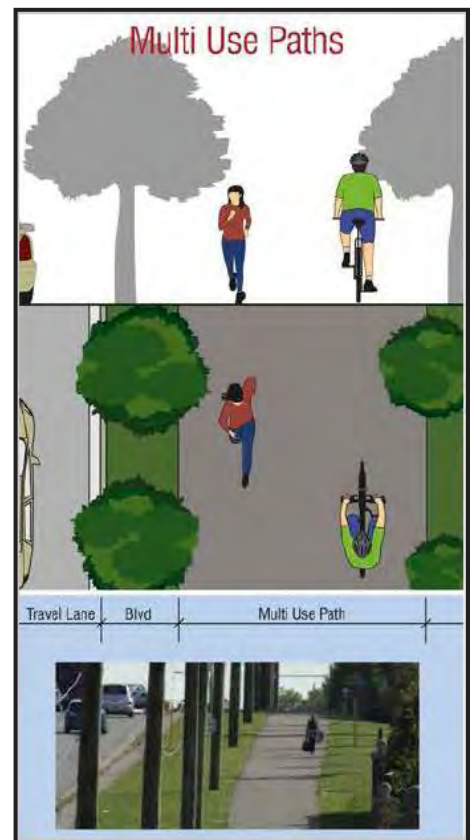
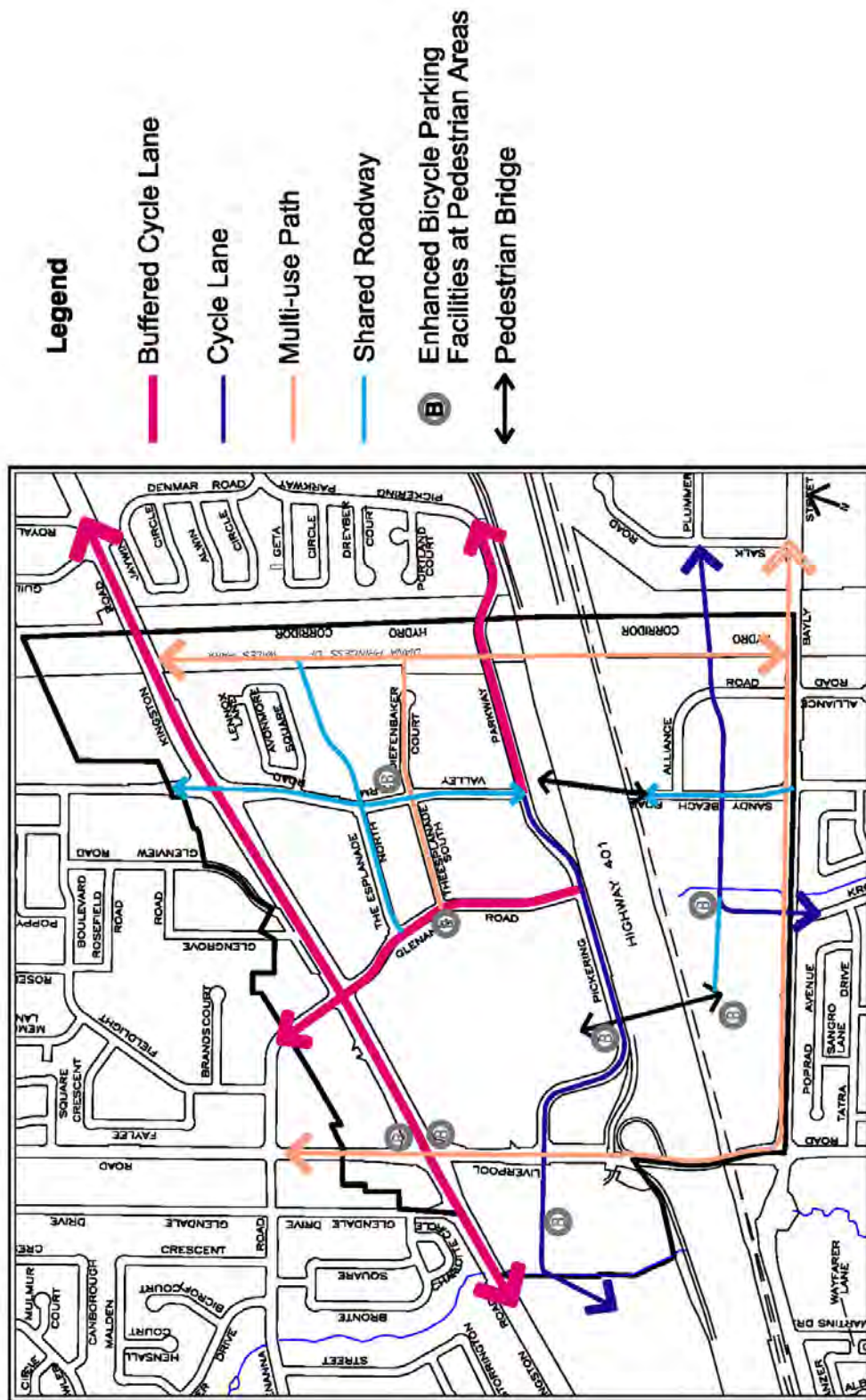


Figure 5: City Centre Cycling Network

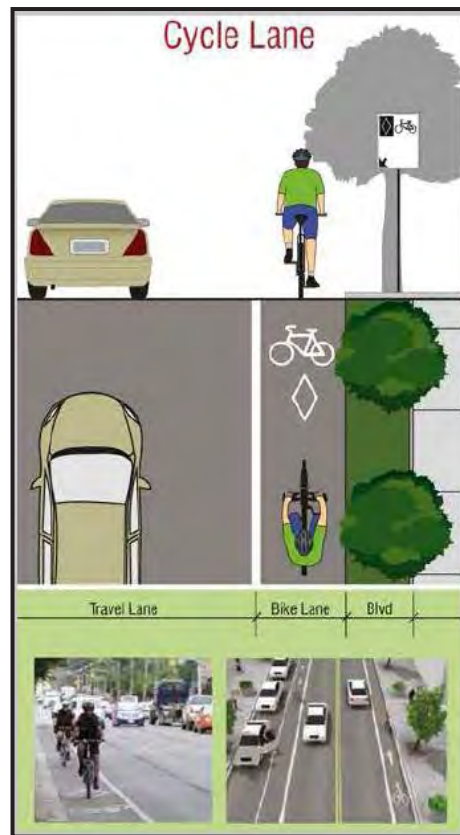


3.3.2 Cycling Lanes

Cycling lanes are typically located on urban arterials and collector roadways that have higher traffic volumes, operating speeds and proportion of commercial vehicles. In circumstances, where traffic volumes and speeds warrant or in areas where on-street parking is permitted, cycling lanes with an additional paved buffer or physical separation of the cycling lane may be introduced.

Guidelines

- Cycling lanes within the City Centre will be designed with a minimum width of 1.5 metres including Pickering Parkway, City Centre South Main Street, and Glenanna Road. An additional buffer will be provided in locations where on-street loading zones and on-street parking are planned to allow for door swings.**
- Kingston Road will be designed with a buffered cycling lane in conjunction with bus rapid transit operations within the corridor.**
- Appropriate reserved lane markings and signs shall be placed after each major intersection and be appropriately spaced thereafter.**

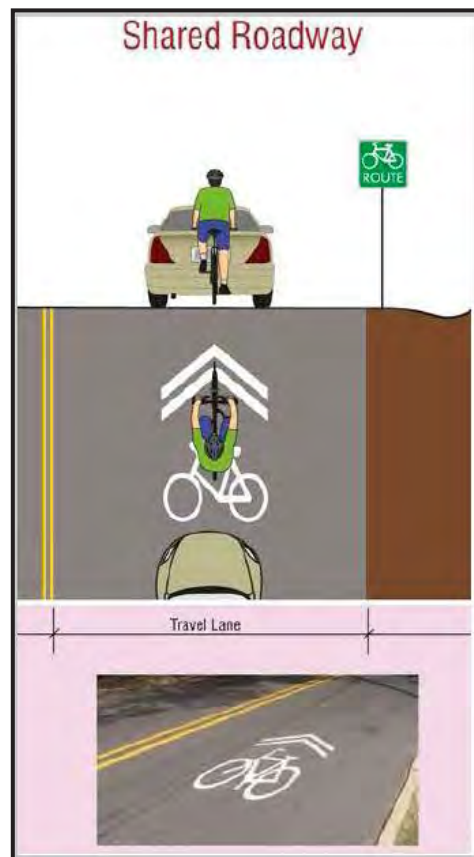


3.3.3 Shared Roadways

Cycling is permitted on all roadways within the City Centre, and as such motorists and cyclists are required to share the road where specific facilities have not been provided. Typically this occurs on routes with lower volumes of traffic travelling at lower speeds.

Guidelines

- Shared roadways include The Esplanade North, Valley Farm Road and City Centre South Main Street.**
- Sharrow lane markings will indicate to both motorists and cyclists the appropriate line of travel for cyclists.**
- Green route makers shall be installed on designated shared roadways and may be accompanied by 'Share the Road' signage.**



3.3.4 Other Cycling Facilities

In addition to cycling lanes, an important component of the cycling network will be cycling facilities, which provide safe and secure locations for cyclists to store their bikes and end trip facilities signifying cycling as a priority mobility choice in the City Centre. Less space-consuming variations such as bike posts, bike rings, and bike racks will be located throughout the City Centre, while enhanced facilities, such as bike lockers and bike stations will be located at transit junctions and key transit stops that function as transfer points.

Guidelines

- a) **The provision of bike racks, lockers and cycling amenities such as air pumps and drinking fountains at key destinations along a cycling route can help to support travel to and from the station area and facilitate quick convenience stops. This can be implemented through private-sector partnerships and development agreements, streetscape improvement programs or during the upgrade of transit facilities.**
- b) **All new office, retail and residential buildings should provide on-site bicycle parking and are encouraged to incorporate other amenities such as enclosed lockers and shower/change room facilities.**
- c) **Bicycle parking should be located in a manner that does not conflict with vehicular traffic, yet allows for monitoring through natural surveillance.**



Bike lockers



Bike shelter

3.4 Transit

Pickering City Centre holds an important role as an anchor mobility hub in Pickering and the Region of Durham. These guidelines ensure investments in transit are leveraged to their fullest potential through land use, built form, and a mobility network that complements existing and proposed transit routes and transfer points. [Figure 6](#) identifies existing, planned, and potential transit corridors.

3.4.1 Transit Corridors

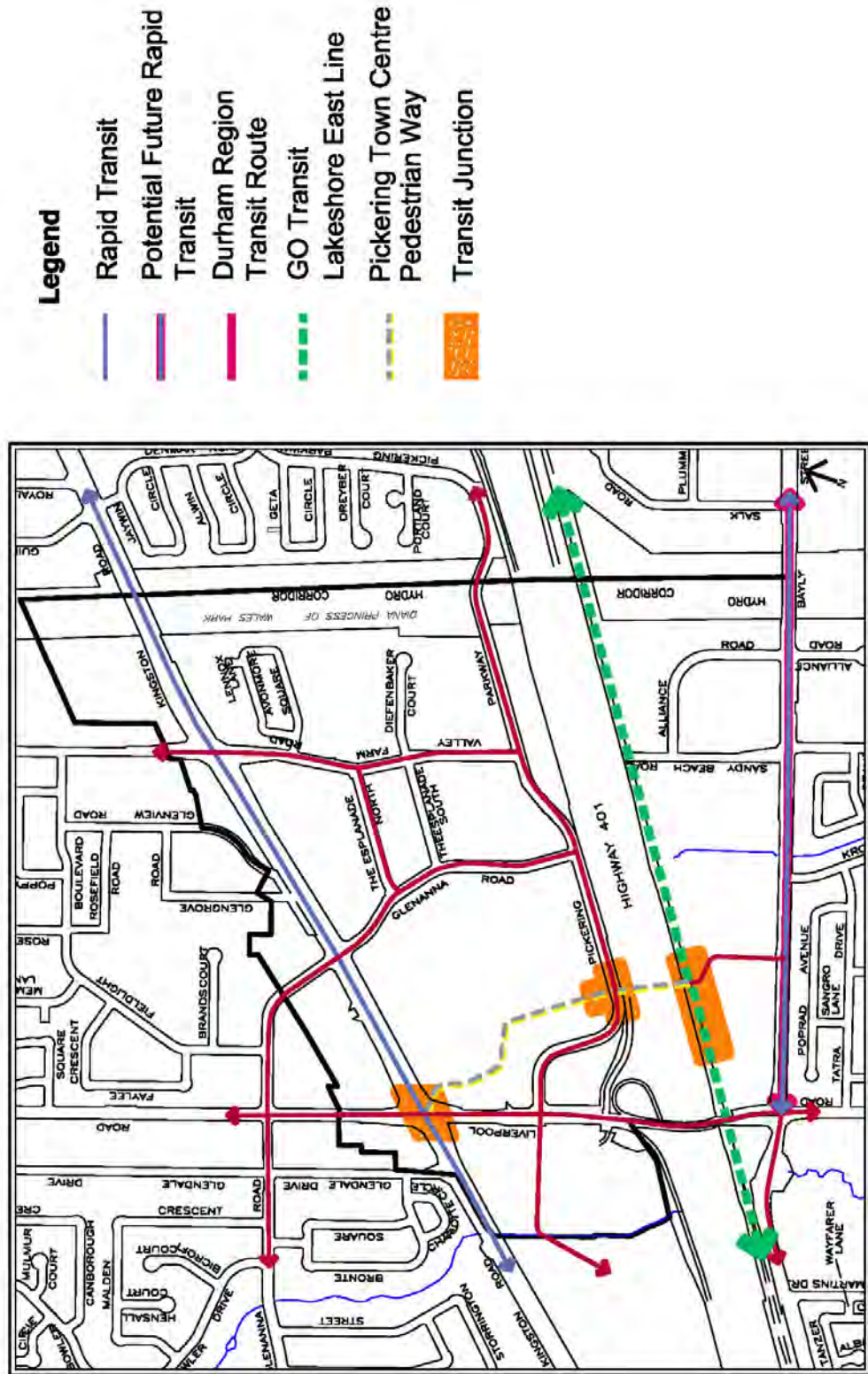
Durham Region Transit operates local bus service and GO Transit provides train services within the City Centre. Recently Durham Region Transit launched the Pulse Bus Rapid Transit service on Highway 2 serving the precincts in the north City Centre. As noted in the Region's Long-Term Transit Strategy, future rapid transit service along Bayly Street will provide improved levels of service to new residents and employees living and working in City Centre South.

Guidelines

- a) **Design designated transit corridors to accommodate transit by providing limited grade changes, adequate lane widths and turning radii. Design standards should balance the needs of other users such as pedestrians and cyclists, for example by incorporating minimum turning radii at intersections and adequate space for cyclists within the rights-of-way.**
- b) **When transit vehicles will be sharing the street with cyclists, provide a curb lane wide enough to allow buses to pass cyclists safely. The appropriate lane width will vary depending on truck and general traffic volumes and speeds.**
- c) **In limited rights-of-way where street parking creates friction with bus and cycle use, time-sensitive, restricted parking during peak hours can help to free up the flow of traffic supporting more efficient travel by buses, cyclists and motorized vehicles.**
- d) **Where street parking is provided, bus-bulbs can help to facilitate passenger loading and create space for passenger amenities.**



Figure 6: City Centre Transit Network



- e) Encourage the integration of streetscape elements including landscaping within dedicated right-of-ways to enhance the character and quality of the street for pedestrians, cyclists and transit users.
- f) Make provision for both formalized and informal street crossings along dedicated transit-ways. Restricting crossings in mixed-use settings can disrupt local businesses and lead to dangerous situations as people attempt to bypass barriers.

3.4.2 Mobility Hub and Transit Junctions

The Anchor Mobility Hub includes a Transit Junction on either side of Highway 401, connected via the Highway 401 pedestrian bridge, and supporting the operation of the Pickering GO Station. A Transit Junction will be developed at the intersection of Liverpool Road and Kingston Road to interface with the Region’s Pulse BRT service. The Transit Junctions facilitate easy transfers and comfortable pedestrian experiences through an enhanced public realm including: high quality landscaping, street furniture, bus shelters, public art, cycling parking facilities and additional street trees to provide shade.

Guidelines

- a) The transit junctions will be priority areas for design excellence and capital improvements including landscaping, public seating, weather protection, and public art.
- b) Development adjacent to transit junctions shall be oriented to these areas, with active uses at grade.
- c) A higher level of passenger amenity shall be provided at transit junctions such as a transit shelter, pre-payment facilities and real-time trip planning information at bus stops where two routes intersect or in areas with a high number of boardings.



Development should be oriented to the Transit Junction



Transit junctions should provide an enhanced public realm

3.4.3 Transit Stops

Within a Transit Network there are several types of stops related to the existing and planned level of passenger activity or to the location of a stop within the network. These include minor stops which exist along the length of a transit corridor, major stops at the junction of two connecting routes and interchange stops at major transfer points within the system.

Guidelines

- a) **The amenities provided at transit stops, such as benches and bike racks, should reflect these differences with higher levels of amenity at higher volume locations or significant points of interchange within the system.**
- b) **Transit stops shall be designed for universal access.**
- c) **To maximize pedestrian access and minimize walking distances, transit stops shall be located at points where local roads intersect with collector and arterial roads.**
- d) **Transit stops shall be highly visible in locations along well-travelled routes and support their function through the design of adjacent development.**
- e) **Transit stops shall be located next to uses that generate high transit use such as seniors residences, hospitals, social services, large employers, retail and entertainment uses.**
- f) **Transit stops will be priority areas for bicycle parking and other facilities to promote an integrated and connected active transportation network.**
- g) **Transit stops are appropriate places for increased setbacks where necessary to provide generous public space and active at grade frontages.**
- h) **When a new development is proposed adjacent to a transit stop, opportunities will be sought to integrate pedestrian improvements around this area into site design.**
- i) **Transit stops shall be:**
 - **designed to connect to the sidewalk and provide direct access to all transit vehicle doors**
 - **well lit and highly visible from the street with clear sightlines to both approaching and parked transit vehicles and surrounding uses**



Transit stops should provide a safe, comfortable waiting area

- constructed of high quality weatherproof materials that resist slipping and drain well
 - designed to avoid changes in grade and obstructions that can hinder people with mobility issues, carts or baby carriages
 - designed to alert the visually impaired of their existence and, if appropriate, of the location of various elements through the use of tactile strips or paving
- j) Safe pedestrian connections shall be provided for transfers between transit services including protected, wide walkways buffered with landscaping and clear way-finding.
- k) All pedestrian waiting zones will be designed as safe and comfortable environments having consideration for the provision of street furniture and weather protection.

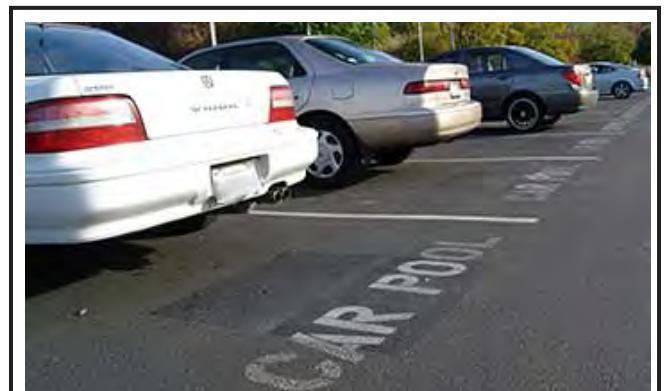
3.5 Transportation Demand Management

Transportation Demand Management (TDM) strategies aim to manage the demand for transportation infrastructure and services by influencing people’s travel choice. These choices may include altering their trip location, the time of their trip, their transportation mode, and even whether to make the trip. TDM measures help to reduce travel, distribute trips more evenly, and shift trips from private automobile to transit or other more active modes of transportation.



Guidelines

- a) Encourage employers in the City Centre to join the Smart Commute program and develop travel option plans for their employees, which may include:
- providing discounted transit passes to employees
 - developing shuttles between the workplace and the mobility hub
 - offering an emergency ride program for employees who carpool or take transit to work
 - promoting Metrolinx’s ridematching service to employees
 - providing incentives for carpooling, such as priority parking locations
 - offering flexible work starting times, compressed work weeks, telework, or working from satellite locations



Carpool parking

- providing facilities that make using active transportation a more attractive option, such as secure bicycle parking and shower facilities

- Encourage school boards to develop Active and Safe Route to School programs for any schools within the City Centre.



Walking school bus

3.6 Freight

Retail shops, offices and mixed-use developments in the City Centre all require freight, courier and garbage services in order to function effectively. As such it is recognized that just-in-time, next day, and regular parcel delivery throughout the day are an important consideration when planning for improvements in the City Centre.

Freight movements in the City Centre will face the added challenge of physical impediments on mobility. Narrow streets can be difficult for trucks to move due to tight curb radii and narrow right-of-way widths. Smaller delivery vehicles should be considered in these circumstances. High density areas do provide the opportunity for shared facilities. Some locations may be well suited to utilize a centrally located loading dock.



Underground loading and unloading

Guidelines

- Where possible, loading/unloading areas shall be located underground, at the rear of buildings, such as in a service lane, or accessed from side streets that are not as heavily travelled by pedestrians.
- Truck accesses and loading/unloading areas shall be designated using proper signage.
- Truck accesses shall be planned to avoid conflicts with cyclists and pedestrians (including transit stops) by prohibiting truck parking on bike lanes, sidewalks or in transit stops.



Short-term pick up/drop off location

- d) Freight facilities improvements may be considered as part of a community improvement plan.
- e) Short-term drop-off space for couriers shall be considered in locations close to main entrances.
- f) Where on-site loading/unloading areas are not feasible, access may be considered via the front of the building with appropriate setbacks and the use of laybys.



3.7 On-Street Parking

On-street parking plays a key role in the design of a sustainable community. In addition to accommodating visitor parking for residential areas and retail stores, on-street parking functions as a traffic calming device to slow traffic, and acts as a safety buffer separating the pedestrian realm from vehicles.

Guidelines

- a) Parking should be provided on at least one side of the street for local and collector roads.
- b) On-street parking areas may be demarcated with a special pavement treatment in limited special areas such as pedestrian predominant streets in order to distinguish the parking lane from the roadway.
- c) In order to reduce the visual impact of the paved surface of the right-of-way, rolled curbs should be used in high-traffic areas, including Pedestrian Streets, as a means of visually extending the pedestrian realm from the roadway.
- d) Parking bays should be located where permanent parking is provided on collector and arterial roads, including Pedestrian Streets.



3.8 Motorists

As population and employment growth occurs in the City Centre, an enhanced and expanded mobility network will be necessary to manage vehicular traffic, support a full range of transportation choices, and create a walkable and transit-supportive environment.

The planned street network builds on the existing street grid and plans for the introduction of a finer grain of urban blocks that, over time, will improve connections and access to and within the City Centre. The urban street and block pattern will contribute to a more walkable environment and support compact, mixed-use forms of development. [Figure 7](#) illustrates a street network that will support the movement of people and goods within and through the City Centre.

3.8.1 Streets

The street network includes existing streets and new streets which are required for adjacent development to proceed (“new rights-of-way”). New private streets shall provide for public access.

Guidelines

- a) **The layout of arterials and collectors shall attempt to maximize connections by establishing a fine grain of streets and blocks capable of dispersing traffic and reducing traffic volumes on primary streets.**
- b) **A finer grain network of streets and blocks will support urban development and accommodate balanced movements through and to the City Centre.**
- c) **New cul-de-sacs shall not be permitted within the City Centre.**
- d) **Where possible, driveways to individual businesses along streets should be consolidated or access relocated to rear service lanes.**

3.8.2 Elements of the Street

Streets are comprised of four key elements: the Pedestrian Zone, Parking, Cycling Treatment, and Travel Lanes.

The **Pedestrian Zone** consists of the area between the edge of the property and the curb, including:

- **Sidewalk:** a clear, generously sized sidewalk ensures walking is pleasant, safe and enjoyable.
- **Landscaping:** create a shaded, comfortable street. Tree and understory plantings must have adequate soil, sunlight and water conditions for long-term survival. The landscaping area also has street furniture such as benches and bike parking.

Parking: on-street parking may be provided to serve active at-grade uses and to buffer pedestrians from traffic.

Cycling Treatment: on key streets cycling facilities will be provided to create a well-connected bicycle network in the City Centre.

Travel Lanes: will be limited in width to ensure safe vehicular travel and minimize conflict with other modes of transport.

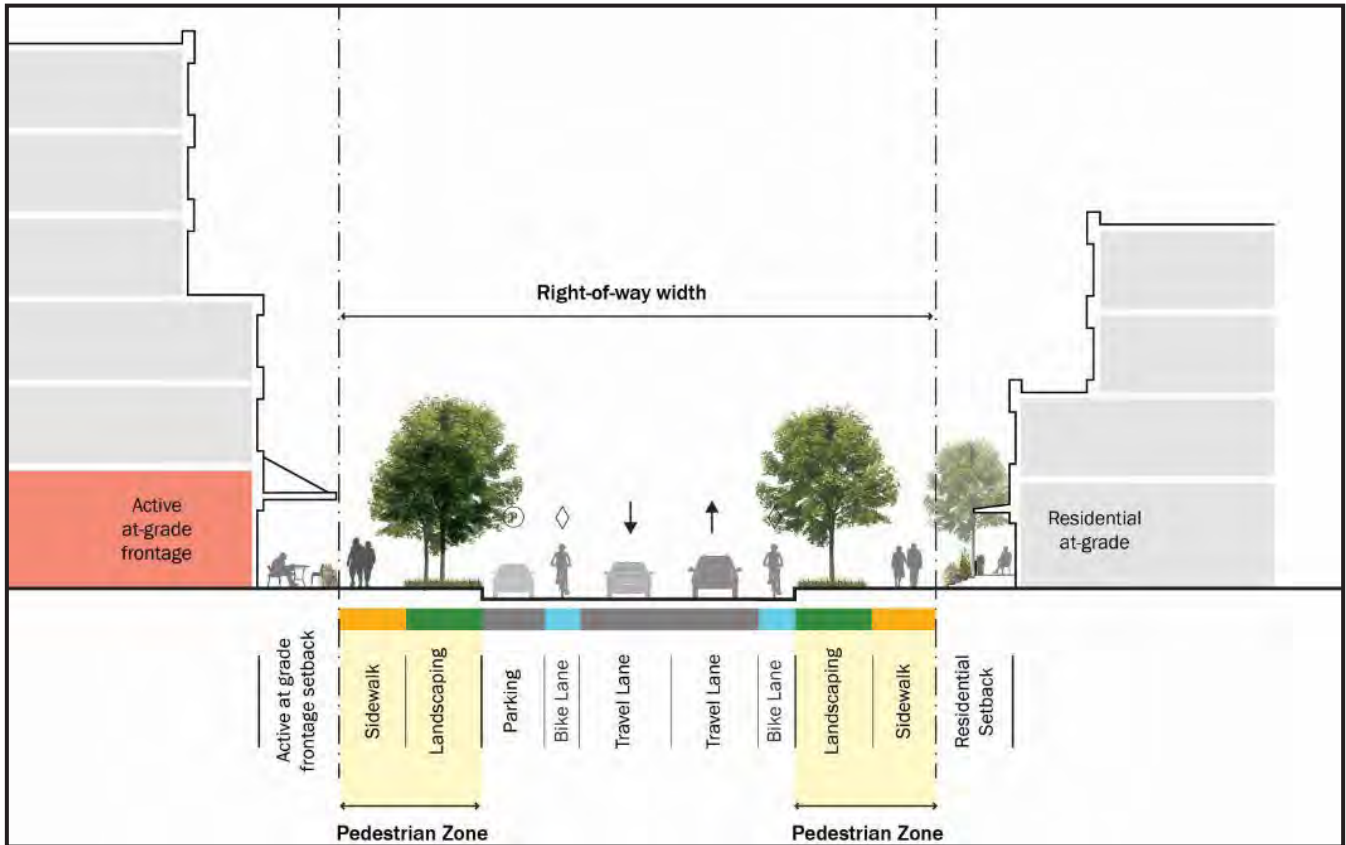
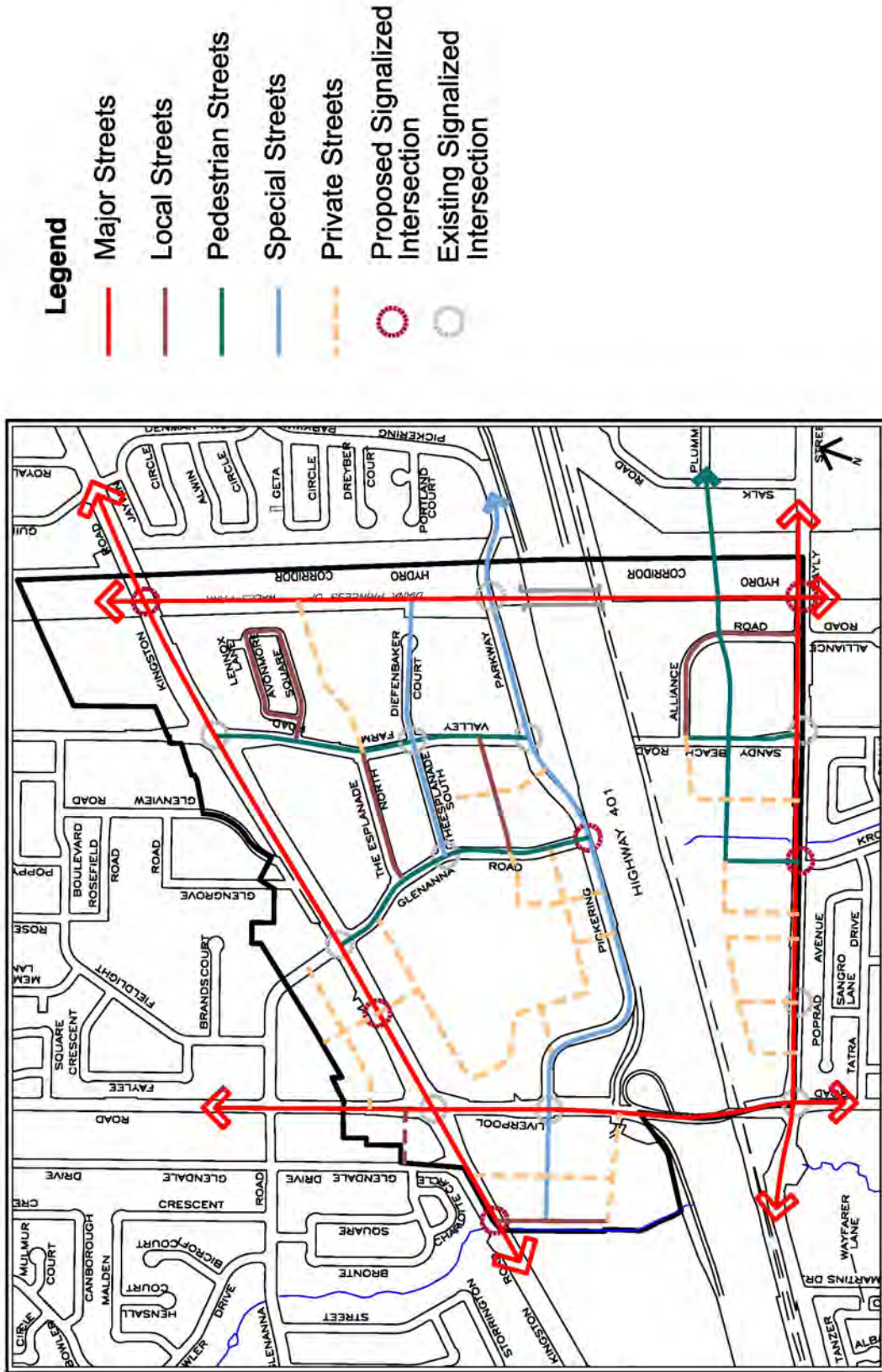


Figure 7: City Centre Street Network



3.9 Street Types

In addition to carrying people and traffic, streets in Pickering City Centre must be understood as places themselves. This means that in addition to serving different functions, streets also will have a different character. Each street type’s function and character informs how many traffic lanes they carry, width of sidewalks and plantings, design character, and the scale of buildings adjacent to them. The planned street network comprises of five street categories:

- Major Streets
- Pedestrian Streets
- Local Streets
- Private Streets
- Special Streets

The following table describes the general parameters for the pedestrian zone, landscaping, parking and cycling elements on a street.

	Major Street	Pedestrian Street	Local Streets	Private Streets	Special Streets
Street Designation	Arterial Type A, B or C	Arterial Type C or Collector Road	Local Road	Not designated	Arterial Type C or Local Road
Pedestrian Zone					
Sidewalk	Generally 2.5 metres wide. Sidewalks provided on both sides of the street.	Generally 2.5 metres wide. Sidewalks provided on both sides of the street.	Generally 1.5 to 2.0 metres wide. Sidewalks provided on both sides of the street.	Generally 1.5 to 2.0 metres wide. In certain circumstances sidewalks may be provided on only one side of the street.	Generally 2.5 metres or wider, depending on special nature of the street. Sidewalks provided on both sides of the street.
Landscaping	Continuous row of trees on both sides of Major Streets. May also be complemented with under storey planting. Hardy, low maintenance planting in medians where applicable.	Continuous row of trees on both sides of Pedestrian Streets. May also be complemented with under storey planting.	Continuous row of trees on both sides of Local Streets and on one side of service lanes.	Continuous row of trees may be provided on one or both sides of Private Streets.	Continuous row of trees on both sides of Special Streets.

	Major Street	Pedestrian Street	Local Streets	Private Streets	Special Streets
Parking and Loading	On-street parking, loading and unloading not permitted on Regional arterials.	On-street parking provided on one or both sides of the road. On-street loading and unloading not permitted.	On-street parking allowed on one side of the street.	Private Streets provide access to loading/unloading areas.	On-street parking provided in specific locations.
Cycling Treatment	Treatments which offer separation or protection from higher volumes and speeds of traffic (e.g., multi-use path, buffered or separated cycling lanes).	On-street cycling lanes with a minimum width of 1.5 metres. Buffered cycling lanes to be implemented where cycling lanes are proposed adjacent to on-street parking.	Shared roadways.	No special treatment provided.	On-street cycling lanes with a minimum width of 1.5 metres. Buffered cycling lanes to be implemented where cycling lanes are proposed adjacent to on-street parking.
Travel Lanes	3.35 metres to 3.5 metres wide	3.35 metres to 3.5 metres wide	3.5 metres wide	3.5 metres wide	3.5 metres wide

As the urban core of Pickering, the character of streets within Pickering City Centre will require special consideration in terms of signalized crossing frequency, speed limits, and design treatments. Each street type and corresponding cross-sections are described and illustrated in more detail in the following pages. As streets are realigned, extended, or undergo capital improvements, their design shall be guided by the mid-block cross-sections that follow.

The mid-block cross-sections illustrated within these guidelines are conceptual and are to be detailed through future Environmental Assessment and other design studies, in accordance with recognized standards. If future cross-sections do not substantially comply with these figures, it must be demonstrated how the revised cross-sections can achieve the form, function and character described in this document.

3.9.1 Major Streets

- Liverpool Road
- Kingston Road
- Bayly Street
- Bayly-Kingston Connector

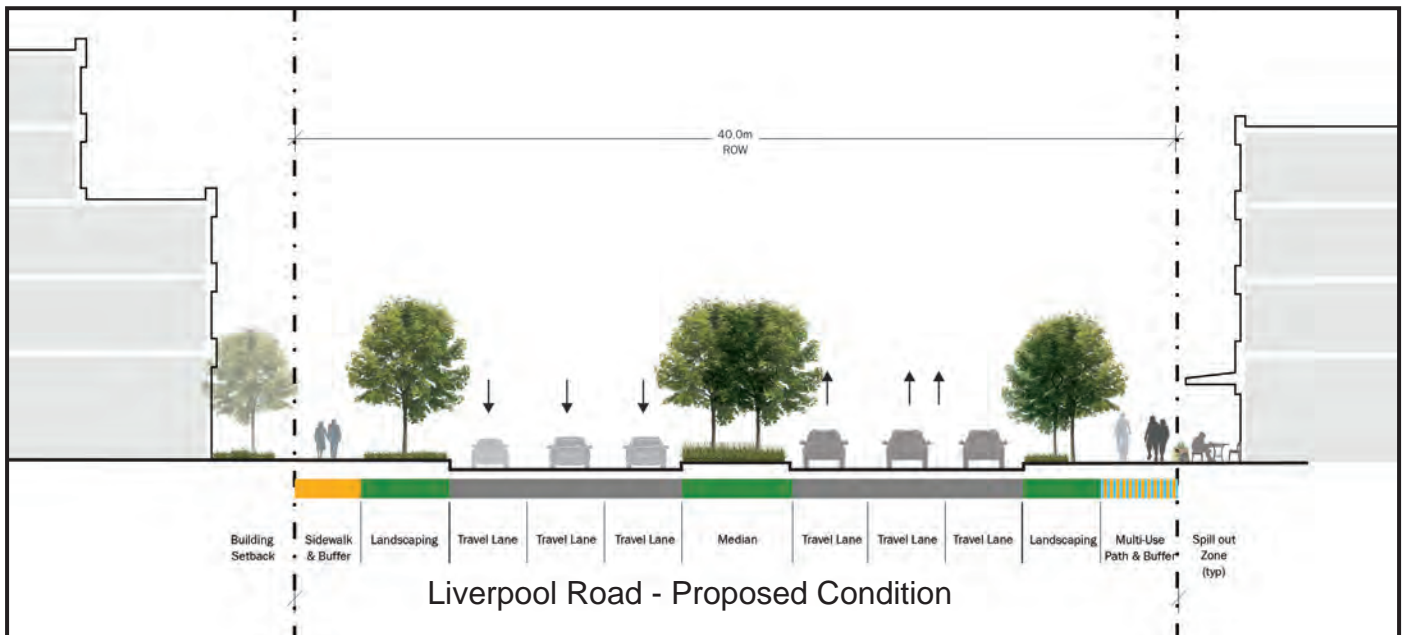
Major Streets are the primary streets to and through the City Centre and will facilitate higher volume of vehicular and transit movement. They will feature wider roadways but still provide safe and comfortable rights-of-ways for pedestrians and cyclists.

To define the street, thereby creating a pedestrian friendly environment on the ground level, development along Major Streets are encouraged to be taller in height than other streets in the City Centre and buildings should be located close to the right-of-way.

Along rapid transit routes, street and building design will sensitively integrate transit waiting areas with the streetscape. Transit waiting areas will be located at key transit stops and given prominence through landscaping and special pavement treatments.

Liverpool Road

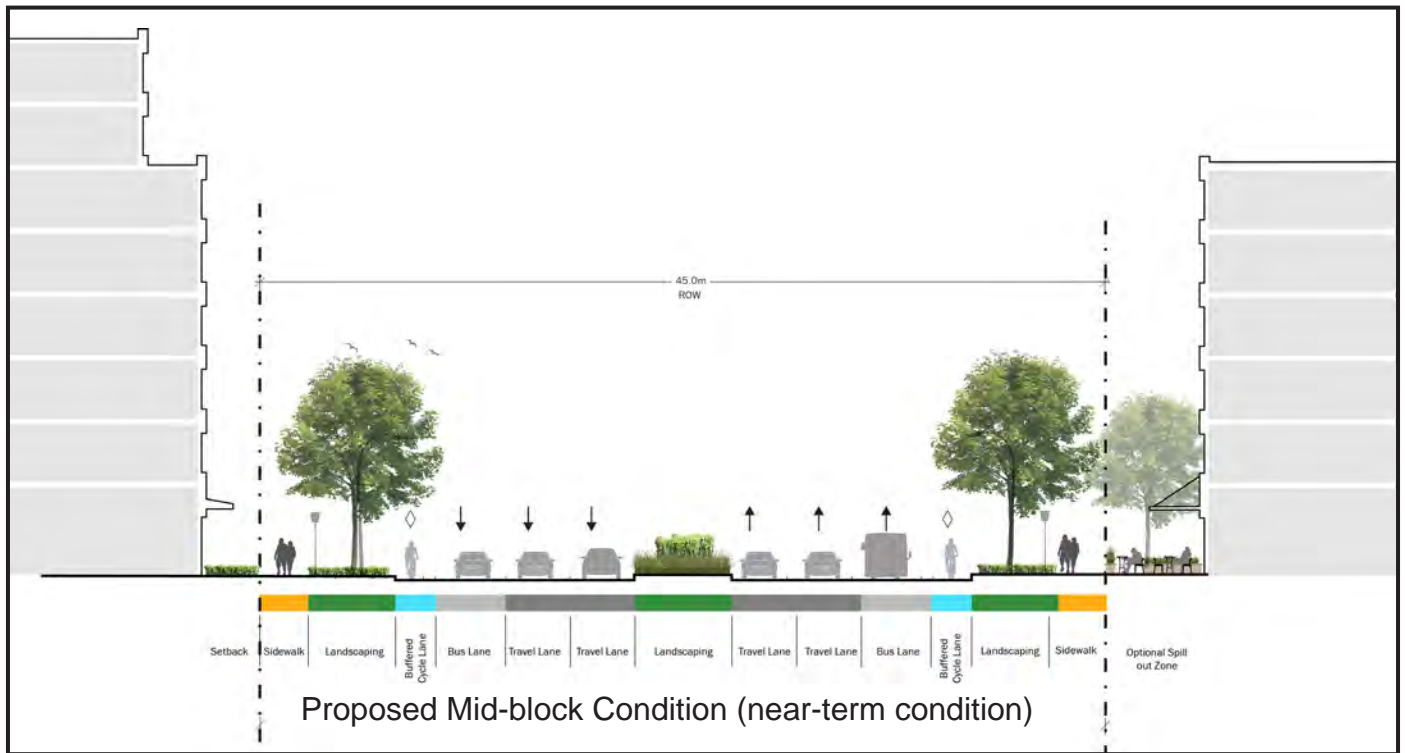
Liverpool Road will be a gateway avenue to the City Centre - a mixed-use street connecting the City Centre to the waterfront and neighbourhoods to the north. A multi-use path for cyclists and pedestrians will ensure that it is an active street and key part of the City's wider trail network.



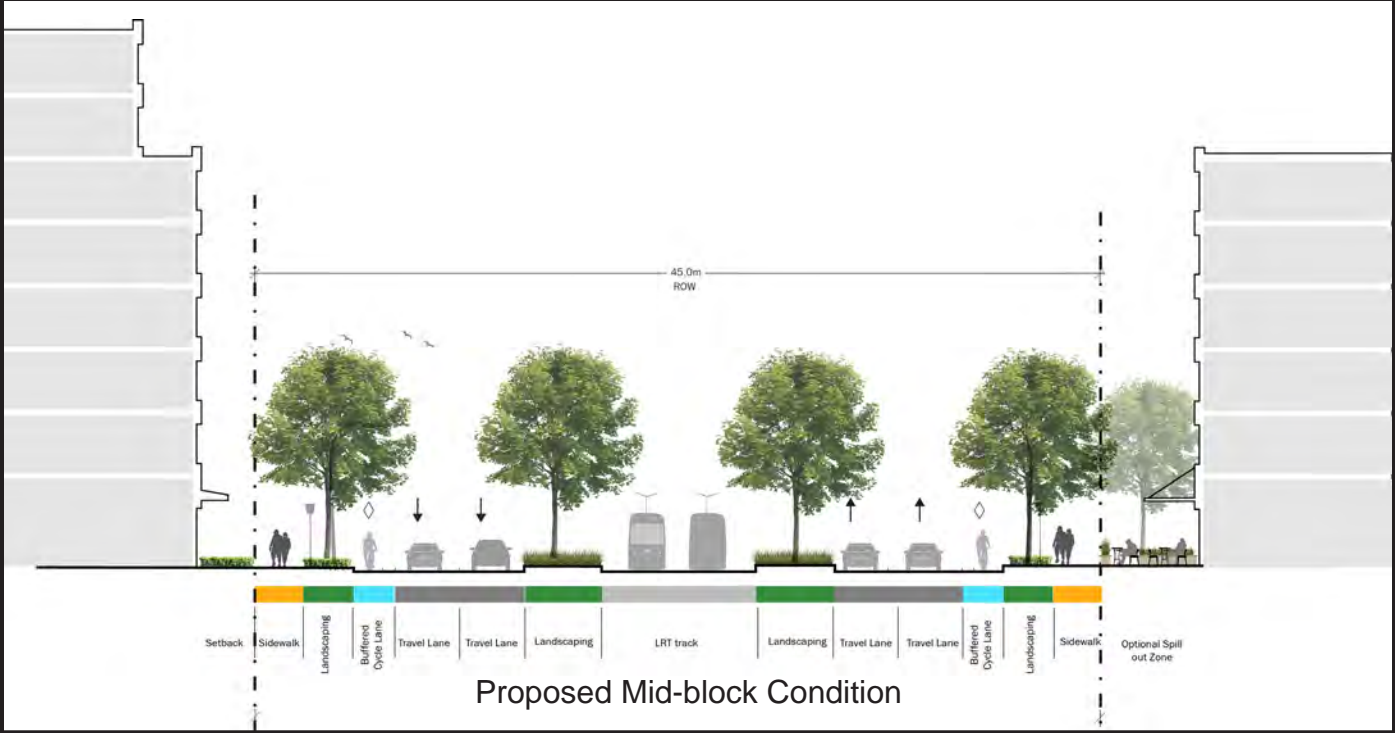
Kingston Road

Kingston Road is envisioned as a distinct urban avenue. In the City Centre, it will have an exceptional and generous pedestrian zone, punctuated by transit junctions, squares, and active at grade retail. Pedestrian areas will be buffered from vehicular and transit traffic through the use of planting strips, street trees, boulevards or other treatments.

As a complete street, in the near-term it will carry Bus Rapid Transit, contain dedicated cycling lanes, and remain a significant carrier of regional traffic. A centre landscaped area will provide visual amenity in the near-term, featuring formal landscape features that signify the City Centre's civic character.



Over time, Kingston Road's components will evolve, with the centre median replaced with a transit platform and dedicated transit lane. It will continue to contain a generous protected, and distinct pedestrian zone.

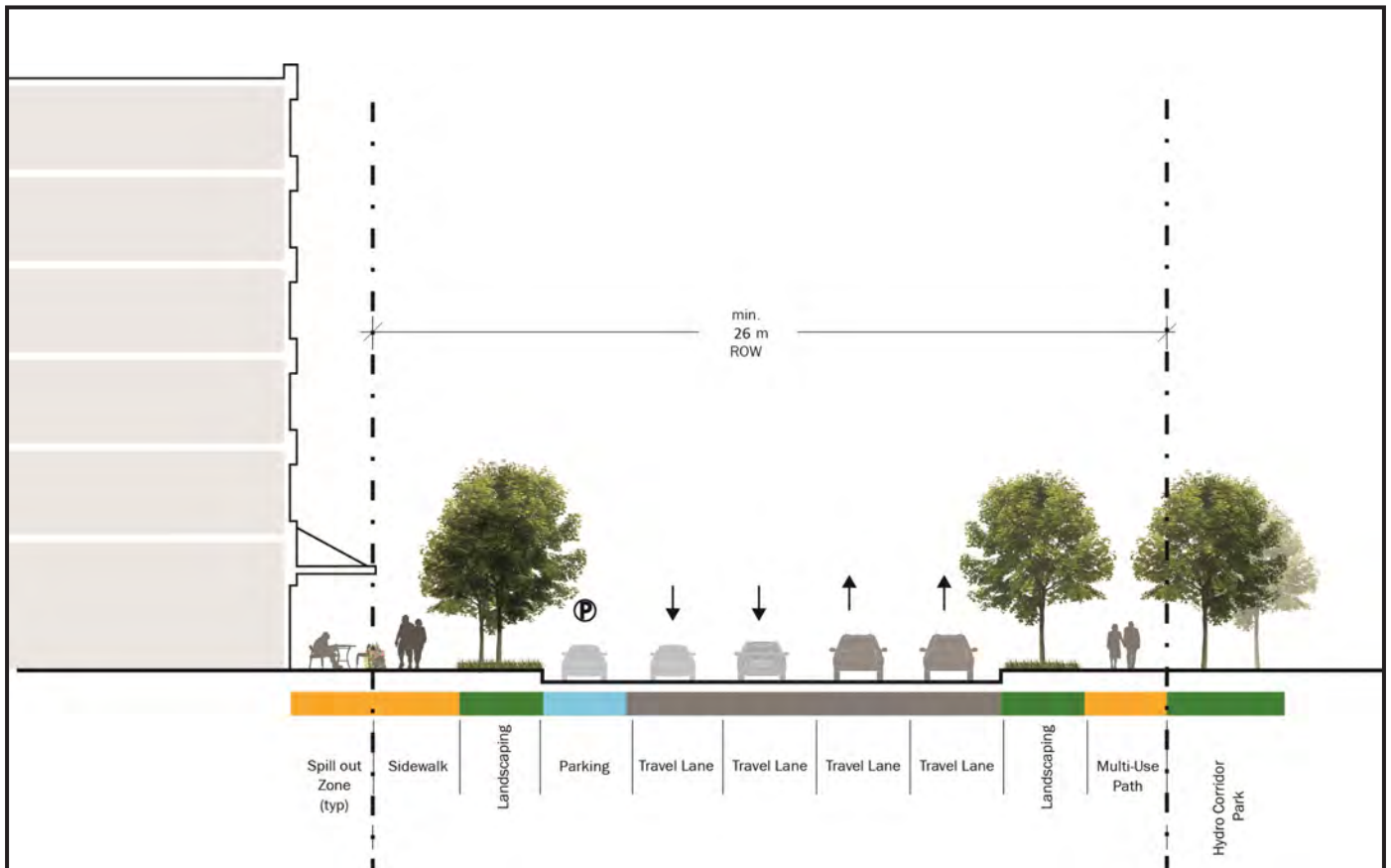


Bayly Street

Given that the future right-of-way of Bayly Street is subject to further study by the Region to determine an appropriate road design to accommodate the integration of mixed-uses with higher order transit facilities, pedestrian and cycling facilities, and vehicle travel lanes, a cross-section for the Bayly Street corridor will be added at a later date.

Bayly-Kingston Connector

The Bayly-Kingston connector will be a significant arterial carrying pedestrians, vehicles and transit. The design of the Bayly-Kingston Connector will be determined through future studies, but it will be an important connection across Highway 401, linking the north and south City Centre areas, and providing a safe and comfortable experience for pedestrians and cyclists.



3.9.2 Pedestrian Streets

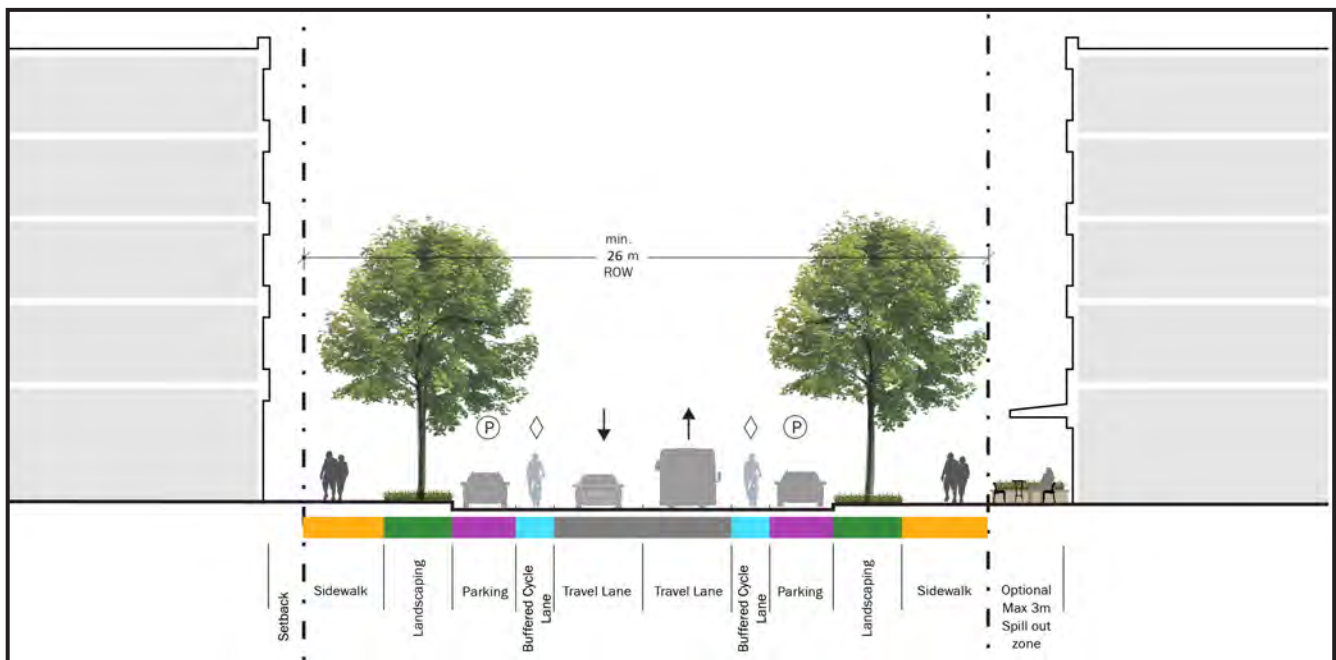
- Glenanna Road
- City Centre South Main Street
- Valley Farm Road

Pedestrian Streets prioritize the movement of pedestrians and cyclist but also function as important carriers of transit and vehicular traffic. Some Pedestrian Streets (Glenanna Road and Valley Farm Road) are Type C Arterial Roads in the Regional Official Plan while others will be local roads.

Pedestrian Streets contain the most generous pedestrian boulevards of all street types, including furnishing zones in addition to pedestrian rights-of-ways. These furnishing zones may include public seating, landscaping, sustainability features such as swales, and bicycle parking. Adjacent buildings will be situated at or near the lot-line, and consist of street-oriented retail and services. Setbacks will generally be less than 3.0 metres to provide buildings that frame the street. However, 3.0 metre setbacks are permitted for residential purposes and to provide for a “spill-out zone” at areas required for active at grade frontages to allow for sidewalk patios, street displays, or public seating.

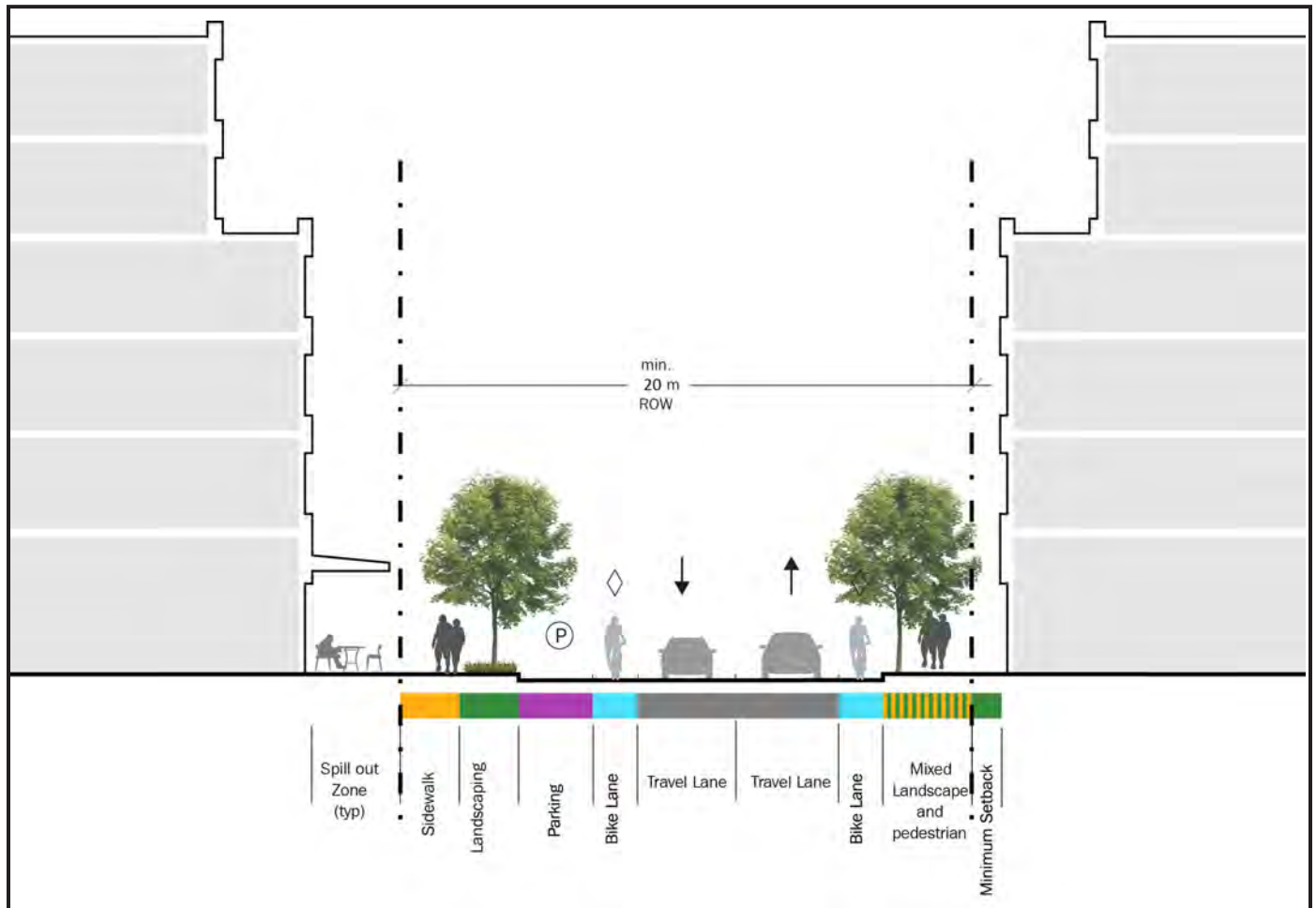
Glenanna Road

Glenanna Road will become a “Main Street,” consisting of an exceptional pedestrian zone, ample places to sit and rest, and an active spill out zone containing restaurant patios and store displays adjacent to the building face. A lively street to explore any time of day, it will contain dedicated cycling lanes, on-street parking and a landscaped zone that buffers vehicular traffic from the pedestrian realm.



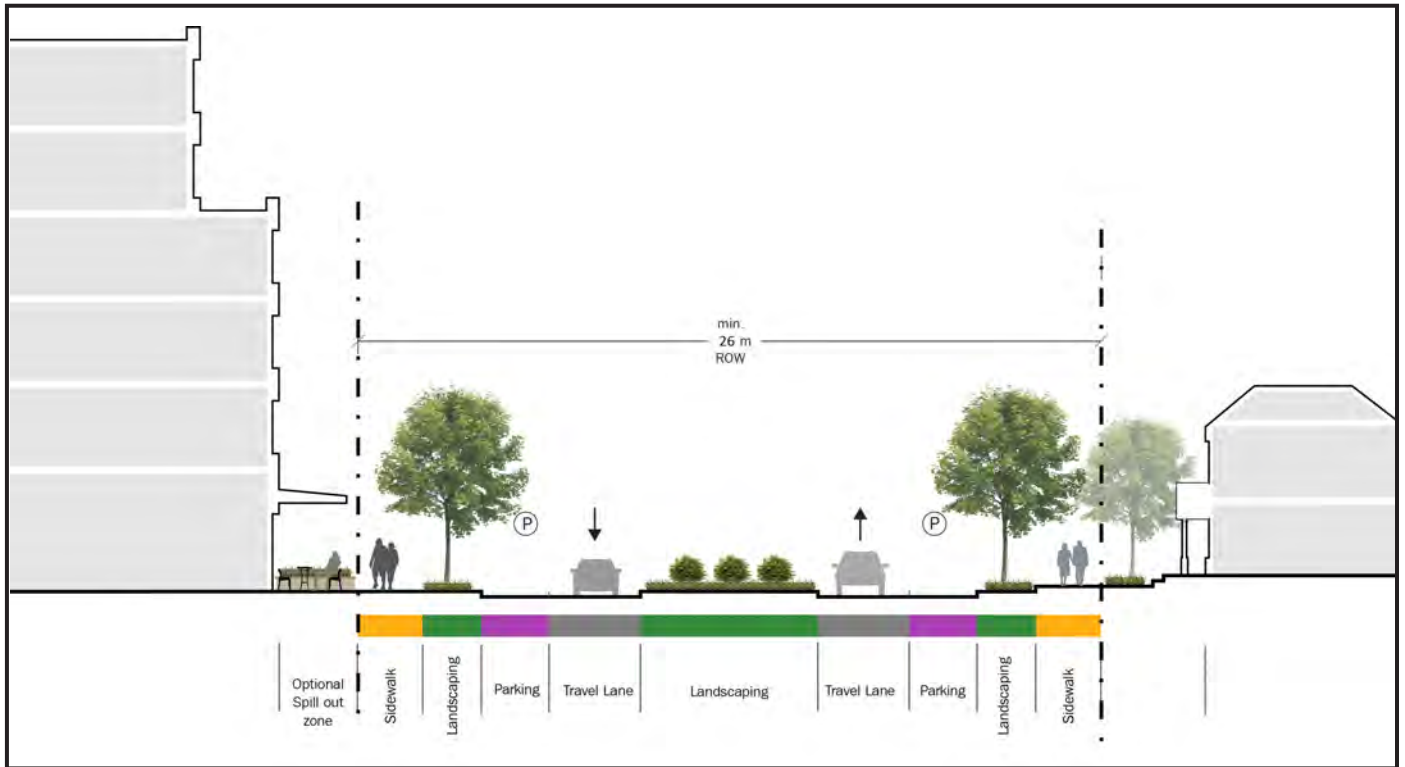
City Centre South Main Street

City Centre South Main Street will be a significant pedestrian promenade and alleviate vehicular congestion from Bayly Street, carrying the residents of City Centre South to the GO Train Station and Krosno Creek Park in the west to new residential development, school, community and Brock Road to the east. As the pedestrian path to the GO Train Station is developed, City Centre South's role as an important travel route for pedestrians and cyclists will be strengthened through active uses at grade, and a distinct landscaped pedestrian zone.



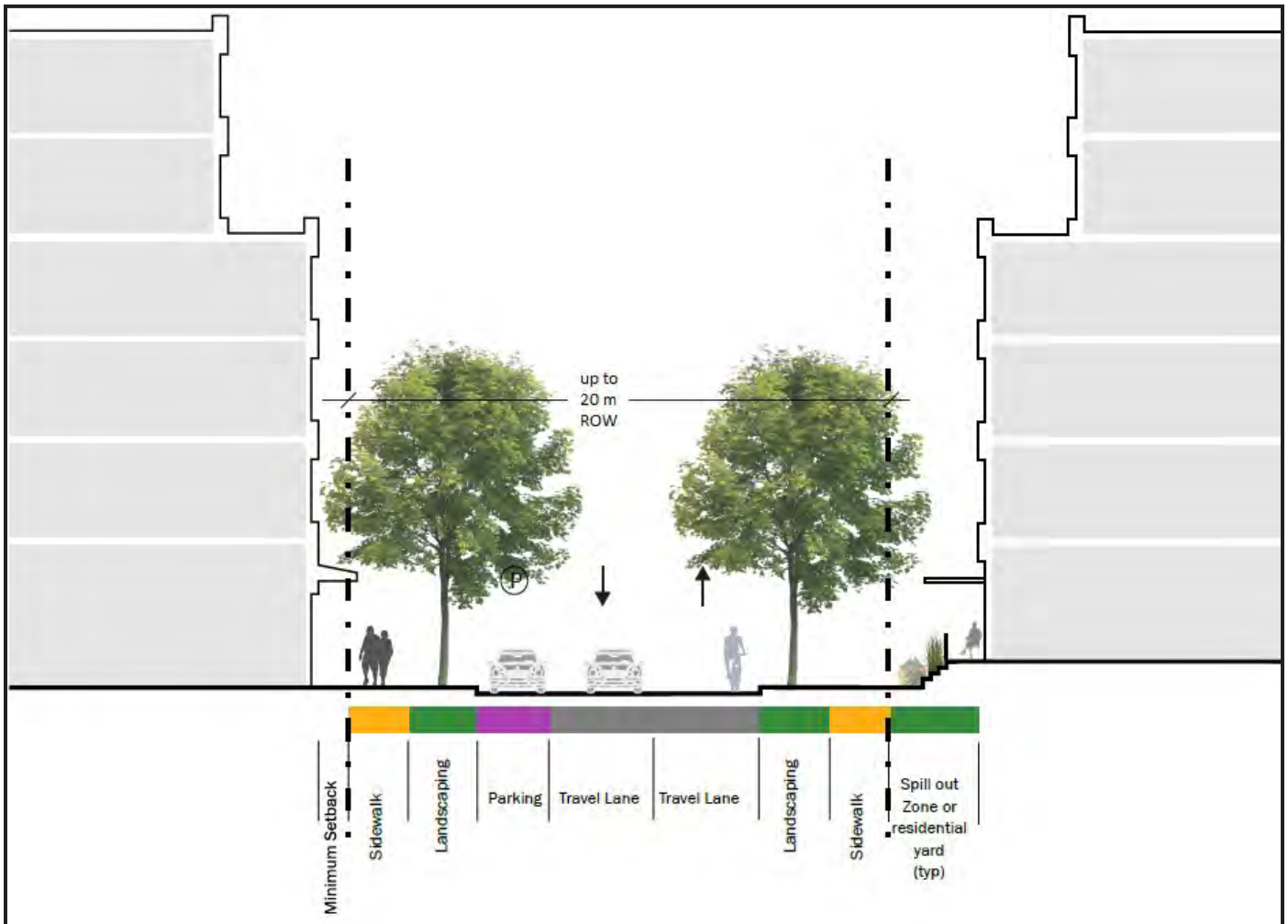
Valley Farm Road

Valley Farm Road will become a neighbourhood promenade, edged by a variety of housing types. The pedestrian environment will be enhanced through widened sidewalks, tree plantings, and on-street parking.



3.9.3 Local Streets

Local Streets will be smaller scale streets that primarily serve the local neighbourhoods and businesses. They will be designed to accommodate pedestrians, cyclists, and private vehicles. These streets may be public or publicly accessible. The cross-section below illustrates a typical local street consisting of a mixed landscape and sidewalk zone and on-street parking. Local streets will be designed such that cyclists can safely share the road with vehicles, but will not consist of designated cycling lanes.



3.9.4 Private Streets and Laneways

In addition to municipal rights-of-ways, private streets and laneways will serve an important function within the City Centre, providing access and connectivity between points of interest and activity.

Private streets will include two vehicular travel lanes, sidewalks on both sides of the street, and landscape areas. In support of visitor parking and active at-grade street frontages, parking on one side of the street shall be encouraged. The design of private streets illustrated in [Figure 7](#), shall be determined through the preparation of block development plans or site plans.

Laneways will be pedestrian-accessible routes that will permit direct access and loading from the rear and sides of development. Laneways will include two vehicular travel lanes, a sidewalk on one side of the street, and will be detailed through the preparation of block development plans or site plans.

3.9.5 Special Streets

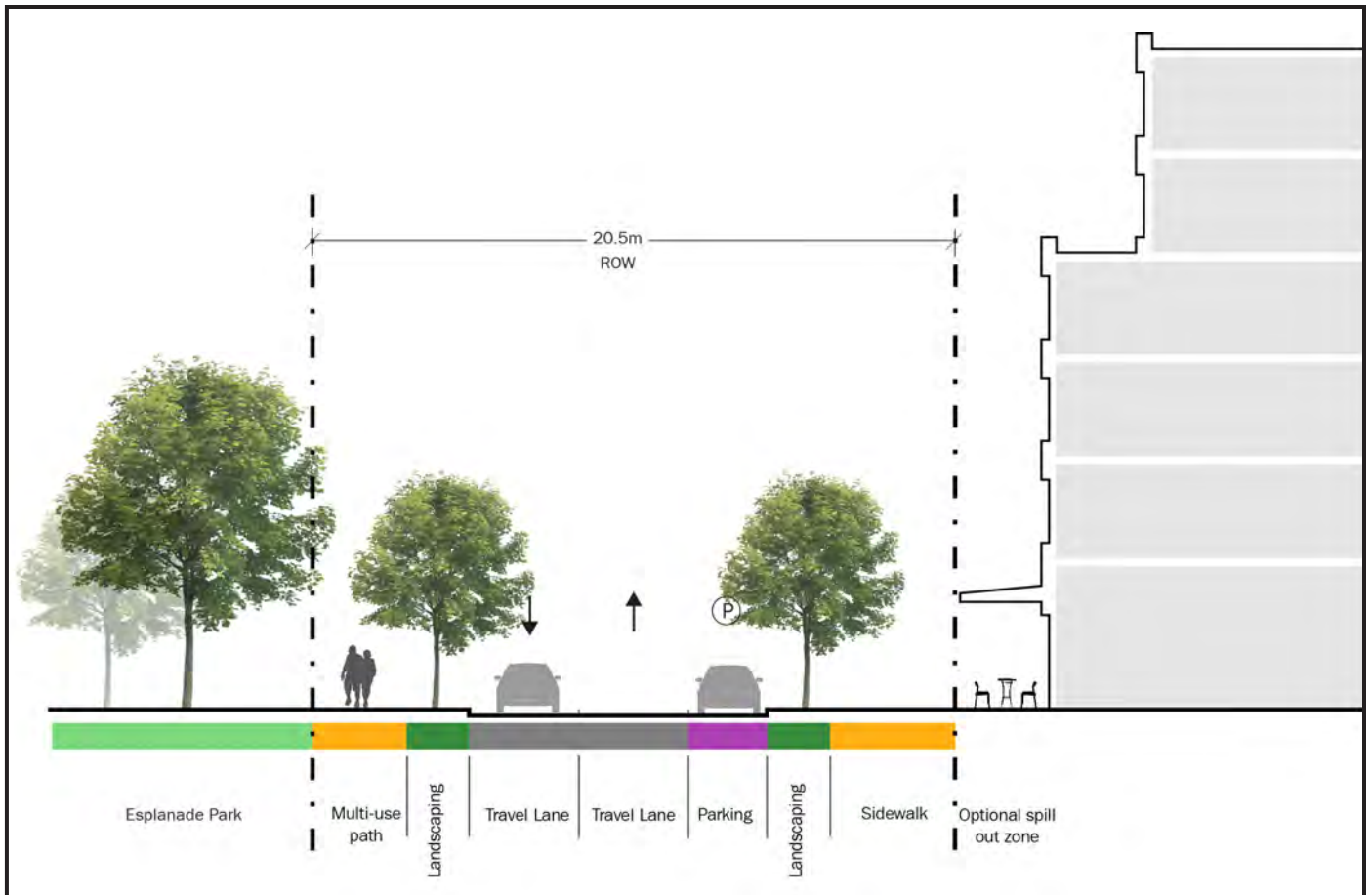
- The Esplanade South
- Pickering Parkway

Special Streets serve a specific function such as transit movement or placemaking functions. These will require specialized cross-sections that function primarily for their place-specific function and character. Special Streets include the Esplanade South, a ceremonial street that may be closed to traffic for special events and Pickering Parkway, a street that will provide a gateway to higher order transit services.

As select areas for sustainability demonstration, green infrastructure design such as previous pavements, bio-swales, and rain-water collection trenches should, where possible, be incorporated into the design and reconstruction of special streets.

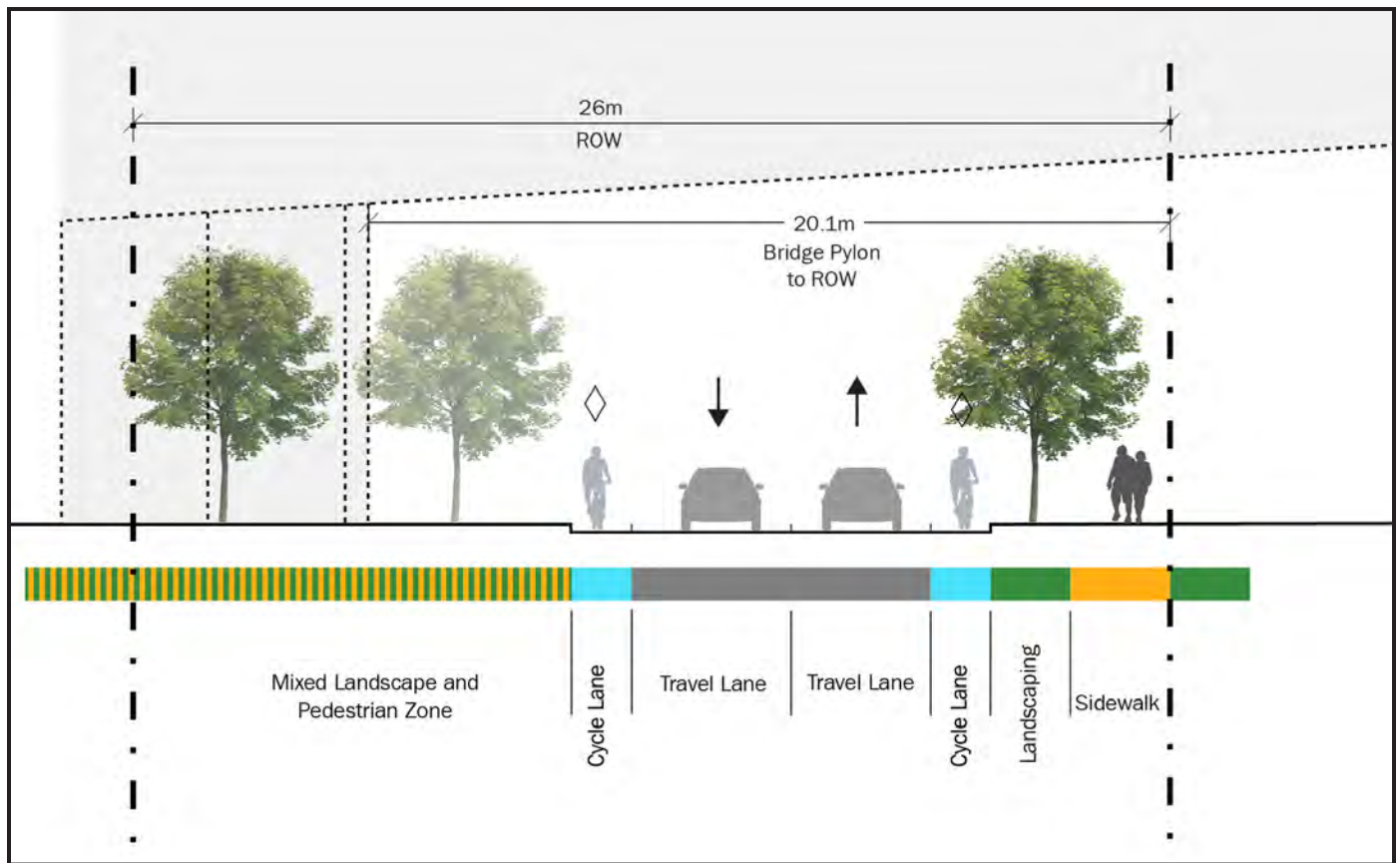
The Esplanade South

The Esplanade South will be a pedestrian focused street featuring design that signifies its importance as the spine of the Civic Precinct. A rolled-curb will facilitate public events during street closures, and other special design features may include special paving treatments, landscaping, and furnishing zones to include street furniture and public art.

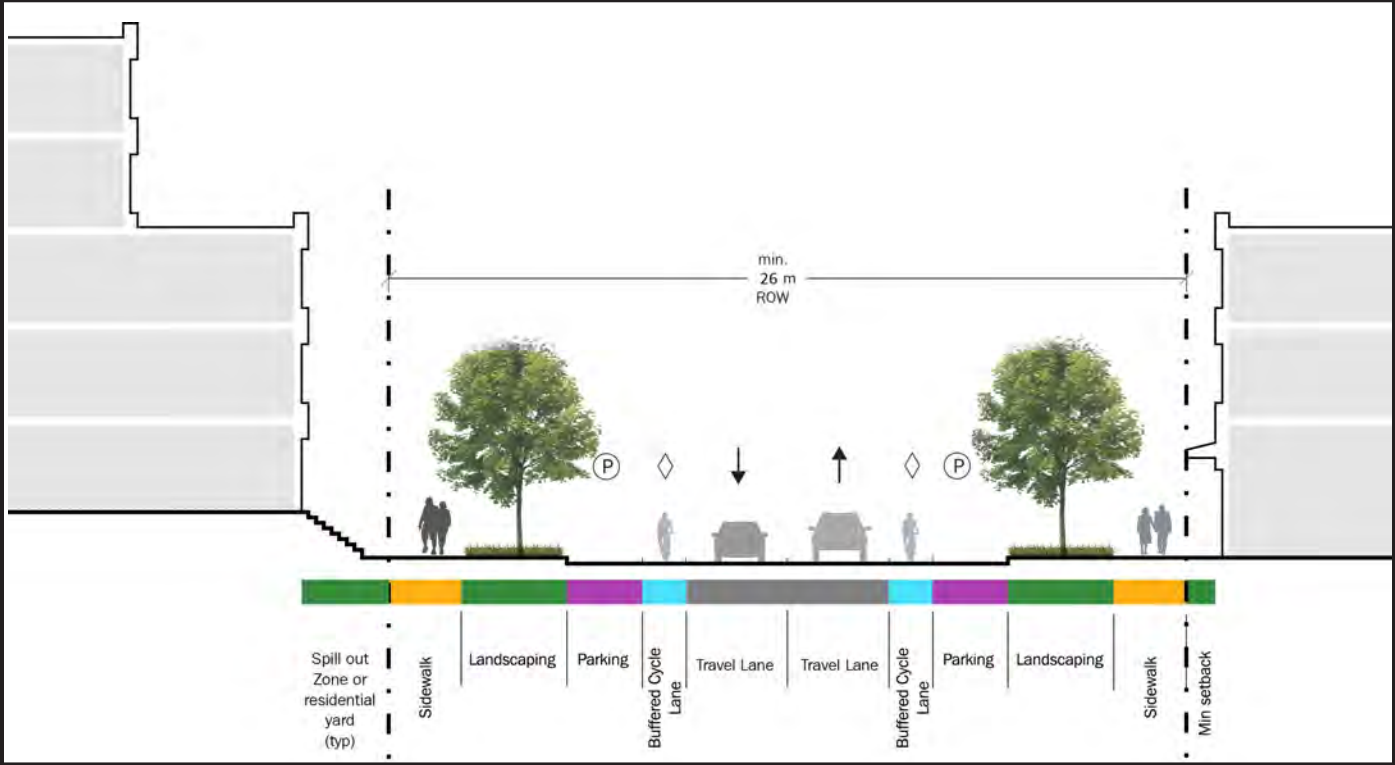


Pickering Parkway

As a significant mid-City Centre east-west route, Pickering Parkway's pedestrian zone will be enhanced with a mixed pedestrian and landscape zone. The cross-section below illustrates the location of Pickering Parkway beneath the GO Transit Pedestrian Bridge. This street will eventually cross Pine Creek to connect Liverpool Road to Walnut Lane.



East of Valley Farm Road, Pickering Parkway will be a complete street with equal priority for pedestrians, cyclists, and vehicles, and a generous landscaped realm of 3.65 metres on both sides of the street.



Public Realm



4

Public Realm

Public space and places are essential elements of the public realm. The public realm has a practical function in defining development blocks, providing access, street address, servicing and public amenity adjacent to development. More importantly however, the public realm contains the components of placemaking, giving the community a distinct identity. Ultimately the public realm is the setting for shared community life where local residents come together to build a strong and inclusive community. They are the most valued spaces from a neighbourhood perspective, and their design must be carefully planned to ensure meaningful public use and enjoyment. The proposed City Centre Public Realm Network is illustrated in [Figure 8](#).



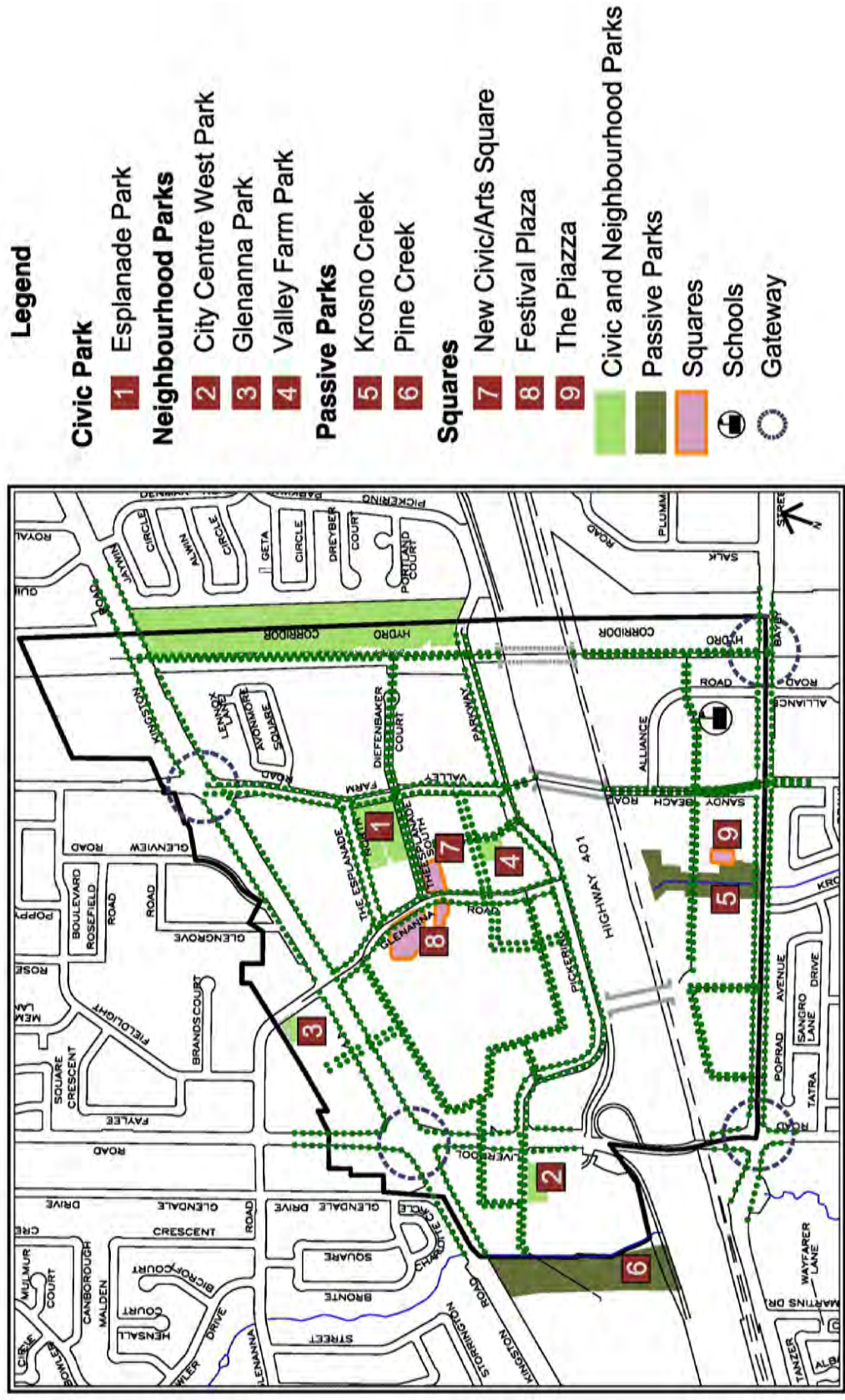
The public realm is a setting for shared community life

4.1 Public Realm Objectives – Establishing Gathering Places

The proposed public realm is comprised of a variety of gathering places connected by streetscapes, trails and open spaces to form a network offering a greater diversity of public spaces in the City Centre than what currently exists. This will become increasingly important to support people and job growth but also to reinforce the City Centre as a place of civic pride and a key destination for all of Pickering.

- The public realm will indicate to visitors that Pickering City Centre is the City's civic heart, gathering place and core for culture and arts
- The public realm will contribute to the beauty and vitality of the City Centre, creating a distinct setting for Pickering's residents and visitors
- Pickering City Centre will provide a high quality and generous public realm with a diversity of amenities
- The public realm will be integrated into public infrastructure and new development, such as the creation of semi-public open spaces, transit junctions and squares and the provision of pedestrian linkages
- Public realm design should have regard for the street furniture and street lighting design guidelines in Section 3.2.

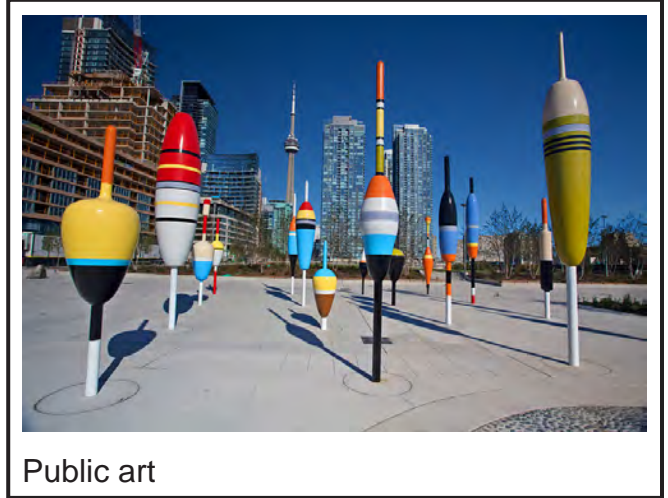
Figure 8: City Centre Public Realm Network



For all components of the public realm, the following guidelines shall apply:

Guidelines

- a) **A variety of both passive and active recreational opportunities shall be offered within the City Centre.**
- b) **Opportunities will be sought to enhance the natural heritage and environmental performance through public space design.**
- c) **Public art shall be encouraged throughout the City Centre in multiple mediums, and as a form of community expression; to add vibrancy; to foster creativity; and to create identity.**
- d) **Public spaces should be designed in a manner that responds to place specific opportunities and contribute to the quality of life for people living and working in the City Centre.**



Public art

4.2 Gathering Places

Gathering places include parks, public buildings, squares, community landscapes, and other publicly owned and publicly accessible land, functioning as the heart of every neighbourhood.

4.2.1 Civic Park

Esplanade Park is the City Centre's core Civic Park, a key component to the sense of place in the City Centre, and will continue to be the focus of civic and recreational programming and community gathering.

Guidelines

- a) **Esplanade Park enhancements should maintain the park's important function as a space for City-scale gathering in Pickering.**
- b) **Streets surrounding Esplanade Park, in particular Esplanade South, should be designed as flexible spaces to accommodate spill-over of large gatherings and celebrations.**



Esplanade Park is the City Centre's core Civic Park

- c) The existing tree canopy may be augmented to create a civic grove that, through species selection, celebrates all seasons.
- d) In addition to the existing gazebo, consideration should be given to providing locations for public art, water features, outdoor plays and performances, and outdoor spaces that can accommodate special events and celebrations.

4.2.2 Neighbourhood Parks

Neighbourhood Parks have a size of approximately 0.3 to 0.6 hectares and generally serve the immediate living and working community. They include Glenanna Park, Valley Farm Park and City Centre West Park.

Guidelines

- a) Neighbourhood parks will contain a mix of hard and soft landscaping and canopied areas.
- b) Neighbourhood parks will be designed with space for both programmed and unprogrammed uses, to provide areas for formal play, passive recreation and general open space.
- c) Neighbourhood parks should provide opportunities for active and passive recreation for local residents within a 5 to 10 minute walk (400 to 800 metre distance).
- d) Neighbourhood parks may include elements such as play structures, non-illuminated mini-recreational fields, tennis courts, informal playgrounds, splash pads, seating, hard surface areas, shaded areas under tree canopies or open air structures, community mailboxes, specimen tree, shrub and ground cover planting.
- e) New trees and landscaping within neighbourhood parks should be native species. The relocation of existing trees in development sites should be considered.
- f) Amenity areas within neighbourhood parks should be located and oriented to maximize sunlight and be sheltered from the wind, noise, and traffic of adjacent streets and uses.
- g) The design and location of seating, shaded structures and trees should be coordinated with pathways and play area locations.



Play structure

h) Neighbourhood parks should be designed and located to utilize Crime Prevention through Environmental Design (CPTED) principles by ensuring clear view into and out of surrounding areas, which include:

- **adequate lighting**
- **fronting buildings to overlook public spaces, especially for children playgrounds which should be highly visible to public streets and/or houses to enhance safety**
- **using signs to inform the location of access and egress**
- **multi-purpose space design**

i) Although neighbourhood parks should have a minimum of two road frontages, 100 percent public frontage is desirable.

j) Whenever possible, neighbourhood parks should be located adjacent to school sites with shared amenities. Where they are adjacent, recreational play fields should be shared and constructed of innovative and appropriate durable turf treatments to minimize maintenance and extend the life of the play field.



k) On-street parking along public streets should be provided adjacent to the park.

l) Pedestrian access to the park should be clearly defined using landscaping or architectural elements.

m) The neighbourhood park area should be at a similar grade to the public street and fully accessible to all residents. The location and design of the park should avoid major grade changes in active areas.

n) The neighbourhood park should include appropriate way-finding and identification signage visible from surrounding streets.

o) A balance of hard and soft landscape materials at street corners is encouraged.



p) Character structures, such as gazebos, should be located with other public infrastructure, such as transit stops and community mailboxes.

- q) **Bike racks should be accessible and conveniently located adjacent to play areas and park entrances, with hard surfaces under the bike rack.**

4.2.3 Passive Parks

Passive parks incorporate natural features and are important assets to the community. Passive parks are large-scale open spaces that contribute to the conservation and enhancement of natural features, while offering park space and programming adjacent to these features.

Guidelines

- a) **The planning and design for passive parks adjacent to natural features shall consider educational components such as interpretive trails and signage, and outdoor learning areas.**
- b) **Hard and soft landscaping shall be provided adjacent to the street and development blocks to provide a streetscape edge to a more passive park setting along Krosno and Pine Creeks.**
- c) **Indigenous tree species shall be used for tree planting in locations adjacent to woodlots to reduce windthrow and the introduction of invasive species in the woodlot.**
- d) **An appropriate transition in distance and grade change between the natural features and urban development shall be considered.**



Passive parks provide a natural setting



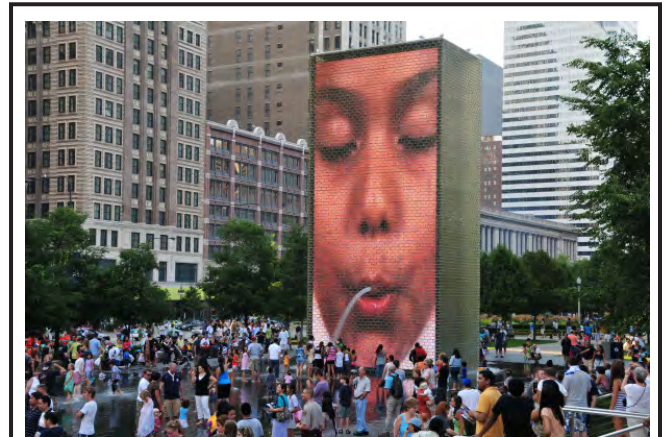
Passive parks include natural amenities

4.2.4 Squares

Squares are generally smaller and more intimate in scale than local parks. They are distinctively “urban” in nature and are often built in conjunction with civic, commercial and mixed-use developments, as well as transit stations. Being surrounded by a mix of uses (e.g., retail stores, offices and services, libraries, government buildings, churches, arts centres, galleries, residential above ground-level commercial, etc.) provides a built-in constituency of users for the space, which will create a critical mass of activity in key locations. Civic squares are to be centrally located, developed as destinations in themselves, and include a new Civic/Arts Square, Festival Square and the Piazza.

Guidelines

- a) **Squares should be designed to be open to the public and accessible at all times, without physical barriers or gates.**
- b) **Squares should be animated by active at grade building frontages with a consistent building setback and a high level of transparency. These animated uses will generate high pedestrian activity and may include restaurants and cafes, preferably with outdoor seating areas.**
- c) **Off-street parking should not be located between the building and the square. Parking areas should be accommodated through on-street parking or in shared rear or side parking lots, which should be appropriately screened with landscaping.**
- d) **Squares should generally be hard landscaped and are appropriate places for public art, water and ornamental features, and outdoor seating areas, though they are also places for generous soft landscaping elements.**



Squares should support public gatherings



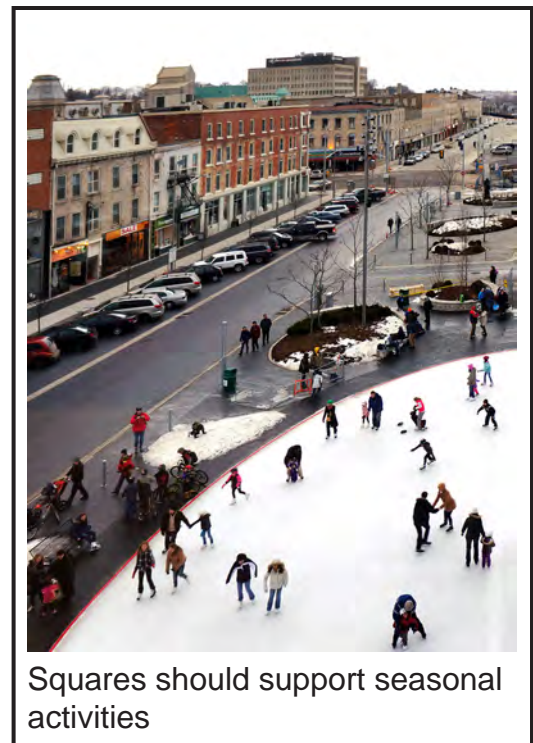
Squares may contain water or ornamental features

e) Distinctive, high quality paving treatments should be used for the square, and consideration should be given to extending the paving treatment onto the street to give the space further prominence. This additional area would delineate an extended space that could be occasionally utilized for large-scale events such as a farmers market or festival.

f) The design of the festival square area on the Pickering Town Centre site shall support outdoor vendors and include electric outlets and other infrastructure to support public gatherings. The implementation of any special paving treatment and landscaping shall not impede upon the parking uses for the mall.

g) Furniture and pedestrian scale lighting should ensure these spaces are useable and safe at all times of the day.

h) Shade shall be provided through the tree canopy and architectural features or structures, (i.e., gazebos).



4.2.5 Gateways

Gateway areas help to enhance orientation, signal key points of entry into the core of the community as a special character area, and provide key opportunities where the coordinating of the design of landscapes, signage, public art and buildings can create a sense of entry and orientation. The expression of a community gateway can take on many forms and will hinge on the individual circumstances of the site.

Guidelines

- a) Gateways signify arrival into a special place.
- b) Gateways are high quality spaces. The built form and public realm context of the gateway should be held to higher design standards.
- c) Design features at corners should include signature buildings and/or enhanced landscaping such as signage, art, lighting, historic markers, special paving, open space/square, or seating, as well as coordinated fencing to frame the entry into the neighbourhood.



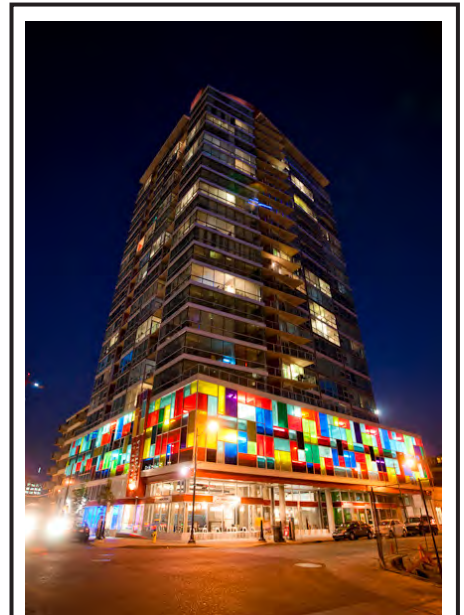
d) The design of gateways will be coordinated to:

- **celebrate gateways with public gathering spaces**
- **locate primary building entrances at gateways**
- **provide visually prominent massing, such as distinct corner or roof treatments**
- **ensure that special attention to architectural and material quality is given**
- **locate public art at gateways**
- **ensure consistency of materials, colours and textures in built form and landscape (for example in building façades and paving materials)**
- **provide special streetscape elements or furnishing such as signs, arches, columns, or fountains**
- **have consideration for visibility at night and winter months through lighting and vertical expressions**
- **ensure that parking, loading, servicing, utilities, mechanical equipment are located out of public view**



A gateway with historic design elements, special paving and seating

- e) Intersections at gateway sites should have distinctive surface treatment for pedestrian crossings, including wider sidewalks and connections to bus shelters.**
- f) The corner of the building should be slightly recessed to create a small public square of at least 100 square metres in size at the street corner.**
- g) The primary entrances to buildings at gateway locations should be located at the street corner and contain architectural features that would enhance and activate the street corner.**



Architectural features that enhance or “activate” a street corner

4.2.6 Public Buildings

Public buildings act as important built landmarks in the community, including City Hall, the Recreation Complex, schools, places of worship, police, fire and emergency service stations. Careful attention must be paid to the design of these structures to ensure that they reflect the built quality and integrate with the scale of the surrounding neighbourhood.

Guidelines

- a) **Public buildings should be sited prominently and where possible, should terminate views. Buildings should be sited to specifically differ from the surrounding urban fabric in order to emphasize their importance as landmarks.**
- b) **Public buildings should be located close to the road to reinforce the street wall and define intersections.**
- c) **Public buildings should be designed as special signature buildings with high quality architectural design, materials and finishes.**
- d) **The site should be well landscaped and visible at the pedestrian level, in recognition of their prominent locations and status as landmarks.**
- e) **The front door of all public buildings should be connected with a walkway to the sidewalk on the road, and should have direct access to transit stops.**
- f) **All public buildings should contribute to the creation of compact neighbourhoods through multi-storey buildings in order to maximize the site and services, minimize floor area, as well as provide an urban street condition through a building façade proportion that offers a sense of enclosure at the street. Multi-level buildings can accommodate accessory and, if applicable, complementary uses.**
- g) **Efforts will be made to develop the proposed new public school, located south of Highway 401 and north of Bayly Street, as a compact, urban school with shared facilities where possible.**



Public buildings should be located close to the street



Public buildings should be characterized by high quality architectural design

4.2.7 Public Art

The development of a Public Art program for the City Centre is encouraged. Both permanent or temporary artworks could be used to promote a sense of identity for the City Centre, to expand knowledge, and to create opportunities for community expression.

Guidelines

- a) **Public art should be a consideration during Site Plan review or during public realm or streetscape design processes.**
- b) **Consideration will be given to community expression and local history when planning and selecting public art.**
- c) **Public art is encouraged at high profile locations, such as gateways, parks and view termini.**
- d) **Opportunities to incorporate public art into building design as an architectural element, or feature, shall be encouraged.**
- e) **Public art pieces should be durable and easily maintained.**
- f) **Public art should, where feasible, be physically and visually accessible and barrier-free.**

