

Bay Ridges Plaza Redevelopment Development Guidelines – Table of Contents

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The Bay Ridges Plaza Redevelopment Guidelines were adopted by Pickering City Council on October 3, 2006.

C1.0 General Description

The Bay Ridges Plaza is located at the north limit of the Bay Ridges Neighbourhood. The Neighbourhood lies generally on the east side of Frenchman's Bay and extends from Highway 401 to Lake Ontario.

The site subject of these development guidelines comprises an area of approximately 4.3 hectares and supports two commercial plazas located on the south side of Bayly Street between St. Martins Drive and Douglas Ravine. These plazas are municipally known as 1215-1235 Bayly Street and 1261 Bayly Street, and currently contain retail and office uses. These commercial plazas serve the surrounding neighbourhood. Vehicular access to the site is from St. Martins Drive and from Bayly Street. Highway 401 and The Canadian National Railway (CNR) mainline are located immediately north of Bayly Street.

The site is bounded by:

- the CNR mainline and Highway 401, located immediately north of Bayly Street, are major transportation corridors that are readily visible from the north side of the site.
- Douglas Ravine provides a major open space feature for the area generally, and for the subject site specifically on the east side of the site.
- detached homes with reversed lot frontages are located on the west side of St. Martins Drive.
- a residential development south of the subject site includes an 18-storey apartment building and townhouses.

C1.1 Guiding Principles for Redevelopment

The site is located in an evolving area of Pickering. The Bay Ridges Neighbourhood is primarily a mix of 1960's and 70's detached, semi-detached, townhouse and apartment dwellings developed over the 1950's, 60's and 70's which can be described as a neighbourhood in a zone of revitalization and transition. Further west of the site, off Bayly Street, a townhouse development was constructed in 2003, while south on Liverpool Road a nautical village has evolved by Lake Ontario with the Captain's Walk and Frenchman's Bay Village, The Millennium Square and the Waterfront boardwalk. These developments are indicative of intensification that is helping to revitalize the housing stock and rejuvenate the area.

The guidelines for these lands have been prepared within the context of Provincial policy, City of Pickering and Region of Durham Official Plans, as well as Transit Oriented Development and Sustainable Development principles.

Transit Oriented Developments (TOD) are pedestrian-friendly, mixed use communities that encourage residents and workers to drive their cars less and ride transit more.

The major principles of TOD include:

- A grid network instead of a discontinuous road network
- Street-oriented uses along arterial roads
- A mix of higher density uses
- Improved access between arterials and the interior of blocks
- Reducing reliance on automobile use and parking

Sustainable Development and Building is generally defined as: “The use of design and construction methods and materials that are resource efficient and that will not compromise the health of the environment or the associated health and well-being of the building’s occupants, builders, the general public, or future generations.”

As a background for the preparation of development guidelines, an urban design workshop was conducted on December 13, 2005 to obtain stakeholder input for the redevelopment of this site. There was general agreement at the workshop that the site is a good candidate for redevelopment with a mix of uses, including high density housing particularly in light of its proximity to the Pickering GO Station. The site’s proximity to the Pickering GO Station is approximately 400m or a 5 minute walk away, which makes it a very suitable location within the City of Pickering for redevelopment and intensification with a mix of residential and commercial uses.

C2.0 Land Use Objectives

The objective of this document is to articulate urban design guidelines for the redevelopment of the site. The guidelines will help ensure that development is designed appropriately and will assist the municipality in the review of applications for redevelopment.

C2.1 Urban Design Objectives

These Development Guidelines utilize the urban design objectives of Chapter 9 “Community Design” and Chapter 13 – “Detailed Design Considerations” of the Pickering Official Plan as a foundation. It is the intent of these guidelines to further those objectives and introduce and augment those listed below:

- to create a higher intensity of development and to provide a mix of uses to create a vibrant urban community
- to provide for a range of housing choices
- to identify, protect and enhance the public realm and open space features
- to promote development of the site based on sustainable development principles
- to retain retail commercial uses at a scale that serves the surrounding community.

C2.2 Urban Design Objectives

An Urban Design Concept has been prepared to graphically illustrate the basis for the guidelines. This concept incorporates input gathered at the public workshop, as well as coordination meetings with the Planning & Development Department and the planning and design team preparing the development master plan for the site. (See Figure A – Bay Ridges Urban Design Concept).

The primary elements of the concept (as shown on Figure A – Urban Concept Plan) include:

- an area for high density mixed use buildings along the frontage of Bayly Street
- surface parking for mixed use development behind the Bayly Street buildings
- a primary internal road system comprised of two main roads running east-west through the site and a north-south road that connects to Bayly Street.
- the primary access road from St. Martins Drive, which becomes a main east-west connection for the site will provide pedestrian access and views to Douglas Ravine
- the north-south road, which connects the east-west road to Bayly Street will provide additional access to the site
- an area for townhouses south of the east-west road, including traditional townhouses with backyards, back-to-back townhouses and stacked townhouses
- an amenity area/parkette and a pedestrian walkway adjacent to the edge of Douglas Ravine

C3.0 Urban Design Guidelines

These guidelines have been prepared in keeping with the City of Pickering Official Plan objectives, site-specific development and design parameters, discussions with City of Pickering officials, and the findings of the urban design workshop regarding this site.

C3.1 Site Context: views, street edges, intersections, adjacent public transportation, and the ravine

Basis

Higher density and compact urban forms are more able to support public transit than traditional development. This site's strategic location, adjacent to Bayly Street and in very close proximity to the Pickering Go Station, provides a significant opportunity to introduce a more compact and dense built form. Municipal policies encourage and require more sustainable development densities along key transit corridors and/or in close proximity to transportation nodes.

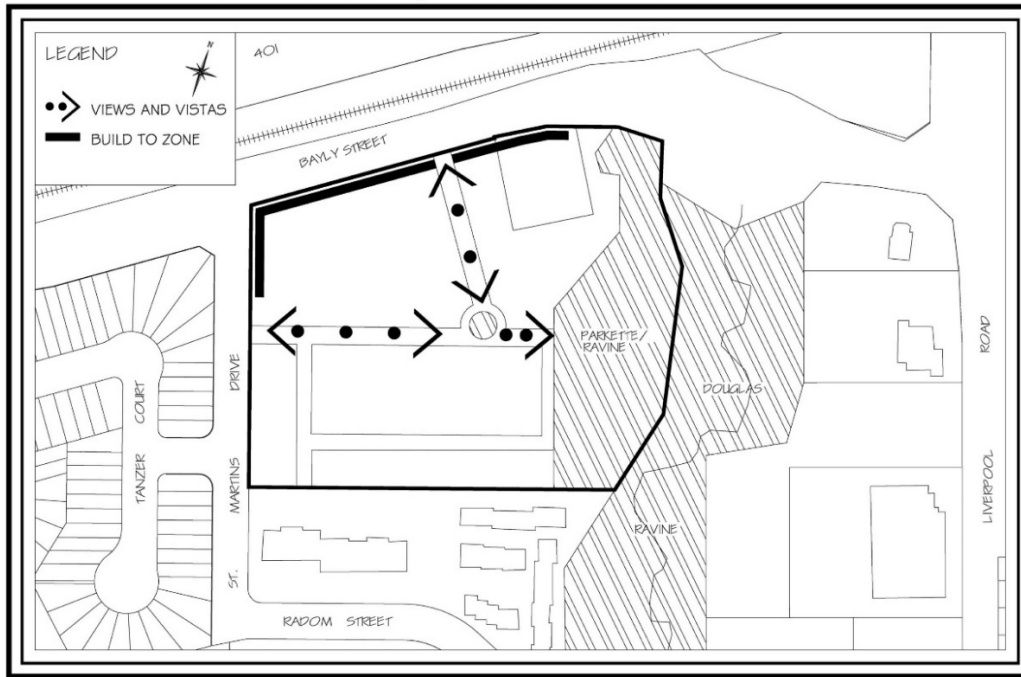
There is no possibility of development on the north side of Bayly Street, across from the site, as it is dominated by the CNR mainline and Highway 401. Therefore, it is important to provide a strong built form along the south side of Bayly Street. A built form edge should be aligned with the Bayly Street right of way, which would act as a buffer to any development on the interior of the site. Any widening of the Bayly Street right of way adjacent to the site should be kept to a minimum width to support a pedestrian environment.

The site should be landscaped along the street frontages and building siting and massing should provide presence to the street and appropriate interfaces with existing developments and the Douglas Ravine.

Guidelines

1. Recognize the prominent location of the site at the intersection of an arterial corridor (Bayly Street) and a collector road (St. Martins Drive). Design the development to have an enhanced presence along the two public roads with generous and appropriately placed landscaping to help create the pedestrian environment, and prominent building massing and articulation.
2. Provide architectural design that is well articulated and reflective of the prominence of the site location at the intersection of St. Martins Drive and Bayly Street.
3. Create a strong built form along the Bayly Street frontage of the site by providing for a continuous street edge of buildings with height and massing emphasis to help “frame” the street.
4. Ensure a widened right of way for Bayly Street is minimized to support a compact built form, and a pedestrian street environment.
5. Organize the site layout of buildings, roads, laneways and open spaces to take advantage of the Douglas Ravine as a protected and enhanced natural feature. No residential rear yards are to be located adjacent to the ravine.
6. Configure the site to provide convenient pedestrian access, both from and through the site, to the nearby Pickering GO Station.
7. Provide traffic signals at the intersection of St. Martins Drive and Bayly Street, in consultation with the Region of Durham.

'FIGURE B' Build to zone, Vistas and Views Plan



C3.2 Site Organization: street and blocks, major open spaces and linkages, service areas

Basis

The site is rectangular in shape with street frontages on its north and west sides. Bayly Street is an arterial corridor and is uniquely positioned to provide for high density buildings containing mixed uses such as residential and commercial. The potential building footprints, associated service spaces and parking for the high density development along Bayly Street significantly influence the layout of the full site. Development with lower densities should be considered mainly for the southerly sections of the site to take advantage of the noise attenuation provided by the high density development along Bayly Street.

St. Martins Drive is a collector road capable of carrying greater traffic volumes than local roads. Vehicular access to the site shall be provided from both Bayly Street and St. Martins Drive. Full signalization is recommended at the Bayly Street/St. Martins Drive intersection. The primary internal road system should link with St. Martins Drive and Bayly Street and provide for continuous pedestrian movement both to and through the site. The east-west road section from St. Martins Drive should provide a vista to the Douglas Ravine, provide vehicular and pedestrian access to the interior of the site, and link with the north/south road section from Bayly Street. Direct vehicular access (driveways/aisles) to the primary internal road system should be minimized to support priority to the pedestrian environment and maximize opportunity for on-street parking.

The presence of Douglas Ravine at the site's easterly periphery is a major asset. A parkette to serve residents of the site shall be required adjacent to the ravine top-of-bank to take advantage of the views into the Douglas Ravine, and assist in integrating the development with the ravine feature. A pedestrian walkway shall be introduced on public lands along or near the top of bank of the ravine to provide a link to the Bayly Street sidewalk and the Pickering GO Station. This pedestrian link is an important part of the larger pedestrian network which is also intended to connect the Pickering GO Station to the north side of Highway 401 through a future pedestrian bridge.

A landscaped focal point should also be considered centrally on the site, preferably at the intersection of the two primary internal roads.

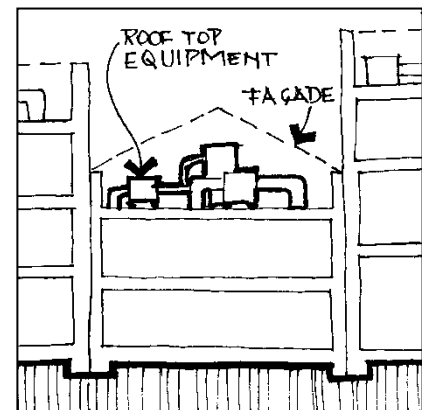
Currently, there is a pedestrian connection between the site and the residential buildings south of the site. This connection should be reviewed in light of the layout of the site and maintained if feasible.

To create an attractive public streetscape, service areas should not be visible from the streets and should be designed as an integral part of the buildings. Landscaping should be used to provide buffering of service areas on the site where required.

Guidelines

1. Place high density mixed use development along the Bayly Street frontage, with particular emphasis at the intersection of St. Martins Drive and Bayly Street.
2. Provide commercial uses, which are visually and physically accessible to pedestrians from Bayly Street, and from the northerly section of St. Martins Drive.
3. Situate medium density residential development south of the high density residential and commercial developments along Bayly Street.
4. Locate a main east-west entry point and access road/laneway from a central location along St. Martins Drive. Ensure that this access provides, and suitably frames, views into Douglas Ravine and provides for a pedestrian walkway that connects to the parkette at the terminus of the east-west road.
5. Provide a primary internal road system comprised of two linking main roads; one running east-west through the site from St. Martins Drive, and the other running north-south from Bayly Street.
6. Design the east-west road to provide for two-way traffic with on-street parking and an ample pedestrian sidewalk on both sides.
7. Design the primary north-south road to provide for two-way traffic, with access controls to and from Bayly Street in consultation with the Region of Durham. This road is to provide for an ample pedestrian sidewalk on both sides.

8. Ensure a high quality pedestrian environment by limiting the number of north-south streets, to ensure that vehicular access will not disrupt the pedestrian walkway along the east-west road. Furthermore, no residential driveways are to access directly onto the main internal east-west road.
9. Locate a parkette at the edge of the ravine and ensure that it is linked to the rest of the site visually and physically.
10. Place a walkway on public lands along or near the top of bank of Douglas Ravine, which provides a continuous link between the Bayly Street sidewalk, so as to enable connection to the Liverpool Road and Bayly Street intersection as a means to create a strong link between the existing neighbourhood, the site, and the Pickering GO Station.
11. Locate a landscape area centrally on the site that provides for a landscape amenity.
12. Provide a pedestrian walkway between the subject site and residential community located to the south either by maintaining the current location or by a new connection, if feasible.
13. Incorporate storage and garbage areas into the buildings they serve and locate them away from public streets. Ensure that the internal layout of mixed use buildings are designed to accommodate recycling programs.
14. Use landscaping to buffer service and parking areas, particularly to shield views from public roads.
15. All mechanical equipment must be adequately screened and all commercial buildings should contain their rooftop mechanical equipment either in small roof top elements or under roof profiles.
16. Attractive exterior seating areas or courtyards that include benches, bicycle lock-ups and garbage receptacles, and are safely removed from vehicular routes will be encouraged.
17. For all restaurant uses, restaurant cooking ventilation systems shall incorporate ecologizer water wash, ultraviolet or other equivalent odour extraction mechanisms sufficient enough to ensure that the resulting exhaust is substantially odour free and will not affect the surrounding residents.
18. No drive-thru facilitates are permitted for any use.



C3.3 Built Form

Basis

Buildings should be located in groupings that enable the efficient movement of vehicles and pedestrians on the site.

Attention should be paid to the Bayly Street and St. Martins Drive intersection, where buildings should be located in close proximity to the corner, appropriately massed and articulated to take into account their prominent location to both public street frontages and to provide a landmark.

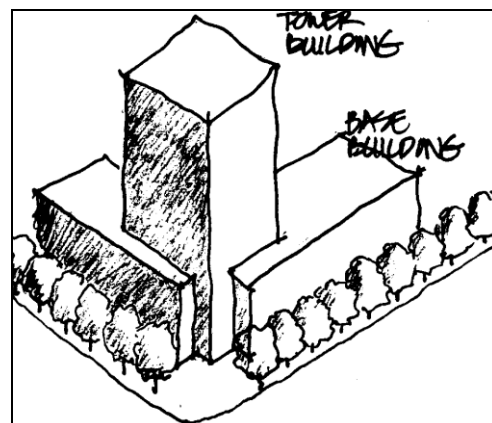
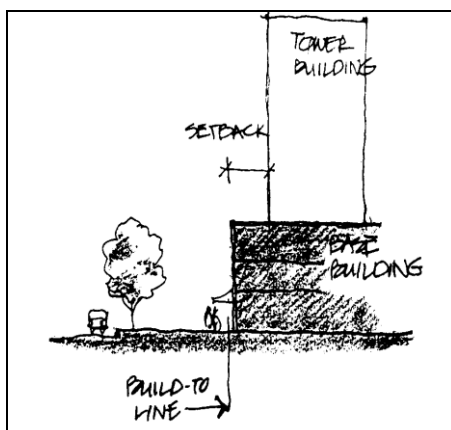
Building heights for high-rise buildings should respect a pedestrian scale. In this regard, a layered building approach should be considered, which expresses a base, or podium, upon which the high-rise component of the building would be placed. Further massing measures should be considered depending on the proposed heights of high-rise buildings.

Medium density buildings, such as traditional townhouses or back-to-back townhouses, should be designed to provide a variety of rooflines, massing features and articulated façades. Reverse lot frontages should be avoided along existing public streets or any new internal streets.

Building façades must be designed to provide an attractive presence. Particular design emphasis should be placed on all building façades adjacent to public streets. As well, development adjacent to the primary road system should have buildings oriented to compliment the street, with main entrances facing this main axis. Having main entrances on these streets will support an active streetscape and promote the principle of “eyes on the street”.

Guidelines

1. Locate the highest buildings along the Bayly Street frontage. A “landmark” presence should be provided at the intersection of Bayly Street and St. Martins Drive.
2. For high-rise buildings, provide a minimum two-storey base building, or podium, above which the high-rise portion of the building would be placed, using set backs to maintain the pedestrian scale of the base.



3. Require a sunshade analysis to ensure that impacts of building heights to the existing neighbourhood are mitigated.
4. Consider massing or building façade treatment measures to express the upper floors (top) of high-rise buildings.
5. Use architectural elements such as cornices, entry features and upgraded material treatments to add visual interest to all buildings on the site.
6. Promote an active streetscape, commercial building façades using ample glazing facing the public streets. Place commercial building entrances to be visible and accessible to pedestrians.
7. Avoid monotonous rows of townhouses by providing appropriate breaks between rows of townhouses. Design a dynamic façade for a block of townhouses by occasionally varying the front yard depths, using large windows, and by providing a varied roofline.
8. Create a strong built form edge along the main primary internal road system, with main entrances facing the street, porches, and visible living areas on the ground floor.
9. Avoid reverse lot frontages for townhouses along the public streets and any internal streets or laneways.

C3.4 Streetscaping and Landscaping

Basis

Architectural and landscaping design elements should be complimentary to create a distinctive development. The public streetscape must integrate with the private development to form a high quality urban environment.

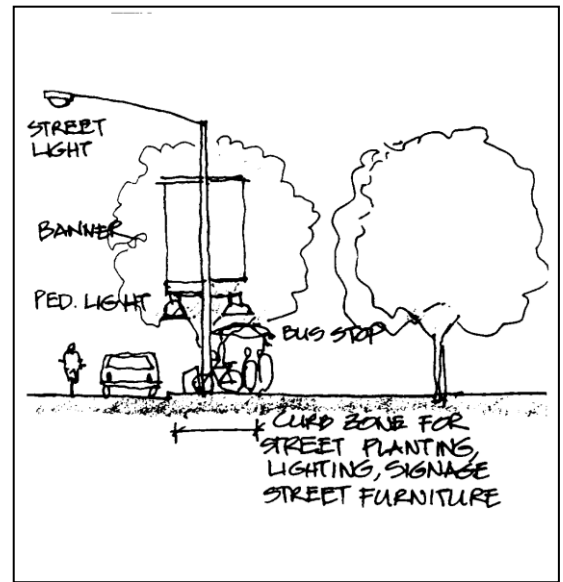
The Bayly Street frontage is the main arterial frontage of the site. While a strong built form image is recommended along this frontage, street tree plantings on both the north and south sides of the street would further enhance the area. The plantings on the north side of Bayly Street are intended to provide a visual buffer to the CNR mainline and Highway 401.

Street trees, and other landscaping using trees and shrubs, should be used extensively within the site to delineate internal streets and laneways, major access points into the site, and accentuate open spaces.

To provide for a more immediate landscaping impact on the site, the use of larger caliper deciduous trees and taller coniferous trees is recommended.

Guidelines

1. City of Pickering and Region of Durham public streetscape initiatives are to be implemented in concert with the landscaping on the subject site to create a pedestrian supportive and pleasant urban environment.
2. Plant street trees on both sides of Bayly Street. Plantings on the north side of Bayly Street, in consultation with the Region of Durham, shall contain deciduous and coniferous trees to provide year-round visual buffering.
3. Design the public sidewalk, street furniture and plantings on the south side of Bayly Street to promote pedestrian use by providing a minimum 2m sidewalk width, decorative paving, pedestrian-scaled street light fixtures and other pedestrian amenities.
4. Provide a minimum width of 3m in the front yard of buildings along St. Martins Drive for landscaping.
5. Delineate internal streets and laneways by using trees and shrubs. Provide a variety of native plantings on the parkette and open spaces.
6. Require decorative features such as gazebos for the parkette adjacent to the Douglas Ravine.
7. Require a minimum caliper of 70mm trees for deciduous trees and a minimum height of 2m for coniferous trees in landscaped areas.
8. Refer to Arterial Corridor Guidelines prepared by the Region of Durham when selecting street tree species for the Bayly Street frontage.



C3.5 Parking, Parking Locations and Treatment

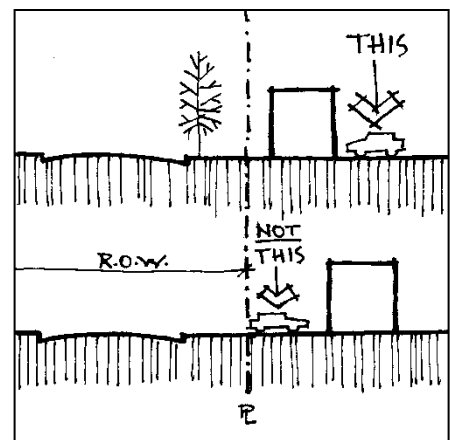
Basis

The City's desire to create a transit oriented and sustainable development is accomplished with higher densities and more compact urban forms with a reduced reliance on the number of car trips and demand for parking spaces. Parking requirements for the site should take into consideration the close proximity of the Pickering GO Station and the greater "walk to" opportunity provided by higher residential density.

An abundance of surface parking often creates environments that are desolate and not supportive of pedestrian activity. Where they have to be used, measures such as perimeter landscape screening and landscape islands, assist in creating a more satisfactory design for surface parking areas. To create a site design that is dominated by well-designed buildings and landscaping, particularly for high density mixed use buildings, parking should be located underground. In certain instances, such as for retailing and for townhouses, parking may have to be placed at grade. Along public street frontages parking will not be placed in front of buildings.

Guidelines

1. Consider reduced parking ratios for residential and commercial developments on the site.
2. Use underground parking, particularly for high density mixed use buildings.
3. Where surface parking lots are used, provide generous landscape screening along the perimeter of the lot. In addition, place landscape islands within the parking lot to reduce the amount of hard paved surfaces.
4. Delineate the major pedestrian routes within a surface parking lot, which lead to adjacent buildings, with decorative paving or similar treatments.
5. If surface parking is used for townhouses, particularly if located in the front yard, provide landscaping on the adjacent areas. Consider the use of decorative paving for hard surfaces.
6. There shall be no surface parking in the front yard of buildings along St. Martins Drive.
7. Encourage on-street parking on the primary internal road system.
8. Consider providing on-street parking on the east side of St. Martins Drive, south of the entrance to the site subject to boulevard improvements to help set out and delineate the parking area.



C3.6 Sustainable Design Practices

Basis

The City of Pickering is currently undertaking an initiative that seeks to achieve long-term environmentally, socially and economically sustainable communities through design principles such as:

- creating socially cohesive and diverse communities through a mix of housing types and employment opportunities
- promoting alternative transportation and energy
- promoting efficient use of resources
- locating residential areas close to recreational and commercial services with pedestrian and cycling connections

These design principles should be followed in the development of this site in support of creating a sustainable neighbourhood.

While several rating systems are available to measure environmental performance of buildings and sites, proponents are encouraged to use LEED (Leadership in Energy and Environmental Design) as the rating system. LEED measures and ranks a building's environmental performance under six general categories: Sustainable sites; Water efficiency; Energy and atmosphere; Materials and resources; Indoor environmental quality; Innovation and design.

Benefits of employing sustainable building technologies include measurable reductions of waste, decreased water use, energy savings, reduced operating and maintenance costs and improved indoor air quality.

Guidelines

1. Encourage, as a minimum, the achievement of LEED – Silver to ensure sustainable building practices are achieved on the site by considering the following:
 - energy saving windows, construction materials, fixtures and systems
 - greenroofs building design
 - innovative stormwater management techniques, such as porous surface paving materials
 - water conservation measures
 - recycling and composting arrangements
 - use of native tree species in landscaping
 - maximizing the natural irrigation of trees
 - recycling trash chute for metal, paper and mixed trash for apartment buildings
 - smart meters, which record the time of day that electricity is used so customers can use electricity at less expensive times of day

C3.7 Signage

Basis

Signs are an important element of commercial activity. Types of signage regularly used for commercial uses include: fascia signs; rooftop signs; and free standing ground signs.

Signage should be part of the overall development design and work in concert with buildings and landscaping on the site. In placing signs on a site or a building, proponents should be mindful of impacts on the public streetscape.

Signage can also be used as a creative tool. In certain instances, a coordinated sign system, which utilizes up-to-date display technologies, lighting and other means, can contribute to a vibrant and animated streetscape. In this regard, Bayly Street should be considered a prime candidate for any such creative expressions.

Guidelines

1. Incorporate all signage into the design considerations for buildings and landscaping.
2. No freestanding roof-mounted billboard signs shall be permitted.
3. Fascia signs that are in proportion and architecturally coordinated with the building façade will be encouraged.
4. Limit the use of ground signs, except when incorporated into the landscaping.

C3.8 Lighting

Basis

The use of lighting to enhance a developments attractiveness and safety of the built environment is accomplished by promoting the use of lighting that is of appropriate quality, intensity and design. The City of Pickering promotes limiting the effects of unwanted light on people, property and the natural environment.

Guidelines

1. Lighting design should complement the design of the development.
2. Promote the use of lighting to enhance and define the aesthetic and functional quality of the public spaces such the pedestrian walkway and parkette.
3. Promote the use of lighting fixtures that are compatible with the scale of pedestrian activity.
4. Exterior lighting shall not spill over onto adjacent properties or streets.
5. Lighting shall be downcast through the use of full cut off fixtures to avoid light pollution.
6. Lighting and light standards in public areas including parking lots should relate to the pedestrian and be limited to a height of 6 metres.
7. Promote the use of lighting that is environmentally friendly in terms of generated light levels and energy conservation.

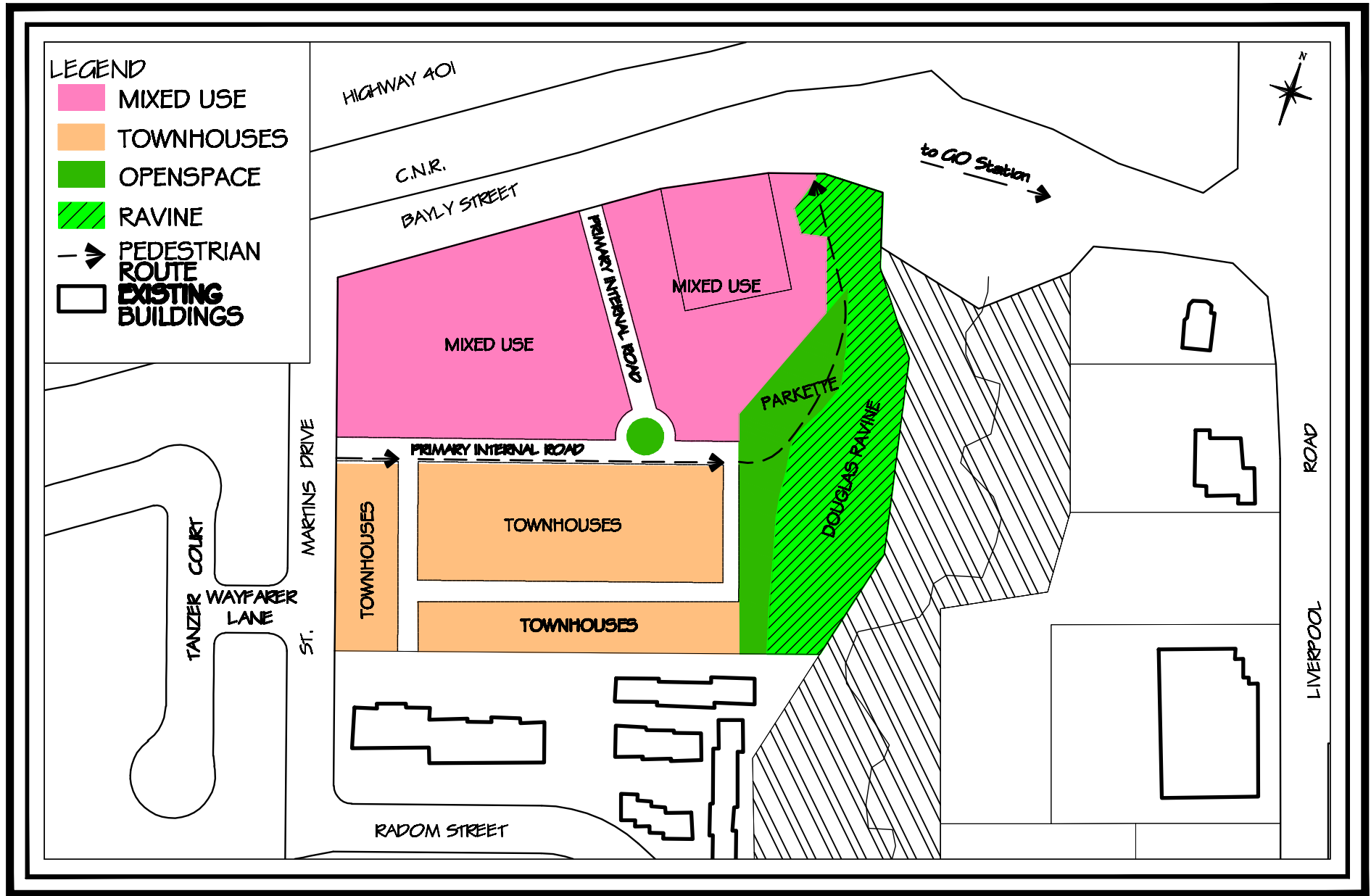
C4.0 Phasing of Development

Basis

The Bay Ridges Plaza, built in the 1960's provided 5,500m² of retail, personal service, office and food store service to the neighbourhood. Commercial retail uses comprise an important aspect of the Bay Ridges Neighbourhood and must be provided in any redevelopment of the site.

Guidelines

- encourage efforts to provide continuity of service during the construction phases in the commercial areas of significant relevance, through business relocation and phasing incentives
- encourage the inclusion of replacement service commercial floor space (new construction) in the first phase of redevelopment of the site (approximately 2,000m²).



'FIGURE A' Urban Design Concept