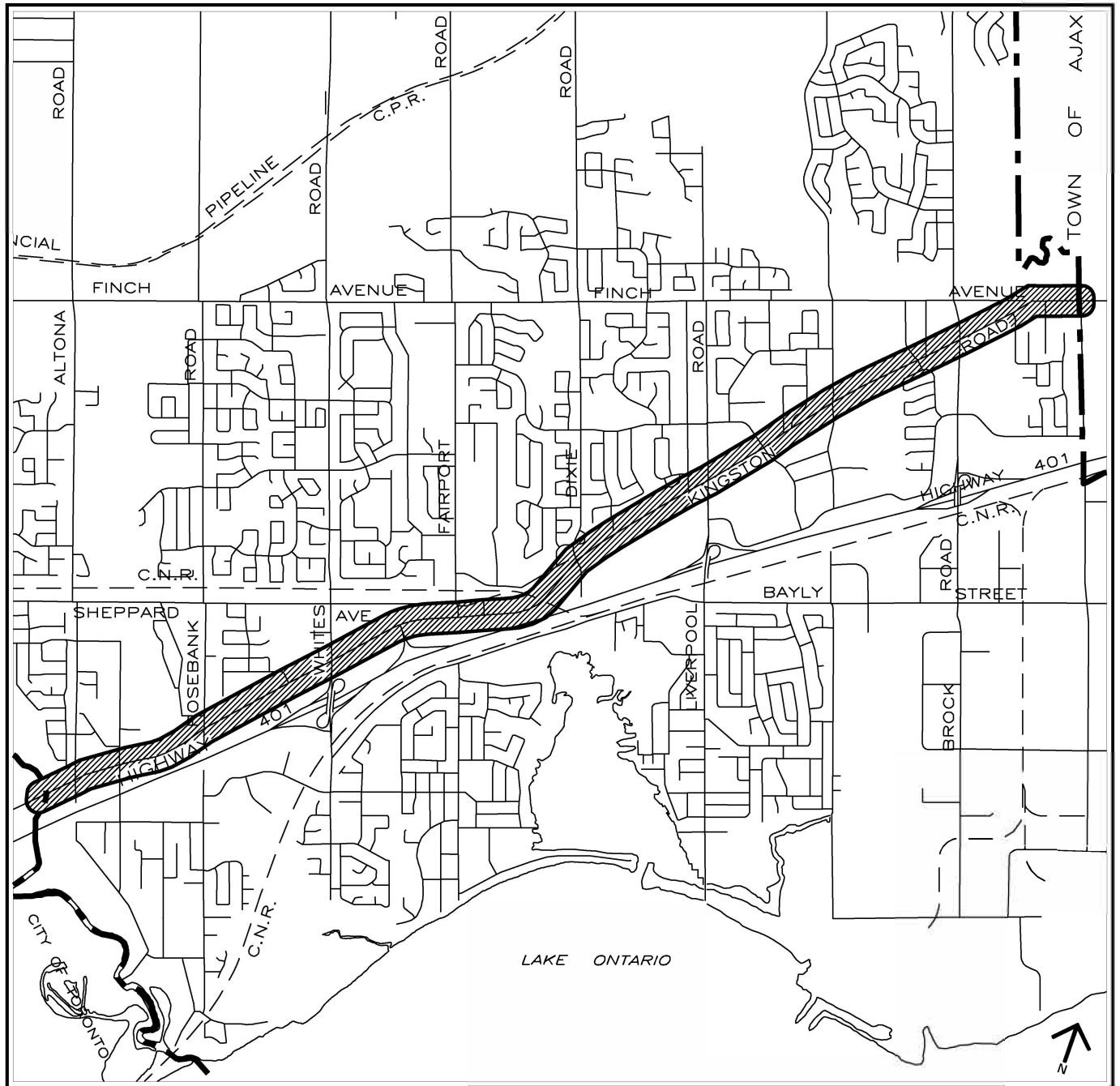


City of
PICKERING

City of Pickering

Part 2 - Section 1

**Kingston Road Corridor Urban Design
DEVELOPMENT GUIDELINES**



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The Kingston Road Corridor Urban Design and Development Guidelines were adopted by Pickering Council on December 15, 1997.

Kingston Road Corridor Urban Design and Development Guidelines

1.1 Introduction

The urban design and development guidelines contained in this section were formulated through a study of the Kingston Road Corridor which was initiated by the Region of Durham and the (then) Town of Pickering between 1996 and 1997. The study was conducted by a consulting team comprising the firms of Totten Sims Hubicki Associates and Markson Borooah Hodgson Architects. The consultants' work was co-ordinated by a steering committee with staff from various Pickering and Durham departments (Planning, Works, Parks and Facilities, Economic Development) as well as a resident volunteer.

The purpose of the study was threefold:

- to formulate a vision for the transformation of Kingston Road into a “mainstreet“ for Pickering;
- to identify elements of the vision that are crucial to the successful transformation of the corridor; and
- to recommend an implementation strategy that can be used to guide public and private development initiatives within the corridor over the next 5 – 10 years.

Kingston Road has its roots as the primary route between Toronto and the City of Kingston, located toward the eastern end of Lake Ontario. Throughout its length, the road exhibits physical and operational characteristics that vary between a highway that connects communities, and a mainstreet 'heart' of a community. Within Pickering, there is evidence of this dual role. However, over recent years, Kingston Road has exhibited more conditions associated with a major highway than a mainstreet. Today it is characterized by:

- high vehicular speeds and wide lanes;
- a wide right-of-way (provision for 5 lanes);
- large distances between signalized intersections;
- large setbacks to buildings and limited access points; and
- a generally poor pedestrian realm (lack of sidewalks, and restrictions on plantings, signage, and lighting).

1.2 Implementation

The urban design objectives and development guidelines contained in this section apply to the entire length of Kingston Road within Pickering. The guidelines establish a general design framework that supports the long-term vision for the Corridor, and for each of the five corridor precincts (identified on the next page). The guidelines must be considered when preparing and evaluating development proposals.

In addition, the Pickering Official Plan permits the preparation of development guidelines for Detailed Review Areas. Where guidelines for Detailed Review Areas exist, they must also be referred to for specific design guidance.

Development guidelines for Kingston Road will be implemented through various means, including draft plans of subdivision, rezoning, site plan approval and public infrastructure projects (e.g., road reconstruction).

The remainder of this section is organized under the following sub-sections:

- The Context For Change – Objectives
- Kingston Road Precincts – Objectives and Guidelines
 - Eastern and Western Gateways;
 - Rougemount Village;
 - Whites Road Corridor;
 - Town Centre West;
 - Downtown Core; and
 - Brock Road Corridor
- Design Tool Kit

1.3 The Context for Change – Objectives

The direction and policies of the Pickering Official Plan identify a new role for Kingston Road – to be a front door to the community, as well as its mainstreet. The Plan contemplates Kingston Road supporting a high quality, pedestrian friendly public realm, while becoming an attractive location for intensified land uses and investment.

Traffic operations over the length of Kingston Road reveal that the corridor exhibits distinctive operating conditions along different roadway segments. In considering specific roadway conditions (e.g. roadside environment and adjacent land uses) and in looking at the general roadway context, five corridor “precincts” can be identified (see Figure 1). Each precinct may be characterized by unique traffic operating conditions, urban design and streetscape character, land uses and pedestrian activity, and future development potential.

In addition to the five precincts, two “gateways” can be identified, one at Altona Road (near the Rouge River Valley) and one at Notion Road (near the Duffins Creek Valley). As well, “portals” are located at Whites Road, Liverpool Road and Brock Road.

Over time, all precincts should accommodate cars, bicycles and transit, and cater to pedestrians (but in different ways). In precincts that are adjacent to residential neighbourhoods, Kingston Road is proposed to become a pedestrian friendly "mainstreet"; while in other areas, pedestrians would be accommodated in pedestrian amenity zones at and around major intersections.

With this in mind, the following objectives were identified to define the new long-term role for Kingston Road.

- (i) to revert to its earlier, historic function of linking neighbourhoods and acting as the mainstreet, while maintaining traffic flow through Pickering;
- (ii) to reflect the character of the neighbourhoods through which it passes;
- (iii) to support streetscape elements that form a common distinctive design theme, while signalling these neighbourhoods as being identifiable parts of Pickering;

- (iv) to provide "gateways" where Kingston Road crosses Duffins Creek and the Rouge River at the east and west entrances into Pickering;
- (v) to provide "portals" into the community where Kingston Road intersects Highway 401 at the Whites Road, Liverpool Road, and Brock Road interchanges;
- (vi) to maintain acceptable traffic capacities while reducing the dominance of the automobile, and encouraging increased pedestrian and cycling activity, and increased public transit usage;

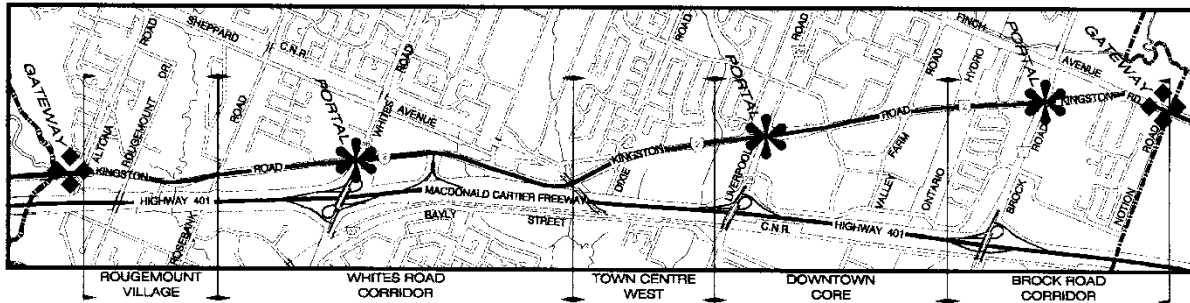


Figure 1.

1.4 KINGSTON ROAD PRECINCTS – Objectives & Guidelines

The following urban design objectives and guidelines are intended to guide the design of Kingston Road, as well as developments that flank the road. It is acknowledged the transformation of Kingston Road from a highway to a mainstreet will take time, and that changes will likely occur more quickly within some precincts than others (since existing conditions may be more conducive to change).

For consistency, guidelines were developed for each precinct under the following categories: urban form, streetscape, liveability and character, transportation, infrastructure and economic development.

1.4.1 Eastern & Western Gateways

Objectives

- (i) To signify entrances into Pickering that symbolize community pride, quality of life, and respect for the natural environment;
- (ii) To project an image of the community that conveys an attractive setting for business, housing and recreation; that recognizes local art, culture, industry, business and the environment; and that reflects the values and aspirations of the local residents;

- (iii) To establish gateways in logical locations (not necessarily right at the municipal boundary), and where possible, to terminate view corridors;

- (iv) To act as the western entrance into Pickering and Durham Region, and to respect long distance views across the Rouge River valley, and take advantage of the abundance of existing mature vegetation and natural environmental features (for the Western Gateway);
- (v) To recognize the historic Duffins Creek settlement area (for the Eastern Gateway).

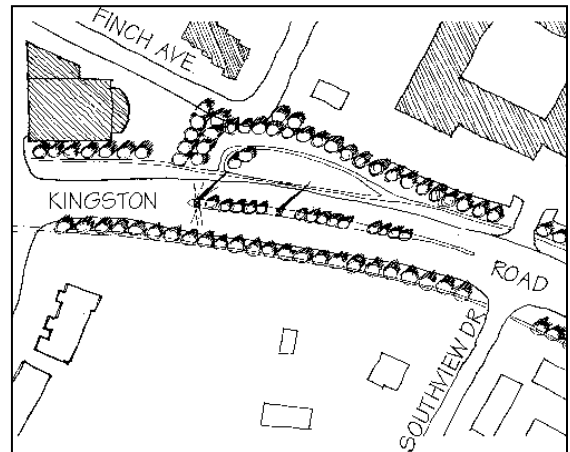
Urban Form

- (i) Building height, massing, and locations should be used to frame the roadway and create a sense of gateway;
- (ii) Emphasis should be given to architectural silhouette, roofscape and details to create landmark buildings.

Streetscape

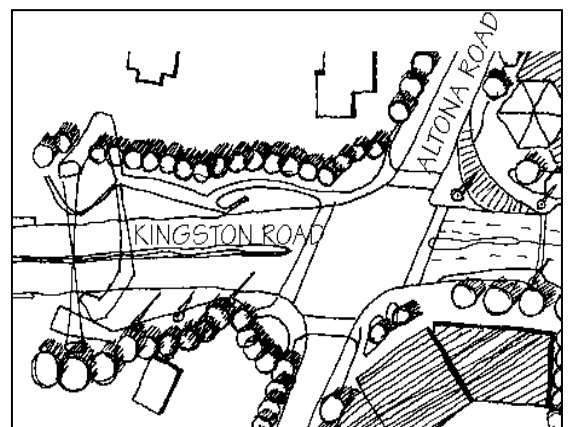
- (i) Gateway elements should be strong architectural designs that have a totemic quality reflective of the electronic or telecommunication industry in Pickering, and/or the imagery of the Pickering Civic Complex clock tower;
- (ii) The totemic theme should be repeated across the corridor in varying forms and scales, but be most conspicuous at the Gateways;
- (iii) Streetscape elements used elsewhere along Kingston Road should be included in the Gateways to maintain consistency across the corridor;
- (iv) Streetscape elements can be more dramatic at Gateways to respond to regional context;
- (v) Lighting is important to establish the Gateways as night time landmarks;
- (vi) Streetlights and Hydro standards should be distinctive daytime structures;
- (vii) Gateways should act as view terminations;

- (viii) The Western Gateway design may include a lookout over the Rouge River valley, on the south side of Kingston Road;
- (ix) The Eastern gateway should include significant plantings to reinforce existing mature vegetation in this area.



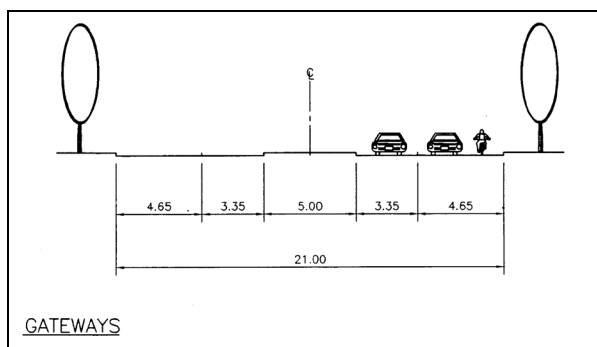
Liveability and Character

- (i) Pedestrian use should be encouraged by providing amenities including easy access, shade, sitting areas, good lighting, and near-by parking;
- (ii) Pedestrian safety and security should be encouraged in high traffic areas by incorporating proper pedestrian scale lighting, signage, and other appropriate design features.



Transportation

- (i) Gateways should accommodate high traffic volumes, but be designed to encourage drivers to reduce speed upon entering Pickering, after crossing the Rouge River or Duffins Creek valleys;
- (ii) A maximum speed limit of 60 km/h should be established, and no on-street parking should be allowed during peak hours;
- (iii) The roadway should be designed with a centre lane at 3.35 m, and a curb lane at 4.65 m if accommodating bicycles; as an option, the bicycle lane could be located within a paved shoulder;
- (iv) The option for a future transit/HOV lane should be protected.



Infrastructure

- (i) Hydro lines could remain in their present locations;
- (ii) Roadside ditches shall be removed within the pedestrian amenity zones.

Economic Development

- (i) A sense of community pride that welcomes businesses, shoppers, and visitors should be evident; corporate sponsorship should be encouraged;
- (ii) Commuters and tourists should be encouraged to stop and visit;
- (iii) Consideration should also be given to accommodating electronic information kiosks at the Gateways.

1.4.2 Rougemount Village

Extending from Altona Road to Rosebank Road, Rougemount Village will support a pedestrian friendly mainstreet of an evolving "urban village" that serves the residential neighbourhoods north and south of Highway 401.

Objectives

- (i) To be a people oriented place, that accommodates both pedestrians and vehicles;
- (ii) To evolve into an "urban village" that plays a role in portraying Pickering as a place to live, and highlighting Kingston Road as a "mainstreet" for the adjacent residential neighbourhoods.

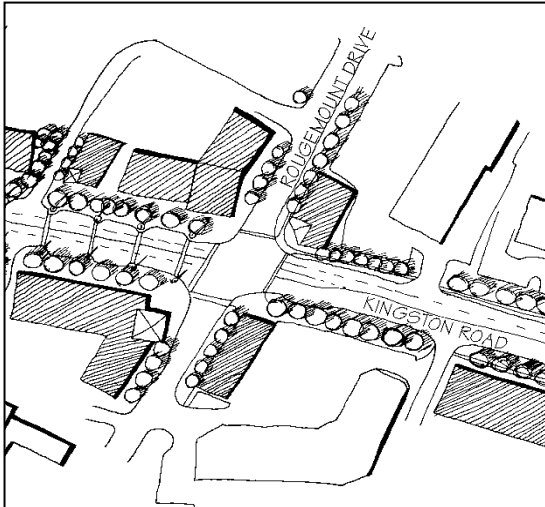
Urban Form

- (i) A mix of land uses, much like the "mainstreet" of an old village shall be encouraged (e.g. post office, library, places of worship, other community uses, visitor centre);
- (ii) Pedestrian friendly uses shall be encouraged along the street (e.g. ground floor retail and restaurants);
- (iii) Low rise buildings (minimum 2 storeys) shall generally be encouraged, with taller building (of a low rise form) permitted in strategic locations, providing they do not have an adverse impact on abutting residences;
- (iv) Building massing and silhouette at the Altona Road intersection should complement the adjacent Western Gateway.

Streetscape

- (i) A "village" character of streetscape elements should be established, including wide sidewalks, comfortable sitting areas, pedestrian scale street lights, appropriate signage, banners, seasonal planting boxes, and special pavement treatment;

- (ii) Continuous street tree planting should be required close to the curb and in special areas beside parking lanes, to create canopy and provide shade for pedestrians;



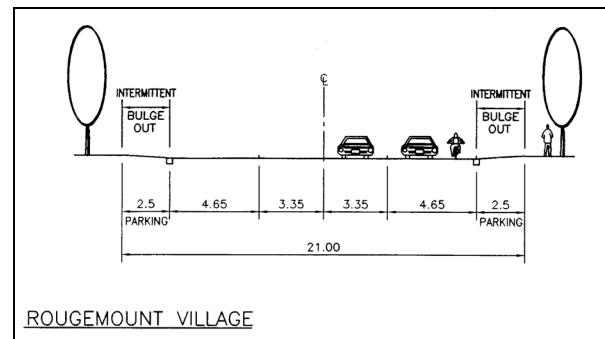
- (iii) Sidewalks on both sides of the road shall be required;
- (iv) Pedestrian scale lighting shall be encouraged;
- (v) The Rosebank Road intersection should signal the entry to the Rougemount Village precinct for westbound traffic;
- (vi) North-south pedestrian links should be identified across Highway 401 at Rougemount Road;
- (vii) The crossing of Petticoat Creek under Kingston Road and the existing trail to the north should be identified with signage, markers, and pedestrian lighting, as well as a centre median, and landscaping;

Liveability and Character

- (i) Pedestrian links to adjoining neighbourhoods should be improved;
- (ii) Shade, street furniture, and transit shelters should be provided;
- (iii) Pedestrian safety and security should be encouraged.

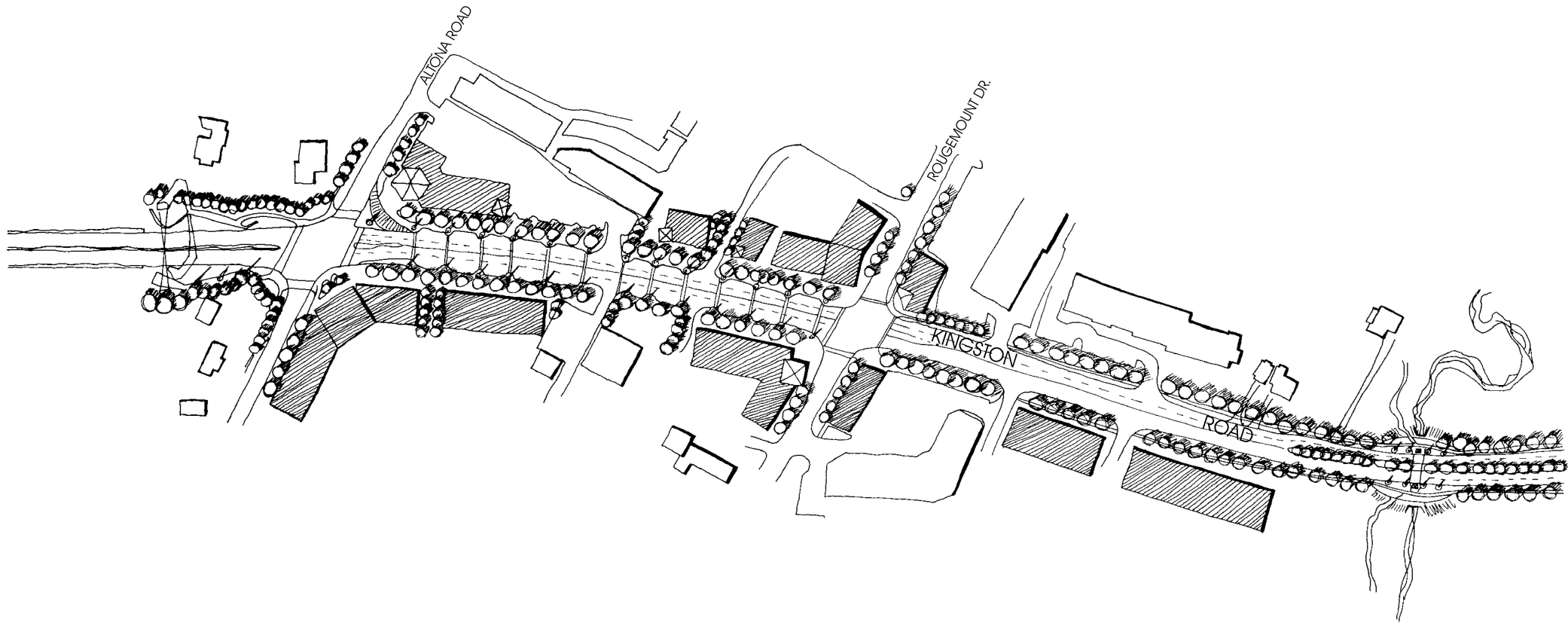
Transportation

- (i) Roadway design shall support vehicular traffic at 50 km/h operating speeds to encourage "mainstreet" character and improve the quality of the pedestrian environment;
- (ii) Lane widths may be reduced to facilitate a lower speed limit (a 3.35 m centre lane width, and a 4.65 m curb lane width, including a bicycle lane);
- (iii) Direct vehicular access from abutting properties may be considered;
- (iv) On-street parking shall be permitted (with possible peak hour restrictions) to encourage retail activity;
- (v) Right turn lanes may be removed and "safety" islands may be introduced to improve pedestrian/vehicular interface;
- (vi) Transit stops shall be encouraged near intersections;
- (vii) Special paving treatment for pedestrian and bicycle crossings at Rougemount Drive and continuing south across Highway 401 shall be encouraged;
- (viii) Median and left turn lanes at Altona Road shall be permitted, but no dedicated right turn lane;
- (ix) The option for a future transit/HOV lane should be protected.



Infrastructure

- (i) Hydro lines may remain above grade;
- (ii) Roadside areas should be improved (e.g., ditches, drainage, highway lights removed).



ROUGEMOUNT
VILLAGE
PRECINCT



FEBRUARY, 1998.

Economic Development

- (i) The area shall be promoted as an "urban village" that supports a mix of compatible, pedestrian oriented, street related uses;
- (ii) The feeling of a village mainstreet shall be encouraged through the potential relocation of community uses into the area (e.g., library, post office, community services, etc.);
- (iii) The redevelopment of under-utilized properties shall be encouraged, including any surplus lands resulting from a reduced Kingston Road ROW.

1.4.3 Whites Road Corridor

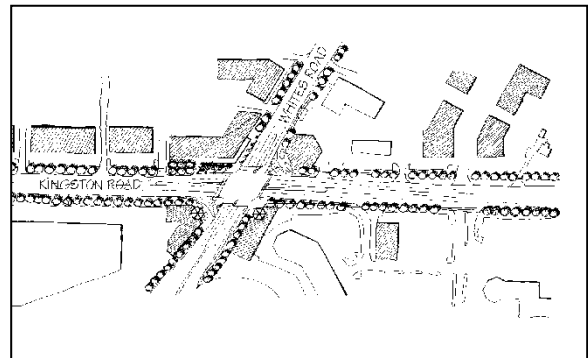
Extending from Rosebank Road to the CN Rail overpass, the Whites Road Corridor will be an area with good visibility from Highway 401, and highway access at Whites Road. It will generally maintain its auto-oriented focus and land uses, but will provide pedestrian amenity zones and links at significant intersections.

Objectives

- (i) To create a corridor that supports a high volume of vehicular traffic but with pedestrian amenity zones at strategic intersections and linkages;
- (ii) To create a clear separation of pedestrian activities and vehicular spaces;
- (iii) To enhance the western and southern (Whites Road) approaches to Kingston Road as a portal into Pickering and as the western entrance into the Pickering Downtown Core;
- (iv) To establish Whites Road as a local gateway to the residential communities to the north and south, across Highway 401.

Urban Form

- (i) Buildings should be located closer to street;
- (ii) A mix of land uses should be allowed on either side of Kingston Road;
- (iii) Low to mid-rise buildings should be allowed on the north side, and mid rise buildings on the south side;
- (iv) On both sides of the road, the minimum building height should be 2-stories;
- (v) Higher buildings may be permitted at Whites Road to create landmarks and view terminations from Highway 401;



Streetscape

- (i) An enhanced pedestrian streetscape treatment shall be encouraged at all intersections and north-south links (Rosebank Road, Steeple Hill, Whites, new road east of Whites);
- (ii) The appearance of parking lots may be improved through building infill at the street edge and at intersections;
- (iii) An enhanced streetscape treatment shall be encouraged at the Kingston Road - Whites Road intersection, to identify the intersection as a portal and to signify it as the western approach to the Pickering Downtown Core; the use of special markers at Whites Road that are consistent with elements used in the Downtown Core shall be encouraged;

- (iv) Pedestrian and bicycle connections through the Kingston Road - Whites Road intersection shall be clearly marked;
- (v) Pedestrian scale street lighting shall be encouraged at all intersections and north-south links;
- (vi) Strategic landscape plantings shall be encouraged along Kingston Road at all stream crossings, and around the CNR overpass; consideration shall be given to modifying the appearance of the CNR overpass to create a distinctive, landmark feature.

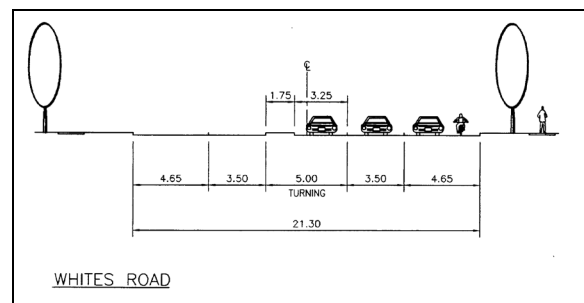
Liveability and Character

- (i) Pedestrian amenities shall be located at intersections that have a strong connection to the residential areas to the north and south;
- (ii) Bicycle, pedestrian, and trail connections shall be encouraged along Whites Road across Highway 401, and from Steeple Hill to Rosebank Road;
- (iii) Pedestrian connections north along Whites Road shall also be encouraged, particularly to existing schools;
- (iv) Clear, safe and welcoming pedestrian routes shall be provided from intersections to individual commercial developments;
- (v) Transit stops shall be encouraged to be integral parts of pedestrian amenity zones and land uses near intersections.

Transportation

- (i) The roadway shall be designed for a 60 km/h operating speed, with no on-street parking during peak hours, with a 3.5m centre lane and a 4.65m curb lane (which would include a bicycle lane);
- (ii) The traffic carrying capacity of Whites Road and of the Kingston Road/Whites Road intersection shall be maintained;

- (i) Vehicular access directly to Kingston Road in this Precinct may be limited;
- (ii) Additional signalization in this Precinct may be required because of reduced lane widths, streetscape changes, and new development proposals;
- (iii) Left turn lanes shall be maintained at intersections, but elsewhere, a centre median with street trees shall be encouraged;
- (iv) Dedicated right turn lanes may be removed, and the aesthetic quality of "safety" islands shall be enhanced;
- (v) Pedestrian amenity zones and transit stops shall be encouraged at signalized intersections (Rosebank Road, Steeple Hill, Whites Road, and new road east of Whites Road);
- (vi) The option for a future transit/HOV lane should be protected.

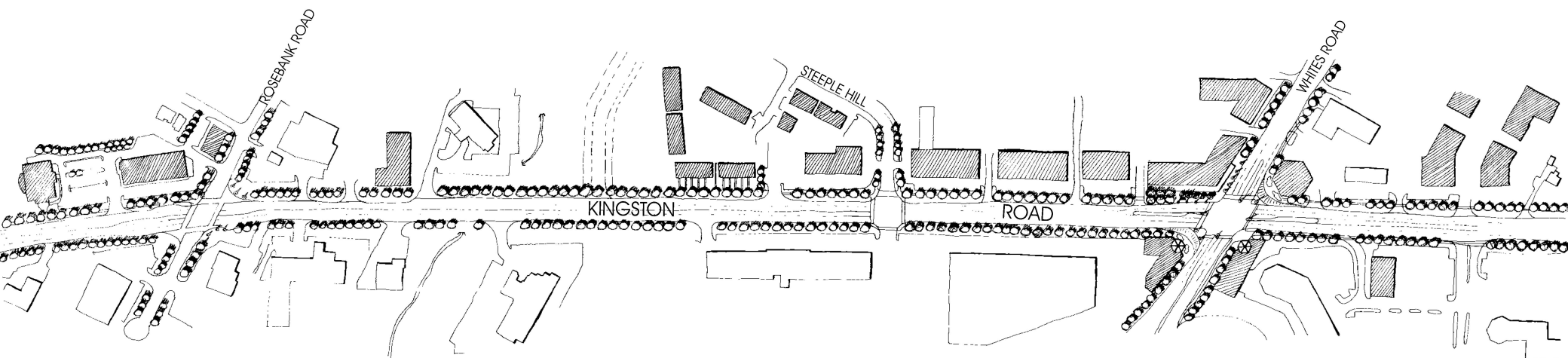


Infrastructure

- (i) An urban road profile shall be encouraged; roadside ditches shall be removed;
- (ii) Consideration should be given to a new pole design for Hydro lines.

Economic Development

- (i) Automobile dependent uses may be encouraged to locate in this Precinct since it offers good visibility and access from Highway 401;
- (ii) Development shall be encouraged on surplus lands resulting from any reduced ROW on Whites Road.



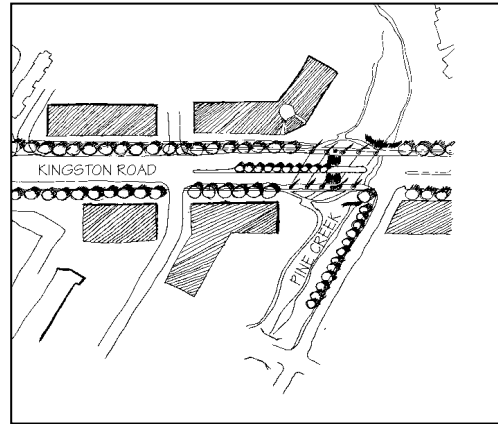
WHITES ROAD CORRIDOR PRECINCT



FEBRUARY, 1998.

1.4.4 Town Centre West

Extending from the CN Rail overpass to Pine Creek, the Town Centre West neighbourhood is a transition zone between the Whites Road Corridor and the Downtown Core. It is expected to evolve over the long term into a pedestrian friendly, mixed use neighbourhood that will act as an extension of the Downtown Core, especially east of Walnut Lane.



Objectives

- (i) To create a new residential and mixed use neighbourhood next to the Downtown Core, offering a variety of experiences for living, working, and shopping;
- (ii) To encourage a neighbourhood that is an appropriate transition between the Whites Road corridor to the west, the Liverpool Neighbourhood to the north and the Downtown Core to the east;
- (iii) To continue to permit automobile oriented characteristics over the short and medium term, or until the south side of Kingston Road is redeveloped as a residential/mixed use neighbourhood.

Urban Form

- (i) As the area evolves, buildings shall be encouraged to have reduced setback from Kingston Road in order to create an appropriate mainstreet condition along the corridor;
- (ii) Low rise buildings shall be encouraged on both the north and south sides of Kingston Road;
- (iii) Residential uses shall generally be encouraged, and retail and community uses may be permitted, especially on the ground floor of buildings fronting Kingston Road;
- (iv) An appropriate open space edge and treatment shall be provided at the eastern boundary of the Precinct, to signify the Pine Creek crossing under Kingston Road.

Streetscape

- (i) A distinctive character shall be established, through appropriate streetscape treatment;
- (ii) Sidewalks shall be provided on both sides of Kingston Road; the sidewalks should provide direct and convenient access to buildings fronting the street;
- (iii) Wide sidewalks with sitting areas shall be encouraged at Walnut Lane and at Pine Creek;
- (iv) Pedestrian scale streets lights, appropriate signage, special pavement treatment, banners and seasonal planting boxes shall be encouraged, especially at intersections;
- (v) Continuous street tree planting shall be encouraged close to the curb to create a canopy over the pedestrian area.

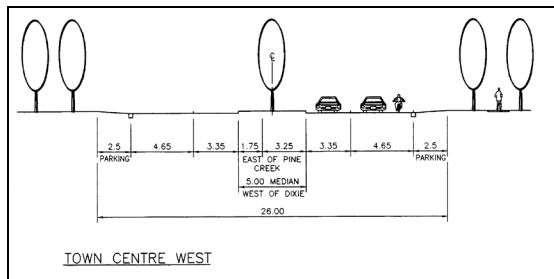
Liveability and Character

- (i) Pedestrian safety and security shall be encouraged to help establish the Precinct as a "people place";
- (ii) Pedestrian related uses shall be encouraged to locate within any surplus ROW lands that may be available.

Transportation

- (i) The roadway shall be designed for a 50 km/h operating speed limit over the medium to long term;
- (ii) The CNR overpass should be looked at as a potential gateway feature;

- (iii) The introduction of a centre median from the overpass east to Dixie Road should be considered;
- (iv) Over the mid to long term, on-street parking may be provided, particularly east of Walnut Lane, as new buildings are located closer to the street;
- (v) Strong north-south pedestrian links shall be established at Dixie Road and Walnut Lane;
- (vi) Transit stops shall be encouraged near intersections, linked to pedestrian amenity zones;
- (vii) The option for a future transit/HOV lane should be protected.



Infrastructure

- (i) An urban road profile shall be encouraged; roadside ditches shall be removed;
- (ii) Hydro lines may be buried or relocated to the centre median, if feasible;
- (iii) Sidewalk locations should be integrated with any new street-oriented infill development.

Economic Development

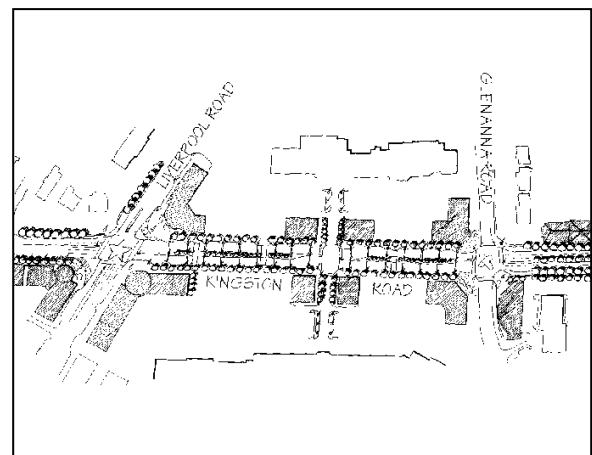
- (i) The precinct should be promoted as the downtown west neighbourhood, offering varied business and residential opportunities, and other land uses that benefit from being in close proximity to the downtown;
- (ii) Commercial intensification may be encouraged at intersections;
- (iii) Infill development may be encouraged within any surplus lands created as a result of reducing the ROW for Kingston Road.

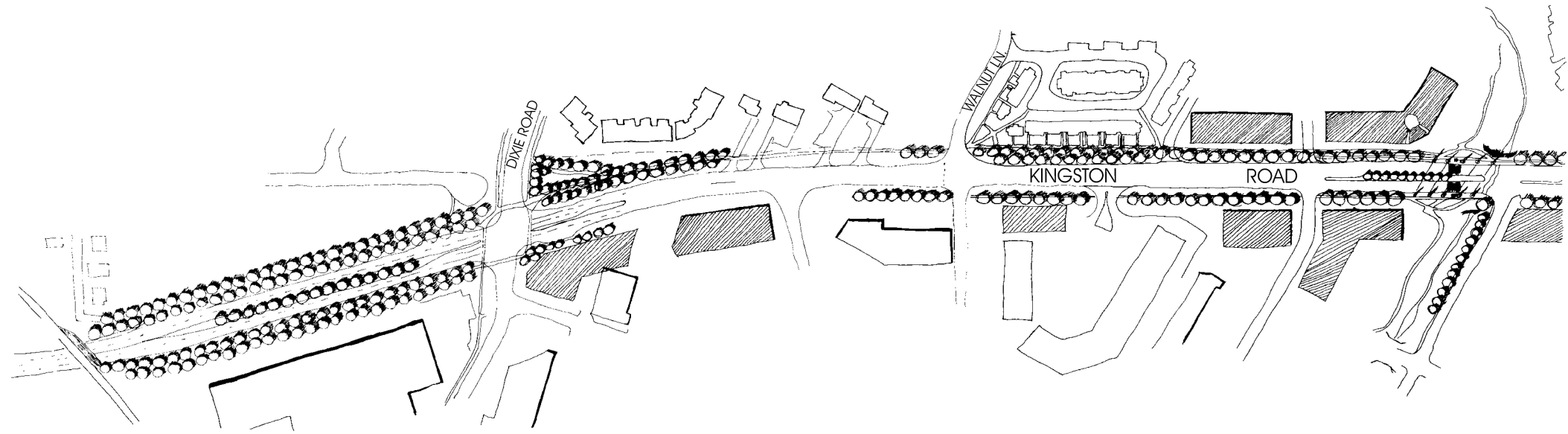
1.4.5 Downtown Core

Extending from Pine Creek to the Hydro corridor, the Downtown Core is the heart of Pickering and will support the highest intensity and diversity of uses, creating a pedestrian friendly mainstreet along Kingston Road that will also serve as a regional focus.

Objectives

- (i) To create a regional landmark and destination area;
- (ii) To establish the highest intensity of cultural, residential and economic activity, and the greatest density and diversity of land use mix;
- (iii) To create the highest zone of pedestrian activity in the City, that functions as a true “mainstreet” for Pickering;
- (iv) To establish Liverpool Road as a “portal” to Kingston Road;
- (v) To recognize Liverpool Road and Valley Farm Road as local “gateways” into the Downtown Core;
- (vi) To protect and enhance the prominence and visibility of the City Hall.

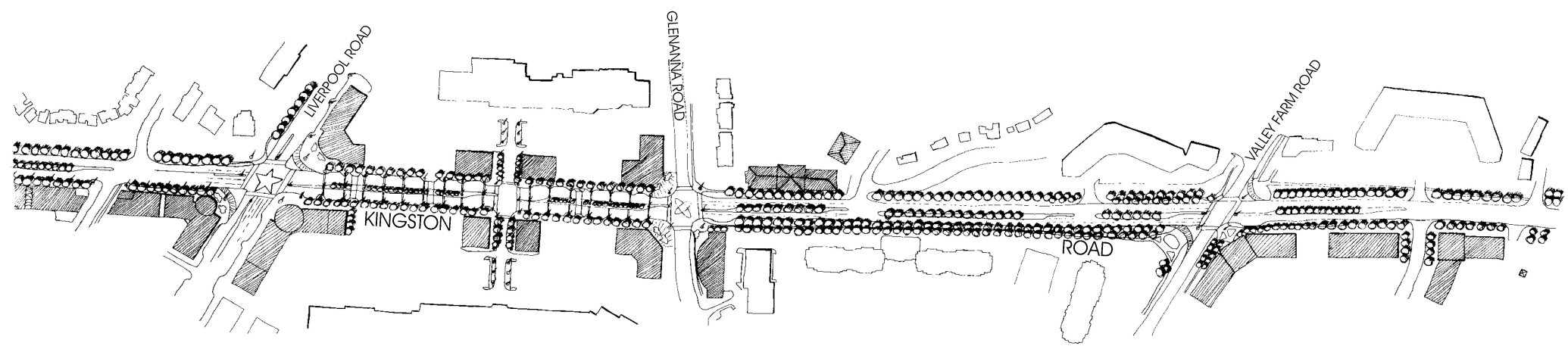




TOWN CENTRE
WEST
PRECINCT



FEBRUARY, 1998.



DOWNTOWN CORE PRECINCT



FEBRUARY, 1998.

Urban Form

- (i) Streetwall buildings with a minimum height of 2-storeys shall be encouraged, especially at intersections, through the redevelopment of existing commercial sites and parking lots;
- (ii) Lower buildings shall be encouraged on the north side of Kingston Road adjacent to residential areas, with mid-rise buildings on south-side;
- (iii) Higher buildings shall be encouraged at the Liverpool Road intersection;
- (iv) Building massing and roofline silhouette shall be required to create landmarks at Liverpool Road and Valley Farm Road;
- (v) Streetwall buildings shall be encouraged along Liverpool Road, Glenanna Road and Valley Farm Road;
- (vi) Retail and other publicly accessible uses shall be encouraged on the ground floors of buildings; upper floors may be used for other uses;
- (vii) Higher density residential uses shall be permitted east of Valley Farm, south of Kingston Road.

Streetscape

- (i) A unique "downtown" character that evokes a strong architectural streetscape treatment shall be created using specially designed elements from a common design theme;
- (ii) Continuous raised centre medians shall be provided, with tree planting and possible relocated Hydro lines;
- (iii) Wide sidewalks connected to buildings, and special paving patterns related to intersections shall be provided;
- (iv) Transit stops in association with sitting areas and shade planting shall be encouraged in the vicinity of intersections;
- (v) A double row of trees shall be provided where appropriate along both sides of Kingston Road;
- (vi) Appropriate signage, banners, and seasonal planting treatment shall be encouraged.

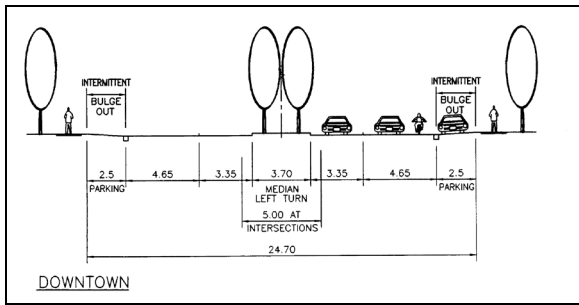
Liveability and Character

- (i) A digital community billboard shall be maintained at the northeast corner of Liverpool and Kingston Road;
- (ii) The community billboard shall be integrated with the overall design theme of the downtown core;
- (iii) Significant public art shall be encouraged within the downtown core;
- (iv) Pedestrian safety and security shall be encouraged, to help establish and ensure the success of the downtown core as a "people" place, where use and activity is encouraged in all four seasons and throughout the day.

Transportation

- (i) The roadway design shall establish a "mainstreet" character that supports traffic at a 50 km/h operating speed, with frequent stops;
- (ii) To encourage lower speed limits, lane widths should be reduced to 3.35m for the centre lane, and 4.65m for the curb lane (including a bicycle lane);
- (iii) On-street parking shall be provided,; and transit stops shall be encouraged at intersections;
- (iv) A centre median shall be provided to increase pedestrian amenity and the convenience of pedestrian crossings;
- (v) Pedestrian activity shall be encouraged along Kingston Road, with amenity zones and strong north-south links at Liverpool Road (especially south across Highway 401), and at Glenanna Road and Valley Farm Road;
- (vi) Liverpool Road should be established as a "portal" to Kingston Road, and a local gateway into the downtown core; a pedestrian/cycling link to residential communities to the north and south should be provided;
- (vii) A pedestrian/cycling bridge over Highway 401 should be encouraged to link the downtown core with the GO-Station;

- (viii) The option for a future transit/HOV lane should be protected;



Infrastructure

- (i) An urban road profile shall be encouraged; roadside ditches shall be removed;
- (ii) New street lights should be considered, located closer to street edge;
- (iii) Hydro lines should be encouraged to be buried or relocated to a centre median.

Economic Development

- (i) The precinct should be promoted as the dominant retail, commercial, public, and entertainment core of Pickering, and as a regional tourist destination;
- (ii) The downtown core should be marketed as one of the preeminent places to live, work and play in Durham Region, and as the cultural and recreational heart of Pickering;

1.4.6 Brock Road Corridor

Extending from the Hydro corridor to Notion Road, the Brock Road Corridor will generally remain an auto-oriented corridor with auto-dependent land uses, but with strengthened pedestrian connections at significant intersections.

Objectives

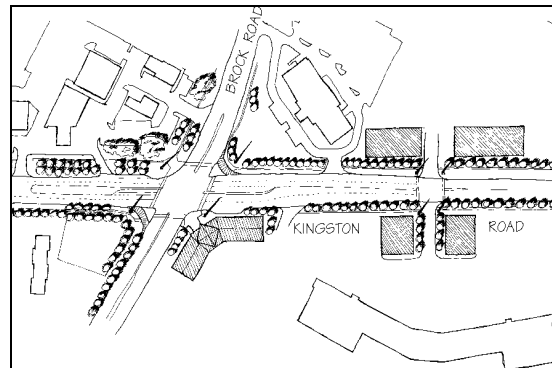
- (i) To establish the Brock Road precinct as the eastern entrance to Pickering, from Kingston Road and Highway 401;
- (ii) To establish an eastern “gateway” in the vicinity of Notion Road.

Urban Form

- (i) Buildings on the north side of Kingston Road, near the eastern terminus of Finch Avenue, should be designed to act as view terminations from the east;
- (ii) Refer to the Whites Road Corridor for other applicable urban form guidelines.

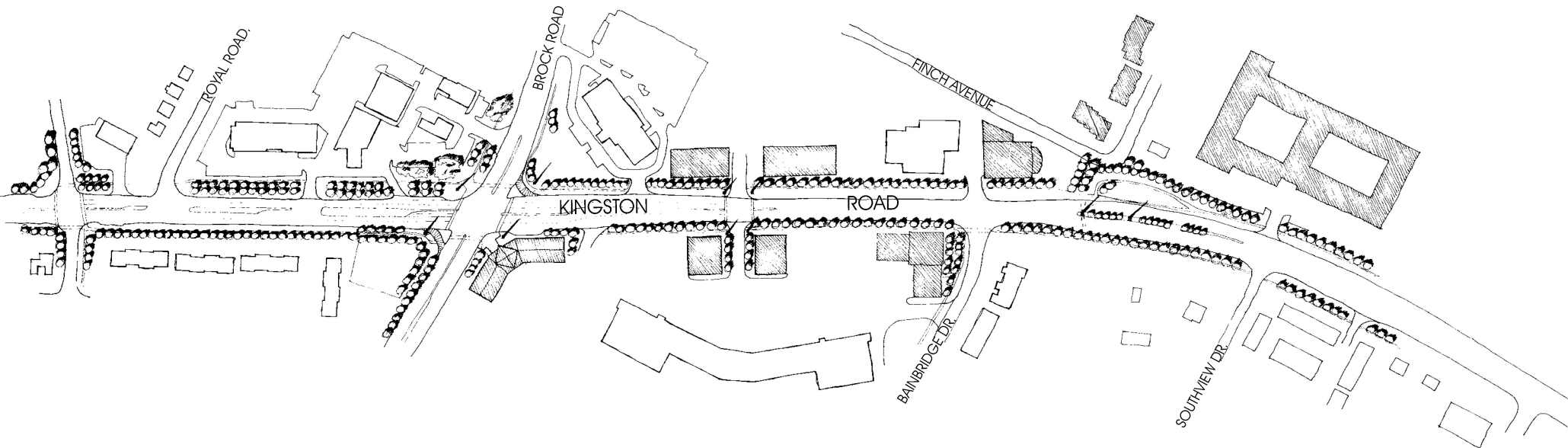
Streetscape

- (i) An Eastern Gateway should be established in the vicinity of Notion Road;
- (ii) The gateway should capitalize on and enhance the existing mature vegetation in the area;
- (iii) Refer to the Whites Road Corridor for other applicable streetscape guidelines.



Transportation

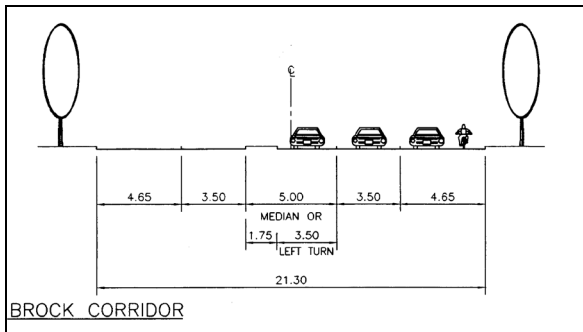
- (i) A strong north-south pedestrian/cycling link should be provided along Brock Road, extending over Highway 401;
- (ii) To encourage lower speed limits, lane widths should be reduced to 3.35m for the centre lane, and 4.65m for the curb lane (including a bicycle lane);
- (iii) The traffic carrying capacity through the intersection of Kingston Road and Brock Road should be maintained.
- (iv) Pedestrian amenity zones shall be provided along Kingston Road at Denmark Road and at Brock Road;
- (v) The option for a future transit/HOV lane should be protected.



BROCK ROAD CORRIDOR PRECINCT



FEBRUARY, 1998.



Economic Development

- (i) Refer to the Whites Road Corridor for applicable economic development guidelines, noting that in this precinct, more emphasis may be placed on commercial uses that support existing and proposed residential neighbourhoods.

1.5 Design Tool Kit

A common and cohesive set of design elements are needed to help effect the transformation of Kingston Road from a provincial highway to Pickering's mainstreet. To assist with this task, a design "tool kit" has been developed. The tool kit is made up of various shapes and elements each representing an important component in a family of 'design tools'.

1.5.1 Design Theme

A unifying design theme should be established and implemented throughout the Corridor. As a minimum, the theme should provide for the following:

- (i) An appearance that is specific to Pickering, not historic or ultra modern but one that includes some of the distinctive features Pickering is already known for (e.g. the City Hall architecture, Hydro elements, and street tree plantings of crab apple, pine and spruce).

- (ii) The ability to tie together the long and diverse stretches of Kingston Road as it traverses the five precincts (for example using a visually consistent sidewalk and crosswalk treatment pattern).
- (iii) The introduction of markers into the corridor that delineate important locations such as gateways, portals, nodes, landmarks and crossings.

In general the design theme must convey community pride, care and quality of environment. The elements of the tool kit must therefore be carefully considered and specified in more detail, through subsequent design work.

1.5.2 Tool Kit Components Application

The tool kit includes generic components that address both functional requirements of Kingston Road (e.g. moving traffic) and the road's atmosphere or sense of place. The tool kit components should be created from a combination of specially fabricated and commercially available parts allowing a cost effective yet customized design.

Components

Roadway Sections

- speeds
- lane widths
- medians
- provision of parking
- access spacing
- turning lanes
- bicycle facilities
- curb alignment
- maintenance strip
- drainage
- right-of-way (ROW)

Traffic Devices

- signals
- signage
- cross-walks

Lighting – Illumination

- roadway
- pedestrian
- accent

Lighting – Architecture

- roadway
- pedestrian
- accent

Markers

- community bulletin board
- portals
- gateways
- locational

Street Furniture

- benches
- bus shelters
- trash cans & enclosures
- phone booths
- bike racks
- bollards
- tree grates & guards
- banners

Signage

- community bulletin board
- informational
- regulatory
- interpretive/educational
- bicycle/pathway

Planting

- median
- boulevard
- river valley
- special
- park

Surface Treatment

- regular vehicular
- pedestrian/vehicular mixed
- pedestrian
- parking
- bicycle

Public Art

Urban Form

Land Use

Over head Infrastructure

