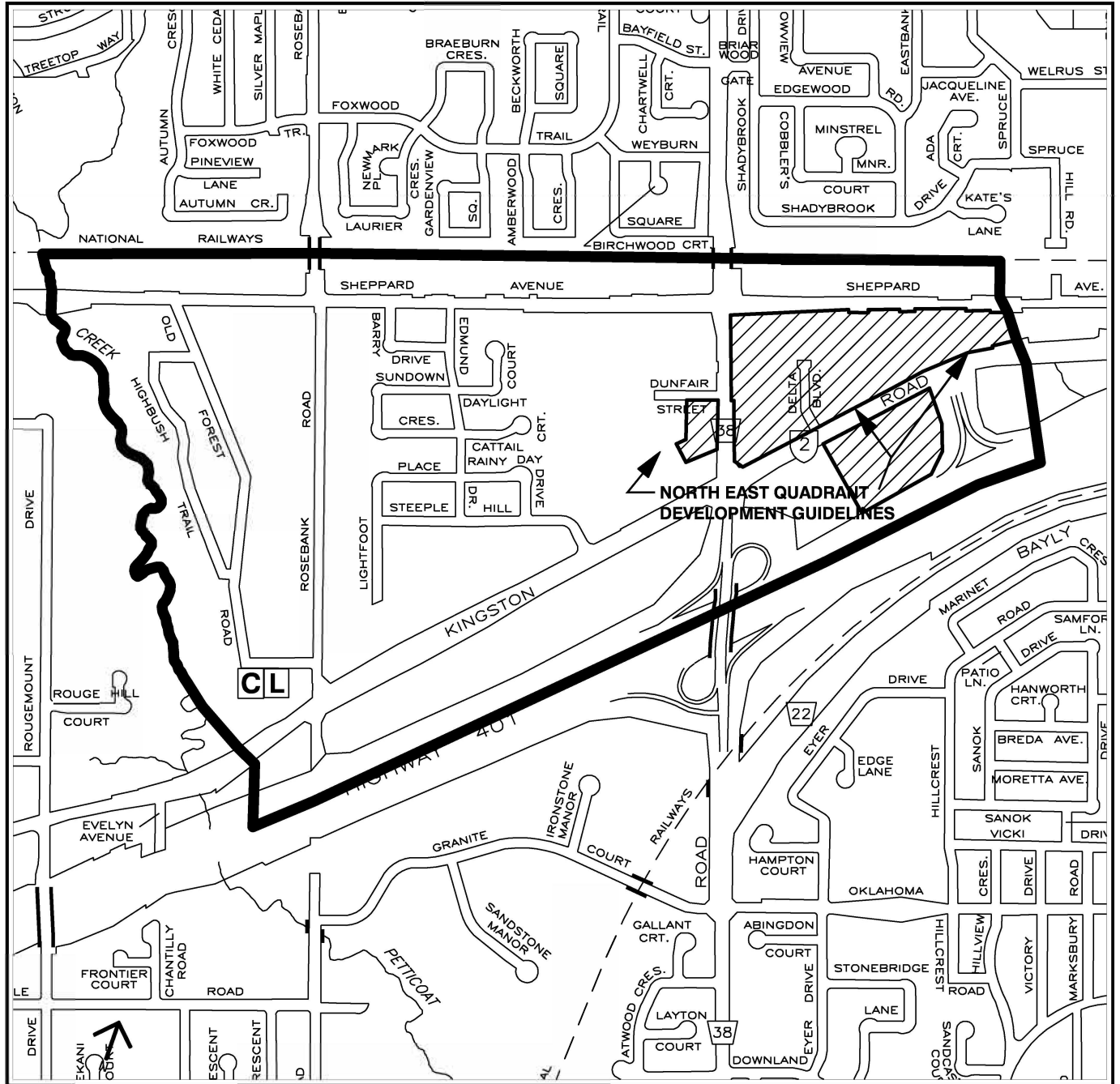


City of
PICKERING

Woodlands Neighbourhood

Section F1
Northeast Quadrant
DEVELOPMENT GUIDELINES



Northeast Quadrant Development Guidelines – Table of Contents

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The Northeast Quadrant Development Guidelines were adopted by Pickering Council on December 18, 1990 and revised on October 21, 2002. On October 7, 2003, Pickering Council modified section F1.7 Stormwater, in the Northeast Quadrant Development Guidelines to resolve the appeal of Amendment 10 to the Pickering Official Plan, which implements the Northeast Quadrant Review.

Northeast Quadrant Development Guidelines

F1.1 Background

The Northeast Quadrant Development Guidelines apply to lands generally located between Kingston Road and Sheppard Avenue, east of Whites Road, and for lands located at the southwest corner of Dunfair Street and Whites Road. In addition, through the review that led to these Guidelines, an area of land located at the southwest quadrant of Kingston Road and Highway 401 on/off ramp was added (see attached Figure 1 – Access Concept).

Previous Development Guidelines were formulated through a review of the land use policies in the Highway No. 2 – Whites Road Northeast Quadrant Study initiated by Pickering in the late 1980's. In 1990, Pickering Council approved Development Guidelines for the Northeast Quadrant. Those Guidelines contemplated a high, intensity of mixed-use development, with substantial underground parking; and an internal residential neighbourhood, focused around a ring road with an interior linear park.

Due to market interest throughout the Quadrant and landowners requesting changes to specific elements of the current Guidelines, the City initiated a review of the Development Guidelines in 2001. As part of the Review, the City retained the consulting services of Schollen & Company, TSH Associates, and Markson, Borooah Hodgson Architects to assess the environment, transportation and land use/design components.

As background to these development guidelines the following reports were prepared for the City of Pickering: the Kingston Road – Whites Road Northeast Quadrant Transportation Study, Phase 1 Final Report, dated September, 2001, prepared by TSH Associates; the Kingston Road – Whites Road Northeast Quadrant Transportation Study, Phase 2 Final Report, dated May, 2002, prepared by TSH Associates; and the Amberlea Creek Northeast Quadrant – Assessment of Alternatives, dated September, 2001, prepared by Schollen & Company Inc.

F1.2 Introduction

The Guidelines are laid out to first provide the City's overall objectives and then to elaborate a set of guidelines, which implement these objectives. The objectives of the City can be summarized as allowing these lands to evolve in an appropriate manner, while striving to provide a safe, pleasant environment that displays a high quality urban image and to integrate this new development sensitively into the existing neighbourhood.

The Guidelines address: Commercial Development Proposals; Residential Development Proposals; Transportation; Stormwater Management; and Implementation matters. The Guidelines are the result of a collaborative effort between all of the stakeholders and the Planning & Development Department, and shall provide a framework to review all development proposals in this area.

F1.3 Development Framework

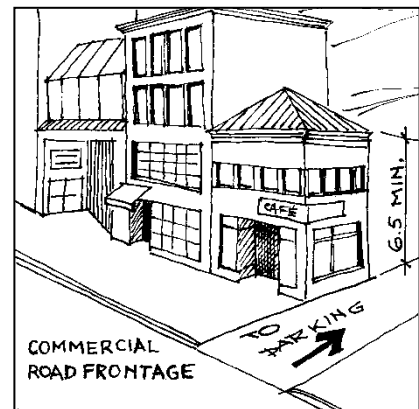
The Northeast Quadrant is an important focal point in the City of Pickering and acts as a 'gateway' for the planned Seaton community. This intersection brings together access to and from the 401, downtown Pickering to the east and the planned Seaton community to the north. The visual character of this intersection should serve to substantiate the role of a 'gateway' and shift the focus from the present highway commercial developments presently positioned at the street corners.

It is recognized that the spatial and land use characteristics of the three main roads bounding the study lands are quite different, and correspondingly urban design concepts are proposed and elaborated for each in section F1.5.

F1.4 Northeast Quadrant Objectives

The development of lands affected by the Development Guidelines will strive to achieve the urban design objectives of chapter 9 – "Community Design", Chapter 13 – "Detailed Design Considerations", and the Kingston Road Corridor Urban Design Development Guidelines of the Official Plan. It is the intent of these guidelines to both further those objectives and embellish the ones listed below:

1. To provide a quality urban image by encouraging the placement of high quality buildings located to define the street edge.
2. To provide a quality urban image by encouraging a harmonized and complementary landscape treatment throughout the Northeast Quadrant.
3. To provide a quality urban image by encouraging a coordinated effort to improving the streetscape that includes pedestrian oriented furnishings and other appropriate improvements.





4. To provide a safe, pleasant, comfortable and convenient environment supporting all modes of travel including bicycle, pedestrian and vehicular traffic.
5. To minimize views to large parking areas by utilizing appropriate principles of site planning and street edge treatment.
6. To ensure that new development is compatible with existing development while allowing appropriate evolution of this area.

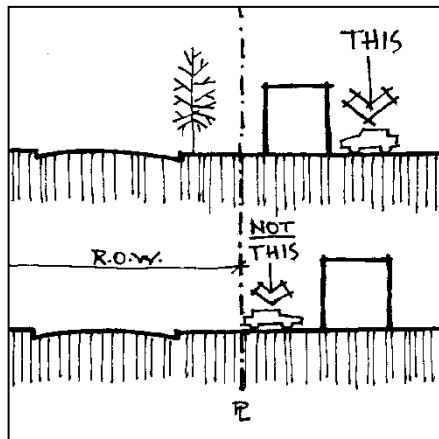
7. To recognize the need for efficient vehicular movement through and within this area including access to individual properties.
8. To recognize and support all efforts to address the stormwater management issues facing this area and to work cooperatively with all agencies towards a suitable resolution of issues.

F1.5 Urban Design Guidelines

The following guidelines have been developed to help meet the above stated objectives.

F1.5.1 Commercial Development Proposals

In reviewing any commercial development proposals fronting Whites Road or Kingston Road:

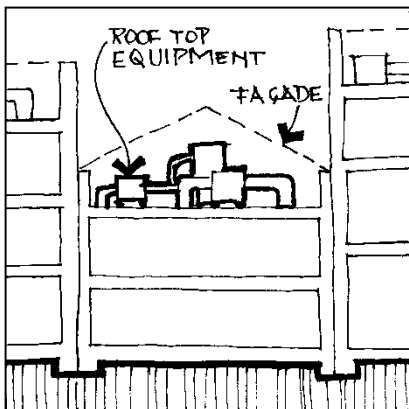
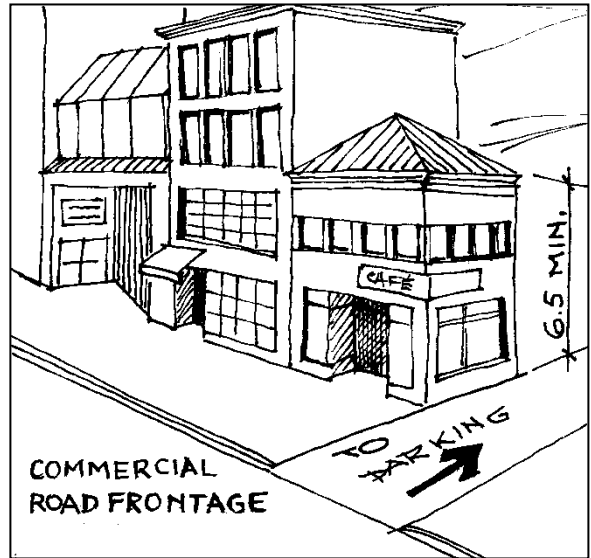


1.0 Building Placement:

- Buildings should be located close to the street with no more than one row of parking between the buildings and the street.
- This will be implemented by the establishment of provisions within the zoning by-law creating a build-to-zone; along Kingston Road 40% of its length will contain the front walls of buildings and 30% of the build-to-zone's length will contain the front walls of buildings along Whites Road. Where the configuration of a property makes this requirement onerous, special considerations can be made.

2.0 Building Appearance:

- Buildings shall be constructed with heights greater than one storey with building height not less than 6.5 metres.
- A minimum amount of functional second storey floor space will be required for each development in the quadrant except for existing or future vehicle dealerships, with a ratio established in each implementing zoning bylaw.
- Development will employ innovative architectural designs utilizing high quality materials to humanize the street, mitigate the effects of traffic, and present an attractive frontage along public roads.
- No blank walls shall be exposed to public right-of-ways.
- Buildings that front the street should be constructed with street level windows and entrances to buildings directly off of the public right-of-way.
- Covered entries in order to provide points of refuge to pedestrians and define entry points shall be provided at all public entrances.
- A minimum of 50% glazing will be required on the façades facing Kingston Road where possible.
- Pedestrian entry doors facing Kingston Road will be required regardless of whether these are the main entry points.

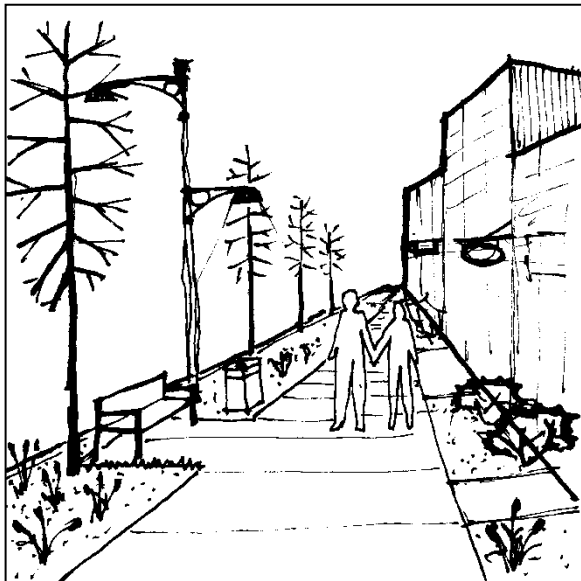
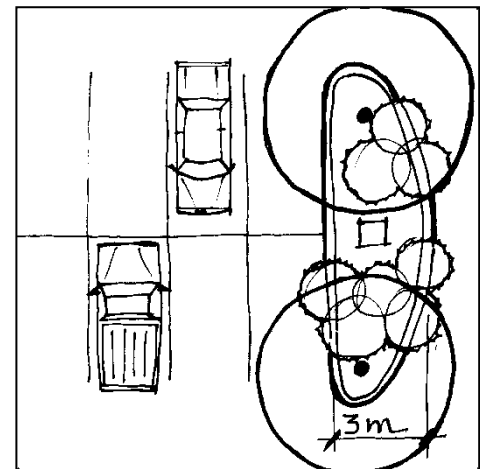
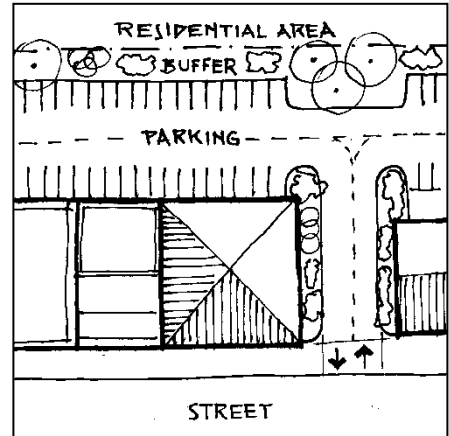


3.0 Rooftop Equipment:

- All mechanical equipment must be adequately screened and all commercial buildings should contain their rooftop mechanical equipment either in small rooftop elements or under roof profiles.

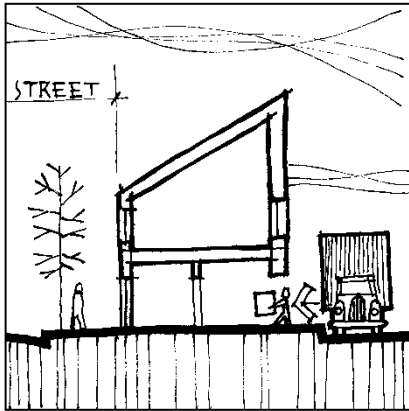
4.0 Parking:

- Parking areas will be required to be attractively buffered from public rights-of-way through the appropriate layout of plant and landscape materials.
- Parking areas shall be set back a minimum of 3.0 metres from adjacent residential development.
- The majority of parking shall be provided at the rear of the site behind the main buildings, and at the side.
- Landscape islands a minimum of 3.0 metres in width shall be required at the ends of each parking row.
- Parking between building façade and streetline is discouraged.
- Where appropriate, bicycle lock ups shall be provided for employees and patrons.



5.0 Road Boulevards:

- The Kingston Road and Whites Road frontage's will be urbanized and landscaped appropriately as part of any development proposal. The City may assist in implementation costs for certain improvement elements.

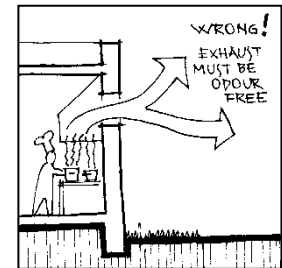


6.0 Loading & Services:

- All loading and service areas should be located away from street frontages and effectively screened.

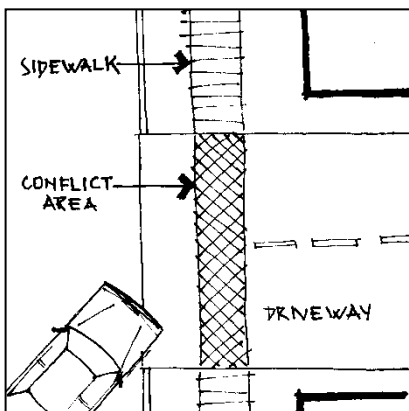
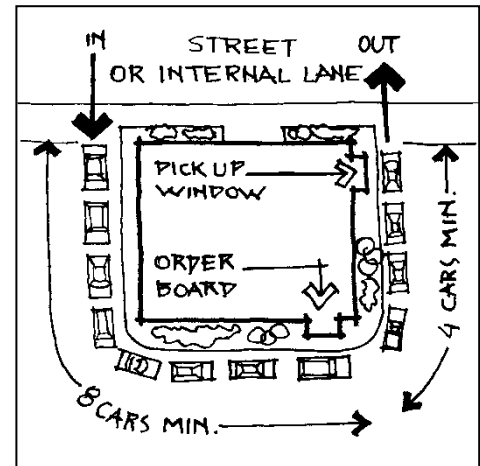
7.0 Odour Control:

- For all restaurant uses, restaurant cooking ventilation systems shall incorporate ecologizer, water wash, ultraviolet or other equivalent odour extraction mechanisms sufficient to ensure that the resulting exhaust is substantially odour free and will not effect surrounding residents.



8.0 Drive-Thru Facilities:

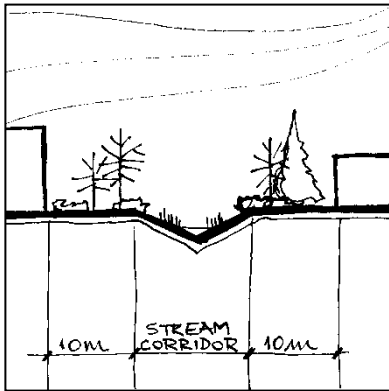
- Drive-thru facilities shall be located such that the pick up window or stacking spaces are not situated between the front wall of a building and Kingston Road or Whites Road.
- Drive-thru facilities should provide a minimum of 8 automobile stacking spaces before the order board and a minimum of 4 automobile staking spaces between the order board and the pick-up window.



9.0 Vehicular Access:

- Driveways and parking areas located between streetline and the front of the building are discouraged.
- Pedestrian and vehicular conflict points should be minimized and pedestrians should be given priority at crossings by treating the ground plane with textured asphalt or pavers.

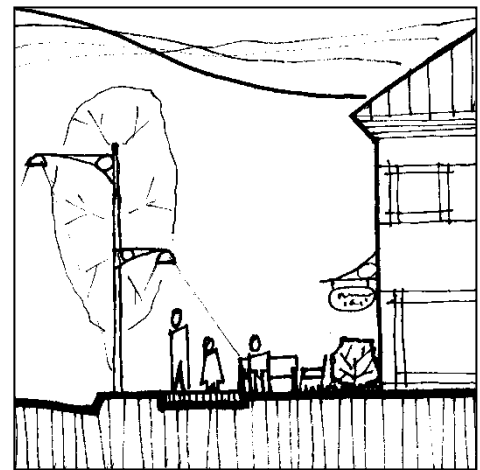
10.0 Conditions Abutting Creek:



- If development precedes the anticipated piping of the Amberlea Creek tributary, no buildings or structures shall be permitted within 10 metres of the stream corridor. If possible, this area adjacent to the creek should be landscaped in a manner that is sensitive to the natural processes of the stream, unless the stream is piped or currently channelized.

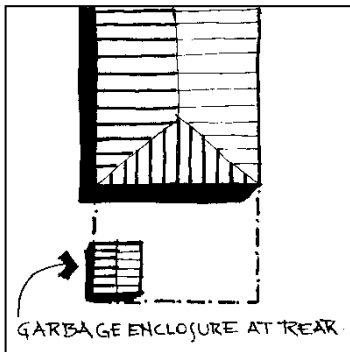
11.0 Pedestrian Environment:

- Clearly articulated pedestrian access from the public right-of-way to the entry of all buildings will be provided.
- Where possible a minimum landscape strip of 3.0 metres will be required along building frontages to allow for comfortable pedestrian circulation and adequate landscaping and site furnishings to be integrated into these areas.
- In large parking areas, landscaped pedestrian walkways shall be provided from the parking area to the main entry.



12.0 Storage:

- Garbage and recycling enclosures for commercial development will be fully enclosed in roofed structures and located towards the rear of the properties.



- Garbage and recycling enclosures will be required to be constructed of materials matching or complementary to that of the buildings.
- Garbage and recycling storage can also be handled interior to the building itself.
- No outdoor storage shall be permitted.

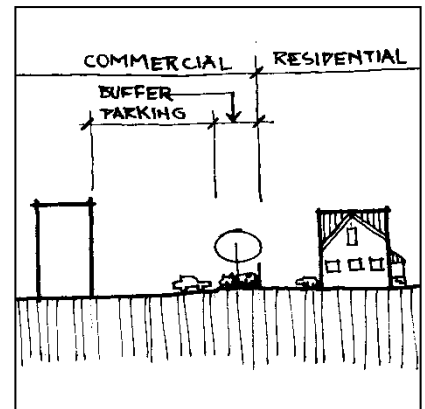
13.0 Landscaping:

- All areas not required for building, storage, servicing, or parking shall be landscaped.
- Front yard landscape areas should be maximized by minimizing access points and reducing the amount of paved area at the front of buildings.
- A continuous landscape connection between the building front and the street boulevard is preferred.
- Berms are not considered appropriate along the frontage of a commercial property.
- As the percentage of front yard landscaping decreases the intensity and quality of landscaping throughout the site shall increase.



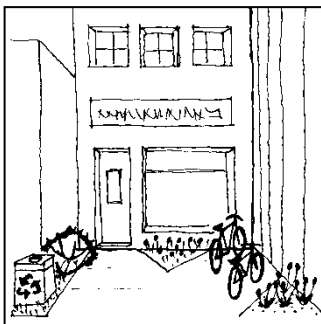
14.0 Buffers:

- Adequate and attractive buffering between commercial and residential development shall be required; landscape elements including fencing may be utilized.

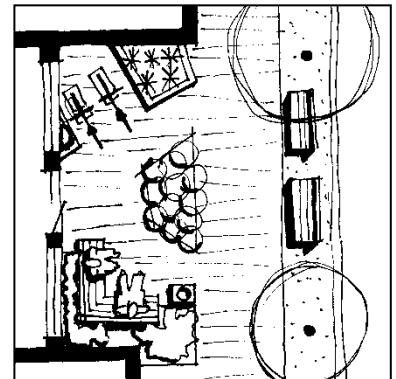


15.0 Site Furniture:

- Bicycle lock-up areas and trash receptacles will be integrated into development sites in convenient locations and shown on site plans.

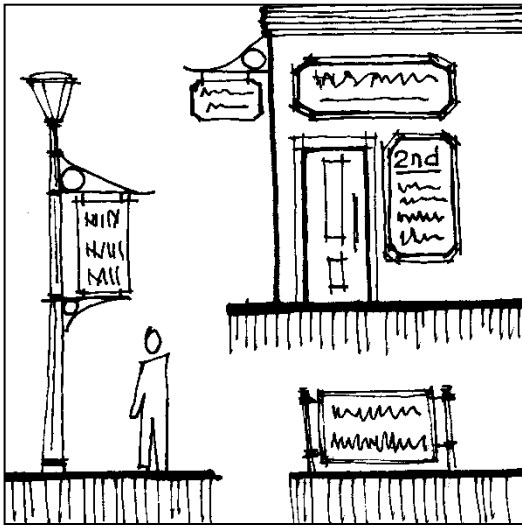


- Attractive exterior seating areas or courtyards that include benches, bicycle lock-ups and garbage receptacles, and that are safely removed from vehicular routes, will be encouraged.



16.0 Signage:

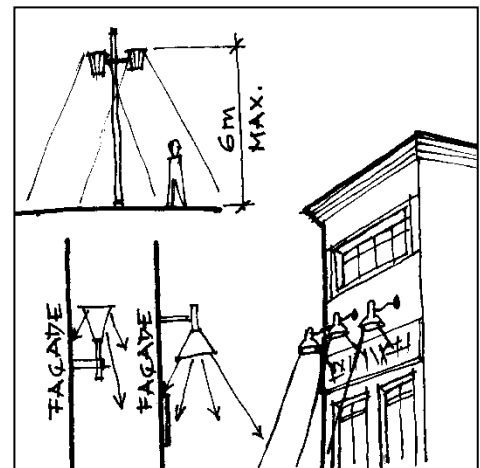
- Site plan applications should identify sign details including location and size.



- Fascia signs should be designed to be integral with the buildings façade.
- Signage for second storey businesses should be located on a sign directory near the main entry.
- Ground signs are preferred over pole or pylon signs.

17.0 Lighting:

- Lighting design should complement the design of the development.
- Exterior lighting shall not spill over onto adjacent properties or streets.
- Lighting shall be downcast to avoid excessive light pollution.
- Lighting and light standards in public areas including parking lots should relate to the pedestrian and be limited to a height of 6.0 metres.



18.0 Tree Preservation:

- Established trees that provide significant buffering or aesthetic contributions to the neighbourhood should be considered for preservation and protected during construction. Tree preservation details will be required to be submitted for the City's review.

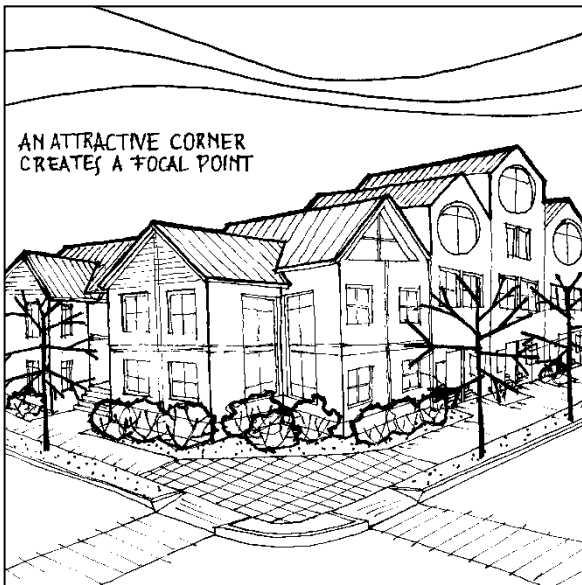
19.0 'Former' Dunbarton School Site and Lands to East

- Any buildings located in the northern portion of the sites shall include a treatment of the north facing façade that presents a building face to Sheppard Avenue that reflects a residential character.

F1.5.2 Residential Development Proposals

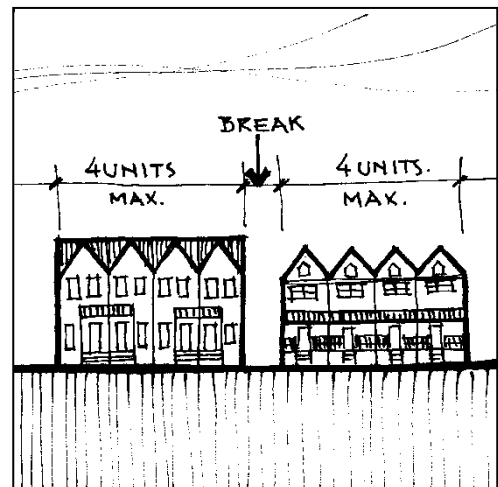
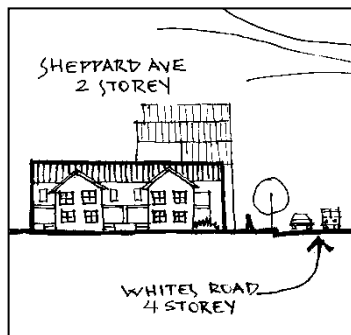
In reviewing residential development proposals:

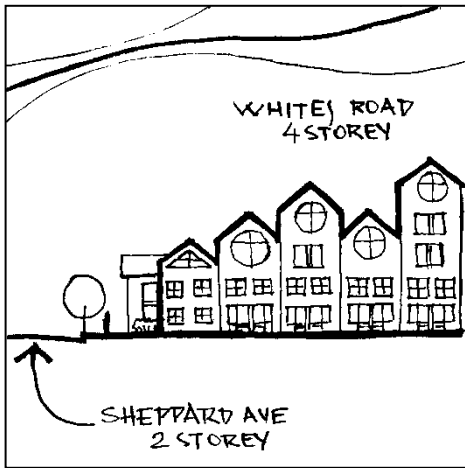
1. For the proposed residential development, at the south-east corner of Whites Road and Sheppard Avenue, buildings shall be located close to the street, with parking provided at the rear.
2. New residential development shall be integrated into the area in a manner that is both respectful of the character of the existing neighborhood and serves as an interface between this area and the surrounding lands.



3. The south-east corner of Sheppard Avenue and Whites Road shall act as a transition area between the higher buildings on Whites Road and the lower buildings on Sheppard Avenue. This corner should be treated as an important focal point, and include landscape and hardscape treatment to create an identifiable amenity area, preferably including pedestrian connections into the site.

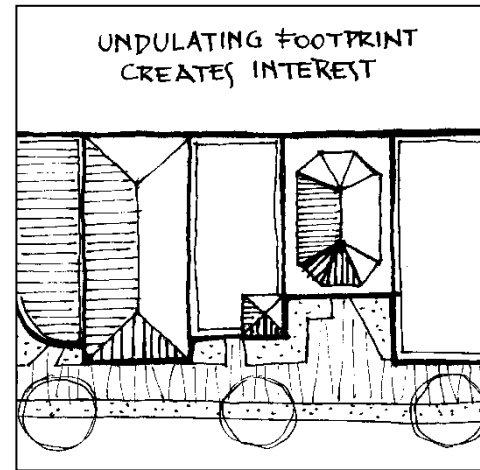
4. New residential development along Sheppard Avenue shall include no more than four units that are attached before providing a break between building masses.
5. The height of residential units along Sheppard Avenue shall be restricted to two storeys on the front elevation facing Sheppard Avenue, and shall include façades that are mostly brick on all sides facing the public right of way.





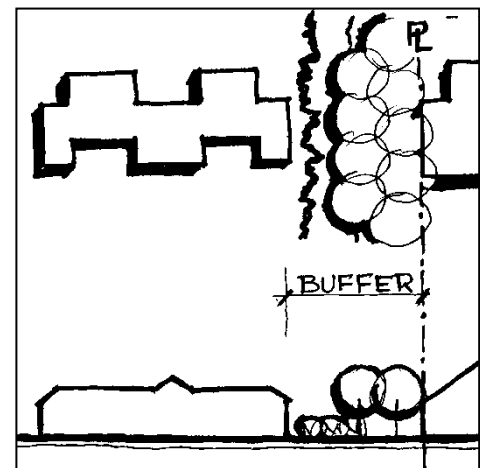
6. New residential development along Whites Road shall be a minimum four functional storeys on the side of the building facing Whites Road, and of mostly brick façades on all sides facing the public right-of-way.

7. Architectural detailing and stepping the footprint of the front and rear façades shall be utilized to avoid the appearance of long flat walls.



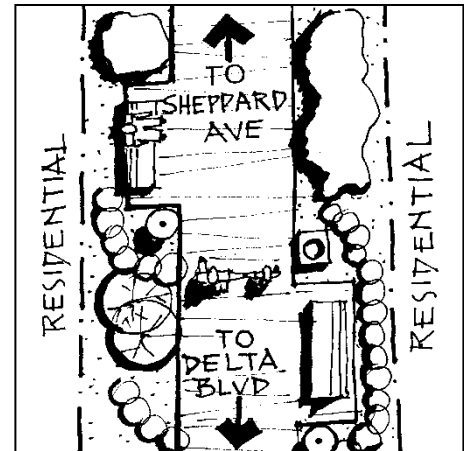
8. A new sidewalk shall be constructed along the south side of Sheppard Avenue.

9. A vegetative buffer and a generous sideyard width will be required along the eastern property line separating any proposed residential development at the south-east corner of Whites Road and Sheppard Avenue from the existing neighbourhood. In addition, appropriate “transitional” design strategies will be explored between any development on property owned by the City in 2002 and the existing low-density development to the east and north.



10. Attractive and appropriate landscaping will be required both on the perimeters of the development facing the streets and interior to the site.

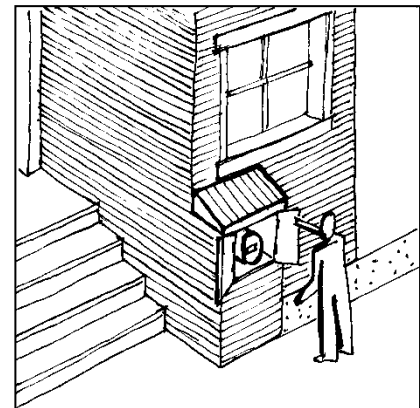
11. A publicly-accessible pedestrian link, which runs north south from the end of Delta Blvd connecting to the sidewalk on the south side of Sheppard Avenue, which includes up-graded landscape treatment and a minimum 2.0 metre wide sidewalk, shall be included as an easement for pedestrian access granted to the City.



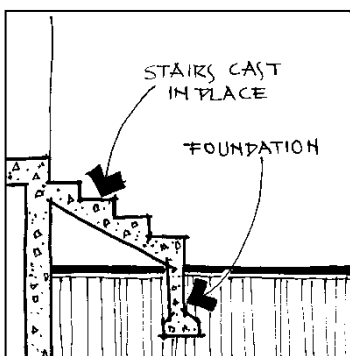
12. Allowance for comfortable and convenient pedestrian movement from areas north and west of this location to destinations to the south shall be integrated into the site layout.

13. If development precedes the anticipated piping of the Amberlea Creek tributary, no buildings or structures shall be permitted within 10 metres of the stream corridor. If possible, this area adjacent to the creek should be landscaped in a manner that is sensitive to the natural processes of the stream, unless the stream is piped.

14. Any building mounted utility boxes including telephone and hydro shall be enclosed within or behind a screening device, which generally matches the materials used in the building façade construction.



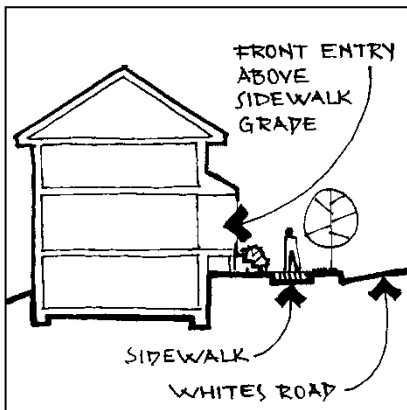
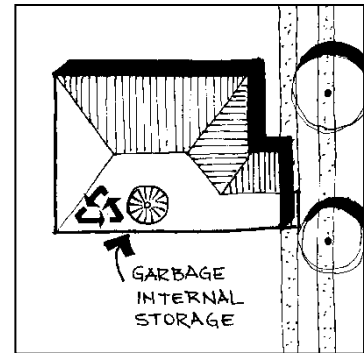
15. Any free standing utility boxes including hydro, telephone, etc. shall be enclosed within screening devices designed to match or complement the buildings.



16. All stairs, which are required on building facades, shall be cast in place and not pre-cast units.

17. The grade of the site along the Whites Road frontage shall be raised so that any proposed dwelling's front entry is at or above the grade of the sidewalk on Whites Road.

- 18. Garbage and recyclable material shall be handled internally within each dwelling unit (including its garage), and not within separate buildings or centralized areas.
- 19. Lighting design should complement the design of the development, shall not spill over into adjacent properties or streets, and shall be downcast to avoid excessive light pollution.



- 20. For residential development along Whites Road and Sheppard Avenue, the front entrance will face the public streets.

F1.6 Transportation

The three primary roads surrounding the Quadrant are Kingston Road, Whites Road and Sheppard Avenue. All are arterial roads that perform an important traffic function in the City. As lands are developed along these roads, this function must be maintained. Accordingly, the number and spacing of new access points to Kingston Road, Whites Road and Sheppard Avenue will be carefully reviewed by City and/or Regional staff. However, no through-road is permitted to connect Delta Boulevard to Sheppard Avenue or the Highway 401 westbound on/off ramp to Sheppard Avenue.

It is anticipated that Kingston Road and Whites Road will be widened to six lanes plus auxiliary turn lanes in the future, and upgraded to standard urban cross-sections with curbs, gutters and sidewalks. Further, the City acknowledges and advises landowners and developers that remaining access locations along Kingston Road and Whites Road are under the sole jurisdiction of the Region of Durham, and access permissions may change over time from full access to restricted access as traffic and safety conditions warrant.

A single access onto Sheppard Avenue from the new residential development, located at the south-east corner of Whites Road and Sheppard Avenue, is supported. Despite the access restrictions to Sheppard Avenue shown on Figure 1, Access Concept, for any new residential development proposals located along Sheppard Avenue east of the residential development proposed at the south-east corner of Whites Road and Sheppard Avenue, the City will consider permitting selected additional accesses.

The City will support all opportunities for shared access from abutting private property to public streets as well as coordinated internal access, between private properties, and will require the granting of easements in favour of neighbouring landowners and/or the City if deemed necessary.

F 1.7 Stormwater

The Amberlea Creek Northeast Quadrant – Assessment of Alternatives study, prepared by Schollen & Company Inc., identifies an option for a storm sewer extension of the existing system south of Sheppard Avenue to the Highway 401 westbound on/off ramp. The City supports the piping of the existing tributary of Amberlea Creek, which traverses the Northeast Quadrant, as an integral component of a stormwater management system that includes a storm sewer system and a stormwater management pond. The stormwater facility is required to control both quality and quantity stormwater. A substantial net benefit to the downstream environment must be demonstrated in order to warrant consideration of piping the tributary.

If a stormwater management facility is approved, the City will be requiring proponents of development applications within the Northeast Quadrant and lands currently draining into the reach of the Amberlea Creek tributary to pay a proportionate share for the detailed design work and costs of piping the creek, in addition to a share of the total cost of implementation of the proposed Amberlea Creek stormwater management pond.

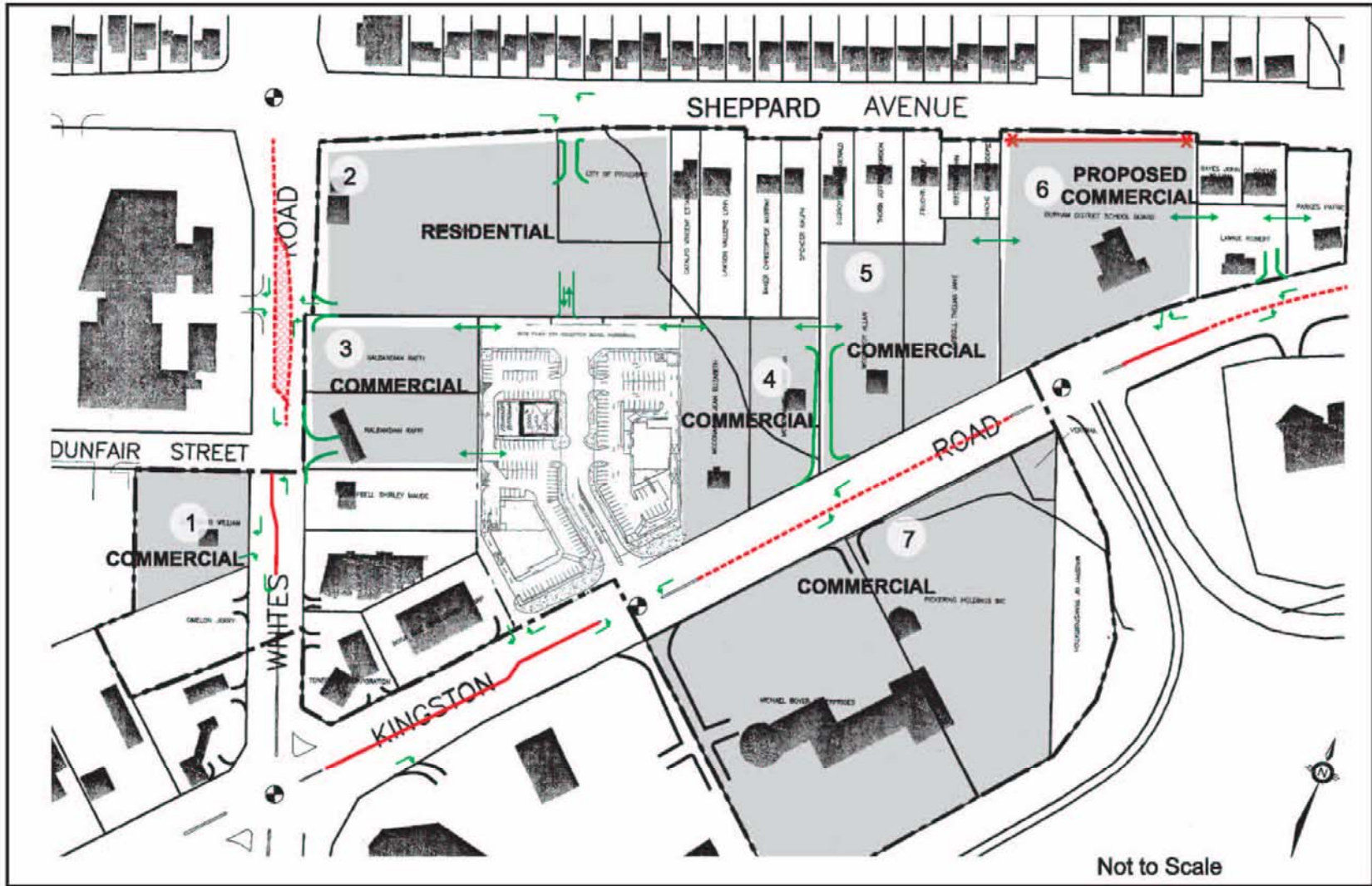
In the event that approvals are not granted for a stormwater pond, or development proceeds ahead of construction of the pond, developers will be required to install quality and quantity control devices and to enter into agreements with the City to cost-share future stormwater works. Further, in the event approvals from the Toronto Region Conservation Authority, Ministry of Natural Resources, and the Department of Fisheries are not granted to pipe the creek, the landowners shall be required to maintain the Creek with appropriate setbacks.

F 1.8 Implementation

Council and City staff shall implement the appropriate components of the Northeast Quadrant Development Guidelines in the review of all land use applications in the Quadrant and through zoning by-law performance standards. Accordingly, to ensure that proponents have considered this Guideline in the preparation of any major land use application and to assist the City's review, a statement of how the proposal will achieve the intent of the Northeast Quadrant Development Guidelines will be required to be submitted to the City, prior to the City's consideration of an application for site plan approval.

All building permit applications will also be reviewed in the context of these development guidelines including any corresponding Siting and Architectural Design Statements.

Developers or property owners will be required to contribute to the costs of completing the Review of the Northeast Quadrant Guidelines including the transportation, environmental/stormwater and urban design components. Costs will be adjusted annually based on the Southam Construction Index.



Legend

- Future Development
- Site Reference Number
- Existing Traffic Signal

- Wide Median (±3m)/ Pedestrian Refuge
- Possible Gated Access
- Proposed Raised Median
- Possible Vehicular Access

- No Access
 - Right Turns Only
 - Left Turns / All Moves Access
 - Possible Future Median
- (Subject to discretion of Durham Region, re traffic operations / safety monitoring)

Access Concept F
September, 2002

