

Specialty Retailing Node Development Guidelines – Table of Contents

Section	Page	
I1.1	General Description	1
I1.2	Design Objectives	1
I1.3	Range of Uses	3
I1.4	Development Standards	5
	I1.4.1	5
	I1.4.2	7
	I1.4.3	7
	I1.4.4	8
	I1.4.5	8
	I1.4.6	8
I1.5	Brock Road Modifications	9
I1.6	Detailed Design Precincts	9
	I1.6.1	9
	I1.6.2	12
I1.7	Implementation	15
 Tables and Figures		
Table 1: Zoning Strategy for Permissible Uses in Specialty Retailing Node		4
Figure A: Proposed Brock Road Cross-Section		9
Figure B: Eastern Edge Buffer Detail		11
Figure C: North Precinct Tertiary Plan		16
Figure D: South Precinct Tertiary Plan		17

The Regional Node 2 Development Guidelines were adopted by Pickering Council on May 10, 1999 and were revised and renamed the Specialty Retailing Node Development Guidelines on September 17, 2002 and further revised on November 21, 2011.

Note: Associated Zoning By-law 7176/11 that rezones land in the South Precinct, was appealed to the Ontario Municipal Board on December 20, 2011 (OMB File No. PL120005).

Specialty Retailing Node Development Guidelines

11.1 General Description

Specialty Retailing Node comprises about 38 hectares of land, situated in the Village East Neighbourhood. It is bounded by Brock Road to the west, Highway 401 to the south, low density residential subdivisions to the east, and retail commercial developments fronting onto Kingston Road to the north. Pickering Parkway generally bisects the Node, in an east-west direction.

Currently, there are several large developments within the Node. These include the First Simcha Shopping Centre, (located in the middle of the Node and extending northward) containing a floor area of about 49,000 m², the Pickering Home and Leisure Centre (located towards the south end of the Node), containing a floor area of about 31,000 m², and Canadian Tire (located at the south-east corner of Brock Road and Pickering Parkway containing a floor area of approximately 8,000 m²).

The Pickering Official Plan describes Specialty Retailing Node as having a strategic location adjacent to the Highway 401/Brock Road interchange. The Official Plan explains that the Node is intended for specialty retailing serving a broad regional market. The Plan further describes that major retail uses may be permissible in a manner that is complementary to the Downtown Core, and that residential uses may also be permissible (see section 3.7 of the Official Plan).

A Detailed Review of these lands was undertaken, and Development Guidelines prepared as set out in section 11.2 of the Pickering Official Plan. The Detailed Review helps bridge the gap between official plan policy and zoning by-laws. The resulting Development Guidelines assist Council in the review of development proposals (including site plans), and the preparation of zoning by-laws.

At this time, no landowners are seeking a residential component to their developments. Consequently, these Guidelines do not address the requirement of section 11.11(d) of the Pickering Official Plan.

11.2 Design Objectives

The design objectives build on Chapters 9 and 13 of the Pickering Official Plan. These Chapters, entitled “Community Design” and “Detailed Design Considerations”, respectively, provide guidance for the development and redevelopment of lands within the City, including Specialty Retailing Node. Of particular relevance to Specialty Retailing Node lands, are the community design objectives relating to context, permeability, places versus buildings, and building adaptability. These objectives are:

- encouraging developments that are designed to fit their contexts by considering the mix of uses, and the massing, height, scale, architectural style and details of existing, adjacent buildings;

- encouraging the design of road patterns, buildings, and spaces between them in a manner that supports an efficient public transit system, and makes it easy for both pedestrians and vehicles to move about in a variety of directions;
- encouraging developments that create spaces between and along buildings that are of high architectural and landscape quality, and contribute to and enhance the overall quality of Pickering's public realm; and
- encouraging the siting and design of buildings, and the relationships between buildings and places so that they can be used for a variety of purposes, and are capable of adapting over time to changing circumstances and opportunities.

Some of the detailed design considerations that are key for development in Specialty Retailing Node are contained in the Official Plan Chapter 13 sections on development and subdivision design, streetscapes, human scale, and design of buildings. Some of these include:

- encouraging built forms, massing, and architectural details that create cohesive and unified development, and are architecturally compatible with each other and the surrounding area;
- encouraging major aisles that generally align on a grid or modified grid pattern in order to create development blocks appropriately sized for their intended uses and possible future uses;
- encouraging designs that present continuous building façades along major streets and express design elements such as floor and ceiling levels, window heights, columns, and internal divisions to assist in defining human scale and providing visual interest;
- encouraging the height, form, massing, and articulation of the façade of new buildings to reflect its "position" or significance on the street (for example, designing a building that capitalizes on special opportunities provided at street corners or at the end of a view corridor); and
- discouraging the placement of building functions, which do not directly support public activities, such as loading bays, utility rooms, and other building mechanical features (e.g. exhaust grills) from being located on building façades adjacent to streets.

In applying these, and the other design objectives and considerations, the resulting design characteristics should recognize the prominence of this strategic location within the City.

11.3 Range of Uses

As discussed previously, the Pickering Official Plan envisions the Specialty Retailing Node as an area for large format specialty retailing Node serving a broad regional market, and wherein major retail uses are permissible in a manner that is complementary to the Downtown Core.

Table 5 of the Official Plan lists the permissible uses for the Specialty Retailing Node. The table also indicates that any restrictions and limitations that may be placed on permissible uses will be detailed in a zoning by-law. To provide guidance in the preparation of those by-laws, Table 1 below lists the permissible uses, and identifies zoning strategies for each use. Uses permitted by existing zoning by-laws within the Node are not affected by Table 1.

The actual provisions included in an implementing zoning by-law will depend on the specifics of individual applications, and the results of any retail impact studies that may be required (see sections 3.6(g) (i) and 15.14 of the Pickering Official Plan). All permissible uses are subject to site specific zoning.

Table 1: Zoning Strategy for Permissible Uses in Specialty Retailing Node

Permissible Uses in Specialty Retailing Node	Zoning Strategy
Hotels	<ul style="list-style-type: none"> • permit throughout Node • possible height restrictions if proposed close to residential areas
Large format retailers	<ul style="list-style-type: none"> • establish a minimum floor area per unit • minimum floor area per unit may vary by type of merchandise • may include within a maximum aggregate floor area
Large format food stores	<ul style="list-style-type: none"> • establish a minimum floor area • may include within a maximum aggregate floor area
Large format discount stores	<ul style="list-style-type: none"> • establish a minimum floor area • possible limit on number • may include within a maximum aggregate floor area
Retail warehouses, membership clubs	<ul style="list-style-type: none"> • establish a minimum floor area • possible limit on number • may include within a maximum aggregate floor area
Theme and/or specialty retailers	<ul style="list-style-type: none"> • establish a minimum floor area • only specific retail sectors will be permitted • may include within a maximum aggregate floor area
Automotive uses	<ul style="list-style-type: none"> • locationally sensitive • may include within a maximum aggregate floor area
Ancillary retailing of other goods and services including restaurants	<ul style="list-style-type: none"> • selective application • may be permitted within principal uses, and/or freestanding in certain circumstances • restaurants permitted throughout Node with possible cap on aggregate floor area • may include within a maximum aggregate floor area
Limited offices	<ul style="list-style-type: none"> • maximum aggregate floor area • may include within a maximum aggregate floor area
Community, cultural, and recreational uses	<ul style="list-style-type: none"> • recreational uses permitted throughout Node • other uses permissible only on case-by-case basis considering compatibility • outdoor facilities not permitted
Limited residential development, at higher densities	<ul style="list-style-type: none"> • subject to comprehensive review and amendment to these guidelines

11.4 Development Standards

This section of the development guideline provides general direction for the design of sites within the Node. Section 11.6 – Detailed Design Precincts, provides detailed direction to discreet areas within the Node.

11.4.1 Building Design

In order to ensure that Specialty Retailing Node evolves in a manner that befits its prominent location, emphasis must be placed on creating a highly visible, attractive and active atmosphere. The intended function of the Node does not contemplate a single, enclosed shopping centre, therefore, it is important that new development, and redevelopment, present a cohesive image such that there is similar massing and shared design elements among buildings in close proximity. From an individual perspective, buildings should project an image that is inviting to patrons, employees, and those who pass by. Both interests can be achieved through an emphasis on building location and orientation, fenestration, massing, aesthetics, and exterior amenities.

Location and Orientation

As a first priority, new buildings should be located close to public roads. In addition, or as an alternative, building locations adjacent to main traffic aisles will be encouraged. The locations of buildings, the relationships between them, and the design of spaces between them should facilitate and minimize walking distances, and prevent isolated, seemingly disorganized buildings within an expanse of parking.

New buildings should be oriented such that they present public edges towards public roads, main traffic aisles, and primary parking areas. Public edges are identified by the appearance of entrances, signage, and ample fenestration. The principle entrance of a building should be clearly identifiable and accessible from the primary frontage.

Extensive blank façades should not be exposed to public streets.

Fenestration

Window openings promote visibility and a better sense of activity and public safety. Accordingly, a significant portion of public edges should include windows placed at eye level to see into the building – especially those that face public roads.

Because of the important function windows provide, they should not be completely obscured with advertising. In some cases, display windows could be appropriate.

Massing

Building heights should be established on a contextual basis, with the lowest heights near abutting residential areas. Buildings adjacent to public roads are to be a minimum of two-storeys. Development near Brock Road should assist in framing the street, and provide the greatest building mass with heights of up to eight-storeys.

New buildings with long façades should be massed and articulated by significant design elements including texture, punctuation, canopies, and the vertical expression of structural bays so that the scale of larger buildings does not overwhelm streetscapes.

Aesthetics

Public edges/building faces should receive finished exterior cladding utilizing a variety of materials, colours, and exterior treatments. Changes in materials along building elevations should generally only occur at the building's corners. Selection of materials should be considered contextually. Garish colour schemes are to be avoided.

Building entrances should be accented so as to be clearly demarcated, with direct access to parking areas.

Innovative or unique rooflines are encouraged. The roofscape should be an integral part of the design with respect to form, materials, and colour. Rooftop mechanical units, flues, and vents should be organized and screened from all views.

Loading, service, and refuse areas should not be exposed to public streets, main traffic aisles, or primary parking areas. They should be consolidated and screened from view.

Refuse areas must be within fully enclosed structures, and provide for waste recycling facilities. Transformer units are to be integrated within the main building. If this is not possible due to safety reasons, the unit should not be exposed to public streets, main traffic aisles, or primary parking areas.

Outdoor storage and display of materials is generally not permitted. However, limited contained outdoor storage may be considered for such accessory uses as a garden centre, providing it can maintain the other design objectives for the Node. Preferably, it shall be located away from public streets. Where such limited contained storage is proposed in proximity of public streets, significant and high quality landscaping, screening, and detailing will be required to screen the material and replicate the appearance of a built streetscape.

Exterior Amenities

Buildings should provide overhangs at outdoor pedestrian areas and building entrances. They can be used for weather protection and/or as a decorative feature of the building façade along public edges. Typical measures are cantilevers, arcades, awnings, colonnades, and canopies.

Access from sidewalks and other public open areas to the building should be convenient and direct, with minimal changes in grade.

Convenient, safe, and secure bicycle parking should be provided for employees and customers adjacent to front doors, where possible.

11.4.2 Coordinated Site Design

Individual sites and properties within the Specialty Retailing Node are typically large and well-suited to shared access points, integrated traffic isles, and common service lands (i.e. delivery areas, refuse containment, and electrical transformers). Therefore, developers of new projects within close proximity to one-another should explore opportunities to share parking, service, and refuse storage areas, as well as access to these areas.

When coordinating such efforts, site designs should also account for the following matters:

- access points should be consolidated, organized, and clearly marked so as to minimize pedestrian, bicycle, and auto traffic conflicts;
- fire and emergency vehicle routes should be considered and clearly marked;
- the siting and relationship of buildings should allow for evolution of the site;
- main aisles should be carefully integrated with the buildings to create a logical and orderly site design;
- in areas of public accessibility, street furniture, lighting, paving, and landscaping should be of a high standard; and
- public seating should be provided near the front entrance to buildings, at transit stops, and in other appropriate landscaped areas.

11.4.3 Parking

As discussed previously, Specialty Retailing Node is intended to serve a broad regional market. Given this focus, surface parking will be the most practical manner to accommodate the large parking supply anticipated to be required for this area. As the Node evolves, a range of parking options may be explored, including shared, rooftop, multi-level, and underground.

Parking lots should be designed to be equally pedestrian and vehicular oriented, with direct pedestrian routes provided through parking areas and across the site to other destinations, where necessary.

The site design should minimize large expanses of parking adjacent to public streets. In other locations of the site where large parking areas are being provided, the areas for parking should be broken up. This can be achieved by providing a grid of trees on islands in the parking lot with landscaped areas, sidewalks, cart corrals, or customer loading areas adjacent to buildings. It can also be achieved through the placement of landscaped islands at the end of the double rows of parking bays (adjacent to main traffic aisles). These islands should have a concrete curb and be 1.5 to 3.5 metres in width to allow for healthy tree growth.

Visual amenities within parking lots should include generous landscaping, and lighting at appropriate levels for cars and pedestrians without compromising safety or over-illuminating the entire area. Where limited parking is permitted to locate adjacent to sidewalks, the area should be designed to screen parked cars from public sidewalks through the use of: low, dense planting; a low wall; trees; berms; or a combination of the above.

Driving aisles and vehicular access routes within large sites should be designed considering their relationship with the buildings. In addition, they should be designed as extensions of the public realm, with connections to adjacent roads and routes, pedestrian sidewalks connecting to public sidewalks, curbs, pavers, street furniture, and planting.

11.4.4 Pedestrian Accessibility

Internal sidewalks and pedestrian connections shall be established through the site as well as to and from main entrances. Where such connections are located within the parking areas, they shall principally be located along the main aisles. Where these connections contain trees, the trees should be offset to the side of the walkway. Adjacent to buildings in primary entrance locations, there shall be extra-wide sidewalks, and customer amenity areas to facilitate mingling of pedestrians, and passenger pick-up and drop-off areas.

11.4.5 Signage

A creative and innovative approach to signage is encouraged.

Signage affixed to buildings should be incorporated into the building design. If stand-alone signs are used, they should be incorporated into the landscaping (within medians, sodded areas, etc.).

Directional signage is encouraged to provide information such as location of entrances, exists, customer pick-up areas, handicapped parking areas, and loading zones.

Signage should be illuminated in a manner that will avoid excessive illumination.

Clearance from the Ministry of Transportation is required for signs on lands near and adjacent to Highway 401 and the Brock Road interchange.

11.4.6 Lighting

Site illumination for parking areas should focus light on the ground to prevent light shining into neighbouring residential windows, and excessive illumination of the sky.

Lighting should also be provided at a pedestrian scale to indicate all pedestrian routes on the site, and can be mounted on building walls, overhangs, or poles at approximately 4.0 metres above grade. In addition, lighting should be provided for remote or secluded areas.

Lighting should be established using a theme or co-ordinated approach through major development blocks (i.e. within precincts and/or large properties that can accommodate several buildings).

All streetlights will require upgrading to City standards for those areas of Pickering Parkway not currently at the appropriate standard.

11.5 Brock Road Modifications

Functional and aesthetic modifications are required along Brock Road between the Kingston Road intersection and the Highway 401 Interchange. Typically as a condition of development, or through other initiatives, agreements will be required between the Region of Durham and the proponent, and possibly other parties, that specify cost-sharing, land exchanges, detailed engineering plans, location of traffic signals, and timing of construction. Modifications may occur in an incremental manner, and the staging of these modifications shall be to the satisfaction of the Region of Durham and the City of Pickering.

In the preparation of detailed engineering designs for the functional improvements to Brock Road, consideration should also be given to the provision of:

- sidewalks on each side;
- bus bays and transit shelters on each side;
- urbanized boulevards with appropriate landscaping;
- west boulevard improvements that provide suitable buffering to abutting residential areas, such as small berms, landscaping, sidewalks, etc.;
- raised medians with an enhanced surface treatment (i.e. interlocking brick, sod, planters, etc.);
- pedestrian refuges within the cross-section at appropriate locations; and
- provision of cycling lanes, where practical.

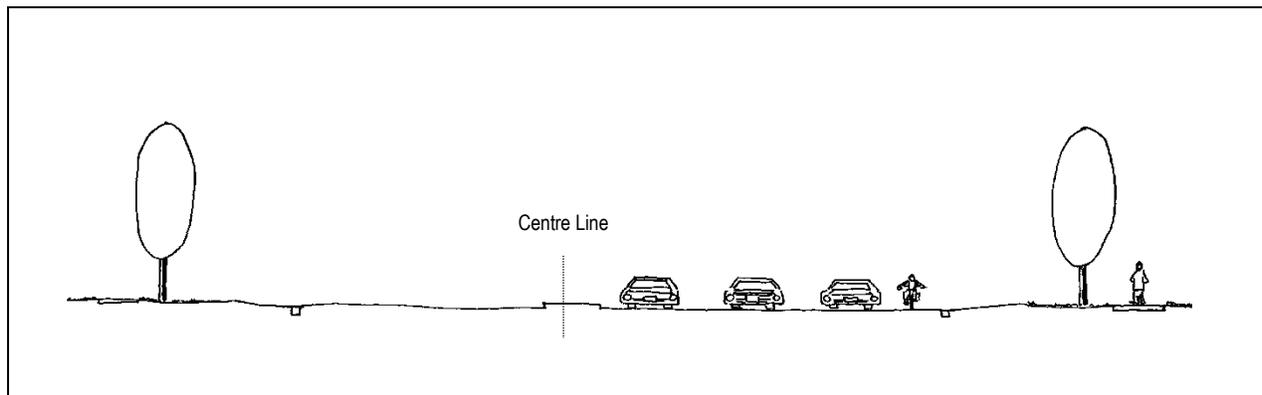


Figure A: Proposed Brock Road Cross-Section (36 m ROW min.)

11.6 Detailed Design Precincts

Specialty Retailing Node has been divided into distinct precincts, and the following sections provide guidance for specific areas. Additional detailed design precincts may be added through Council amendments to the development guidelines.

11.6.1 North Precinct

The North Precinct consists of all lands within the Specialty Retailing Node north of Pickering Parkway. A North Precinct Tertiary Plan has been prepared to illustrate the more pertinent aspects of design within the area. When considering development/redevelopment proposals for the North Precinct, the following detailed design elements (identified on the tertiary plan), should be considered in addition to the generic development standards of section 11.4.

View Corridor

At least one entry point to the First Simcha Shopping Centre should be a focal point for the building, and terminate views from Brock Road (a potential view corridor is identified on the tertiary plan). The entry point should feature an enhanced level of architectural detail, landscape quality and appropriate signage. Other major entry lanes and traffic aisles should also form view corridors and be terminated by appropriate features.

Primary Driving Aisles

The primary driving aisles identified on the tertiary plan form the basis of a modified grid pattern within the precinct. They should be thought of as “public streets” and include sidewalks and landscaped boulevards. Additional driving aisles should expand upon this grid.

Access Points

Access points to Brock Road and Pickering Parkway are conceptually identified as “full” and “partial” intersections. A “full” intersection will be signalized and permit full turning movements. Turning movements at a “partial” intersection may be limited, and they are usually not signalized. The functional aspects of the access points and their precise locations are subject to the approval of the Region of Durham and the City of Pickering.

Alternative access points must be approved by the City of Pickering (for Pickering Parkway), and the Region of Durham (for Brock Road). No vehicular access will be permitted to local roads that abut the eastern edge of the Precinct.

Build-to Zone

Several sections within this guideline emphasize the desirability of locating new buildings near public roads and major driving aisles. Accordingly, build-to zones have been identified to illustrate this “preference”.

Build-to zones will be incorporated into implementing zoning by-laws. By-law provisions will require that, over time, a significant portion of the individual build-to zone is occupied with a building face. If buildings are proposed outside of the build-to zones, it must be demonstrated that their placement in the proposed locations will not prejudice opportunities for the construction of other buildings within build-to zones.

Boundary Area

An area along the eastern extent of the North Precinct is identified as requiring special landscaping treatment to buffer the abutting residential community. Rear yards, public roads, and parks all abut the Node, so various transitional treatments should be considered through site design. For rear yard conditions, substantial buffering is required, such as that illustrated below.

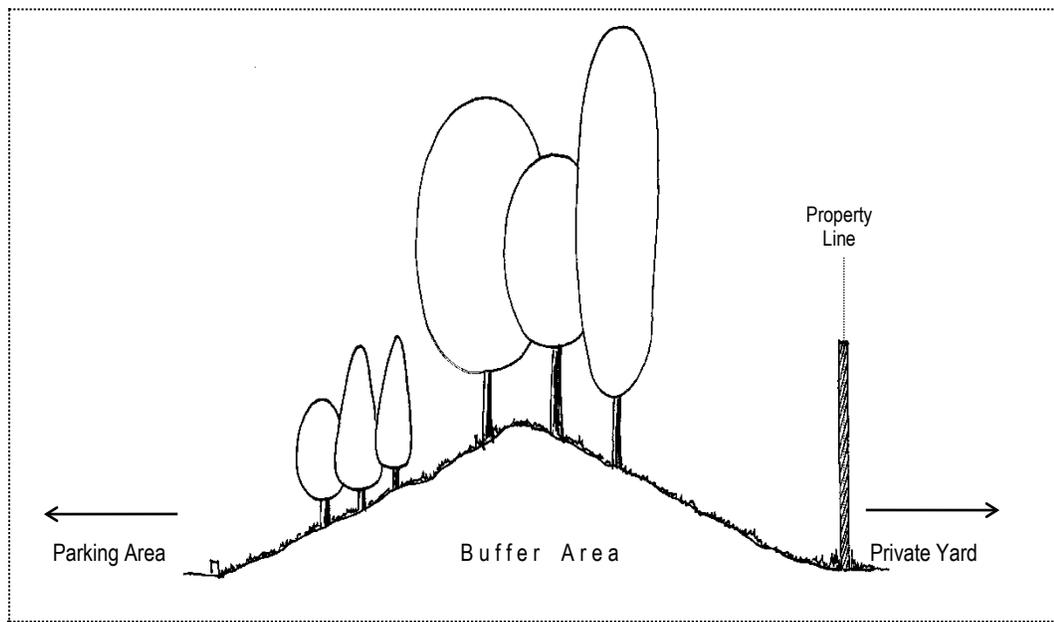


Figure B: Eastern Edge Buffer Detail

The buffer is approximately 8 metres wide, with a privacy fence along the shared property lines, and a landscaped berm within the buffer.

Special Design Requirements

Any building located at the north-west corner of the precinct will be highly visible from the intersection of Brock Road and Kingston Road. Any portion of a building visible from this prominent intersection (both the north and western façades), should terminate the view in an appropriate manner through architectural detailing, and possibly through signage. Loading bays, refuse containers, and other service facilities will not be permitted in this area if they are visible from the intersection of Brock Road and Kingston Road.

Other Detailed Design Interests

In addition to the design interest identified on the tertiary plan, a few miscellaneous matters are applicable:

- to ensure public visibility, safety, and animation, main entry points for new buildings should be located in a manner such that they are visible from Brock Road;
- any illumination for parking areas at the eastern end of the precinct must be shielded such that the lighting does not intrude into the adjacent residential area;
- a prominent masthead sign identifying the First Simcha Shopping Centre, and other directional signs, shall be provided;
- loading, service, and refuse areas should not be visible from Brock Road, high public use areas or traffic aisles, or principle parking areas.

11.6.2 South Precinct

The South Precinct consists of all the lands within the Specialty Retailing Node that are located south of Pickering Parkway and east and south of the Canadian Tire property at the southeast corner of Brock Road and Pickering Parkway. The Canadian Tire lands may be added to this precinct, or as a separate precinct, at a future date through a further Council amendment.

A tertiary plan has been prepared to provide guidance for the overall design and architectural and landscape treatment within the precinct. Development and redevelopment proposals will have consideration for the following detailed design elements identified in this tertiary plan in addition to generic development standards outlined in Section 11.4 Development Standards.

Vision

The goal for the precinct is to create a cohesive retail centre, integrating new development with existing development, and providing for improved pedestrian connections and amenities throughout the centre and between precincts.

Access/Entry Points

The main access/entry points, as shown on the tertiary plan, reflect existing access points as well as proposed access points from Pickering Parkway. The proposed access points are aligned with public streets on the north side of Pickering Parkway (Beechcroft Drive and Marshcourt Drive). The functional aspects and precise locations of access/entry points are subject to the approval of the Region of Durham and the Ministry of Transportation for access from Brock Road, and the City of Pickering for access from Pickering Parkway. The access/entry points should feature an enhanced level of architectural detail, landscape quality, pedestrian and transit amenities and appropriate signage. Site and street furniture should be placed at strategic entry locations.

View Corridor

Entry points (excluding service accesses) are potential view corridors, providing public views into the precinct. Where possible, view corridors should terminate in a view/focal point which can include buildings and/or appropriate features.

Buildings and any portion of buildings that are visible from prominent access/entry points should be enhanced through architectural detailing, signage and pedestrian amenities. Loading areas, large refuse containers and other service facilities will not be permitted in view corridors.

Primary Drive Aisles

The primary drive aisles identified on the tertiary plan form the basis of a modified grid pattern within the precinct. In terms of design and function they are to be treated as 'public streets' and include sidewalks/walkways and landscaping.

Primary Pedestrian Walkways

A network of primary pedestrian walkways will be provided, as shown in the tertiary plan, to facilitate and encourage safe pedestrian movement from the public streets into the precinct, and between buildings within the precinct. The walkway network will allow for a safe environment for pedestrians and also create short walking distances between destinations.

Storefront access sidewalks will be required to link to the parking areas allowing for possible patio use and pedestrian gathering. The surface treatment of storefront sidewalks should consist of varied textures of materials including concrete paving and/or decorative paving to provide safe and convenient access and paths of travel. Landscaping will be incorporated into pedestrian walkways where possible to define the walkways and buffer the pedestrians from vehicular traffic.

Storefront sidewalks should be a minimum of 1.8 metres wide. Access sidewalks linking to the parking areas should be a minimum of 2.0 metres wide. Pedestrian walkways which traverse vehicular areas should be delineated by line painting and a change in materials with decorative paving features wherever possible. Where permitted, queuing lanes for drive-through facilities will be located so as not to interfere with primary pedestrian walkways.

Build-to Zone

Build-to zones have been identified on the tertiary plan to illustrate the desirability of locating new buildings near major driving aisles and public roads. The intent is to frame the main entry points with built form that provides for an inviting pedestrian environment and to provide focal points for the centre.

Build-to zones will be incorporated into implementing zoning by-laws. By-law provisions will require that, over time, a significant portion of the individual build-to zone is occupied with a building face. If buildings are proposed outside of the build-to zones, it must be demonstrated that their placement in the proposed locations will not prejudice opportunities for the construction of other buildings within build-to zones.

Built Form

Built form should be diverse, varied in building envelope, incorporating changing roof line and a variety of materials, and include architectural detailing to express corporate identity. Identity along Pickering Parkway will be achieved through architecture, particularly at main entry points. While individuality and variety are encouraged, unifying elements such as similar window treatments, varying planes of flat roofs, cornices, trellises, plinths and colour are essential to tie future developments with the existing development. Focal buildings at key points within the precinct should provide visual and urban design interest.

Storefront glazing along the building elevations and street front glazing are encouraged. Complimentary architecture to the overall development should be incorporated where this glazing requirement cannot be achieved. Awnings, canopies and/or building overhangs should be provided in close proximity of entrances in order to provide shelter for pedestrians. Consistency in material themes are required, a group of building materials should be established and used throughout developments in the precinct.

Buildings adjacent to public roads and at entry points should have a building massing of a minimum of 2 storeys.

Public/Private (Edges) Interface

The boundary area of this precinct shall be designed to buffer and enhance the edge condition between the street and private properties. The buildings along the street edge should create a strong built form, reinforcing the primary street condition.

Landscaping will complement the built form along Pickering Parkway and will be provided on a pedestrian and vehicular scale to screen the parking area on the site. Surface parking visible from Pickering Parkway will be screened by landscape treatment composed of a combination of hard and soft landscaping and will be incorporated wherever appropriate. The intensity of the landscape screening should become greater the closer to the major entrances or focal nodes along the street.

The precinct is strategically located adjacent to the Highway 401 and the Brock Road interchange. Innovative approaches to the design of rear elevations, rooflines and screening rooftop mechanical units, flues, and vents are required to ensure upgraded views from Highway 401.

Parking

The design of parking areas should relate to the retail frontages and be segmented into smaller row lengths that are book ended by planted islands. Landscaping at internal parking islands should be used to soften the view of parked cars. Where parking islands are incorporated into the pedestrian walkway, a minimum 2.0 metre wide concrete walk should be provided where possible on the parking side of the planted boulevard. Parking islands and medians should incorporate soft and hard landscape treatment to create visually attractive areas. Where parking abuts the street, landscape features such as plants, trellises, low walls and berms should be incorporated to screen the parking and intercept car headlights.

Special Design Requirements

- Queuing lanes for drive-through facilities should not be located between buildings and Brock Road or Pickering Parkway
- Queuing lanes for drive-through facilities should be screened from Brock Road, Pickering Parkway, primary pedestrian walkways and primary drive aisles by landscaping areas
- Loading, service, and refuse areas should not be visible from Brock Road, Pickering Parkway, main access/entry points, view corridors, or principle parking areas
- Loading and garbage areas should be screened with built form elements relating to the building and combined with landscaping where possible
- Garbage enclosures should not be free-standing and should be located within buildings and constructed with a common material to the building façade
- Lighting should be used throughout the site to enhance visibility, safety, pedestrian areas and to reinforce the architectural and landscape design
- Any illumination for parking areas at the northern end of the precinct must be shielded such that the lighting does not intrude into the neighbouring residential area

- Street furnishings should be strategically designed and placed to enhance the character and visual continuity of the development
- All site furnishings including light poles and fixtures and bicycle racks should be coordinated and incorporate motifs characteristic of the development
- The streetscape should be designed to reinforce the urban condition and include pedestrian amenities like sidewalks, furniture, landscaping, street trees, signage and easy access from the public sidewalk

Notion Road Overpass

Long term plans for Notion Road include a Highway 401 overpass, connecting Notion Road with Squires Beach Road. Development proposals in the precinct shall demonstrate that the possible Notion Road overpass is not precluded by development approvals.

11.7 Implementation

As per section 11.2(e) of the Pickering Official Plan, City Council shall ensure that any proposal to develop or redevelop within Specialty Retailing Node conforms to the Specialty Retailing Node Development Guidelines. Such proposals may include applications for zoning by-law amendments, site plans, and variances.

Proponents of development should involve the comments of abutting property owners in the design of their sites. Similarly, area ratepayer groups and property owners should be consulted during the detailed design of improvements to Pickering Parkway and Brock Road.

The provisions of the Specialty Retailing Node Development Guidelines do not apply retroactively to existing development. However, where lands are proposed for redevelopment, the provisions of the guidelines will require, in some circumstances, revisions to existing structures and development areas.

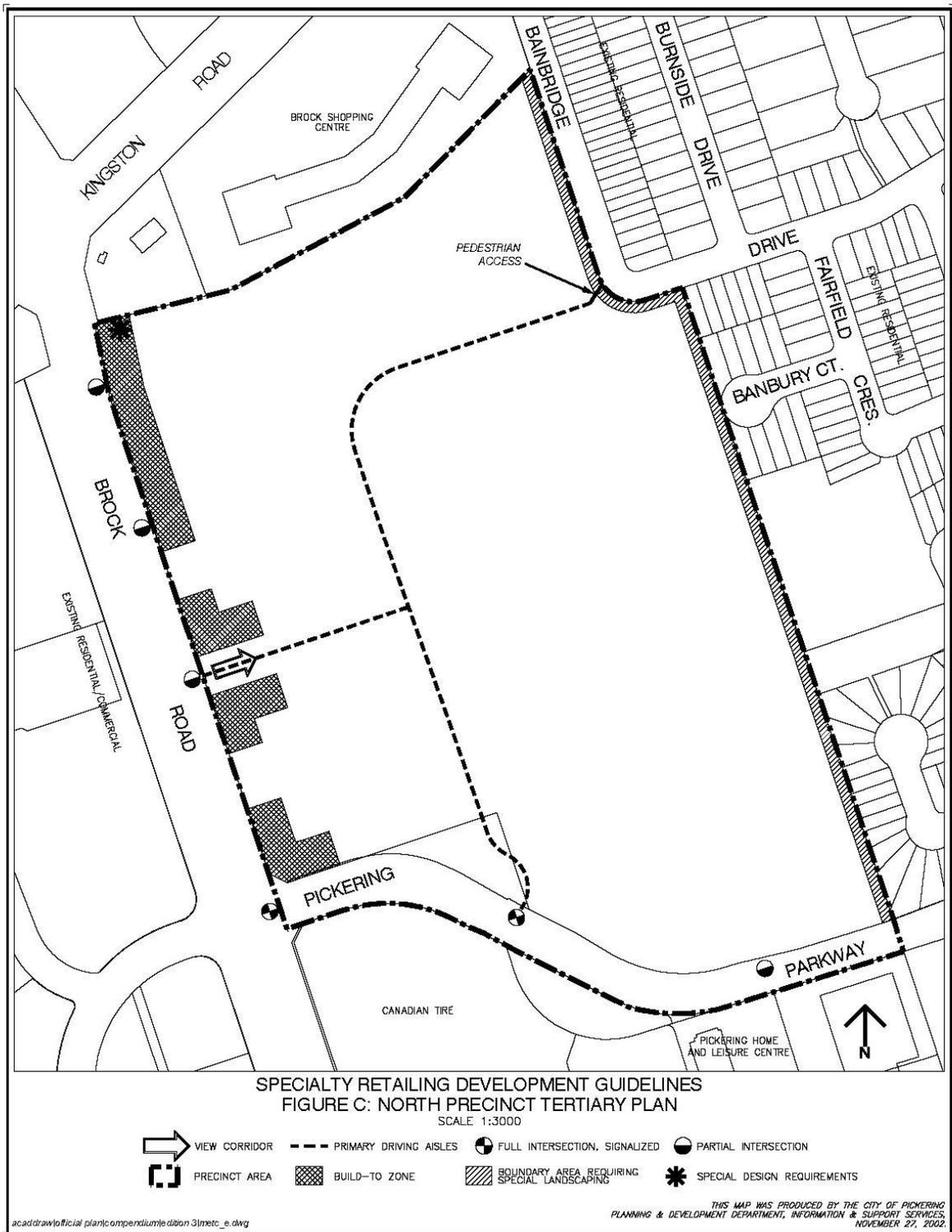


Figure C: North Precinct Tertiary Plan

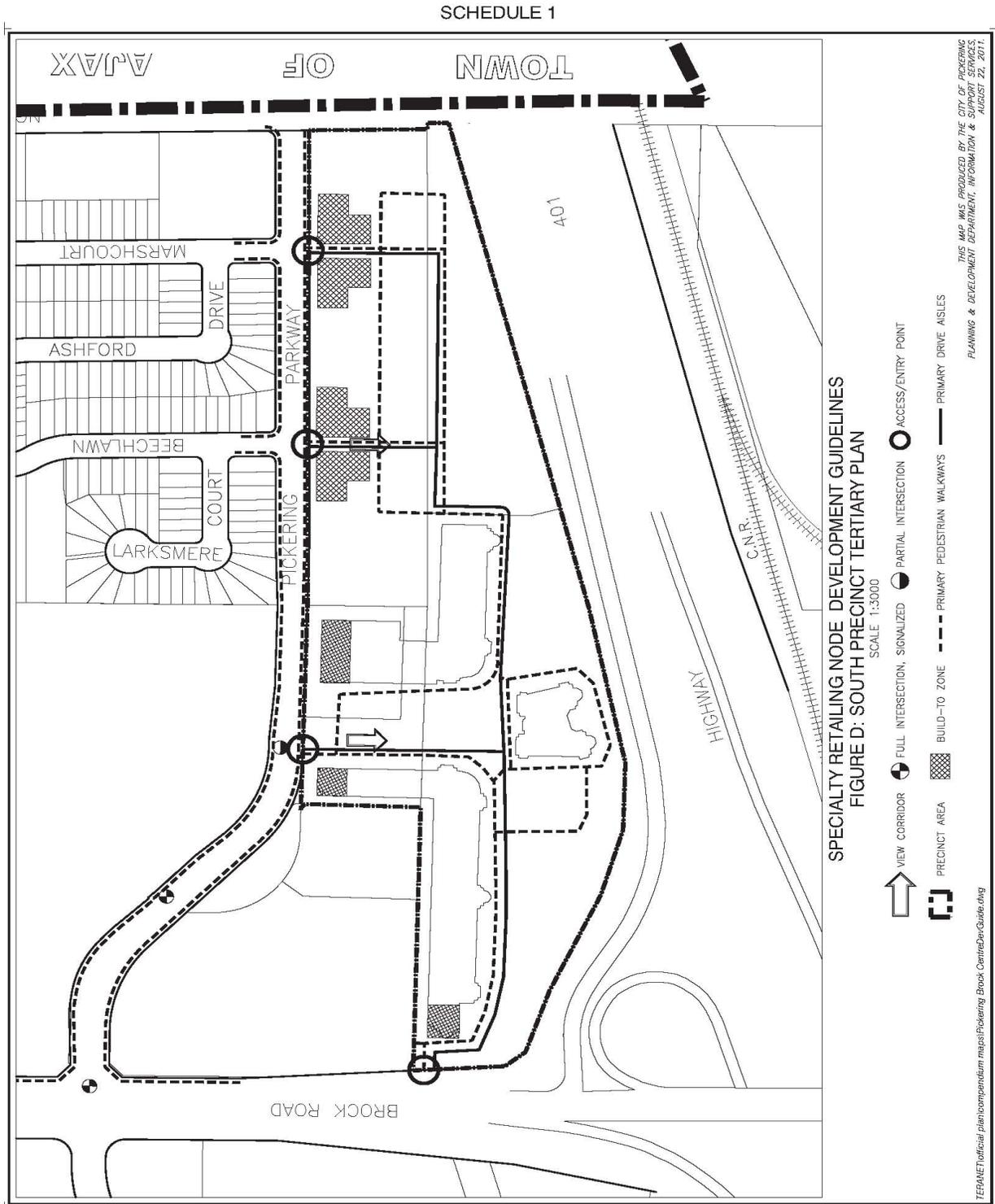


Figure D: South Precinct Tertiary Plan