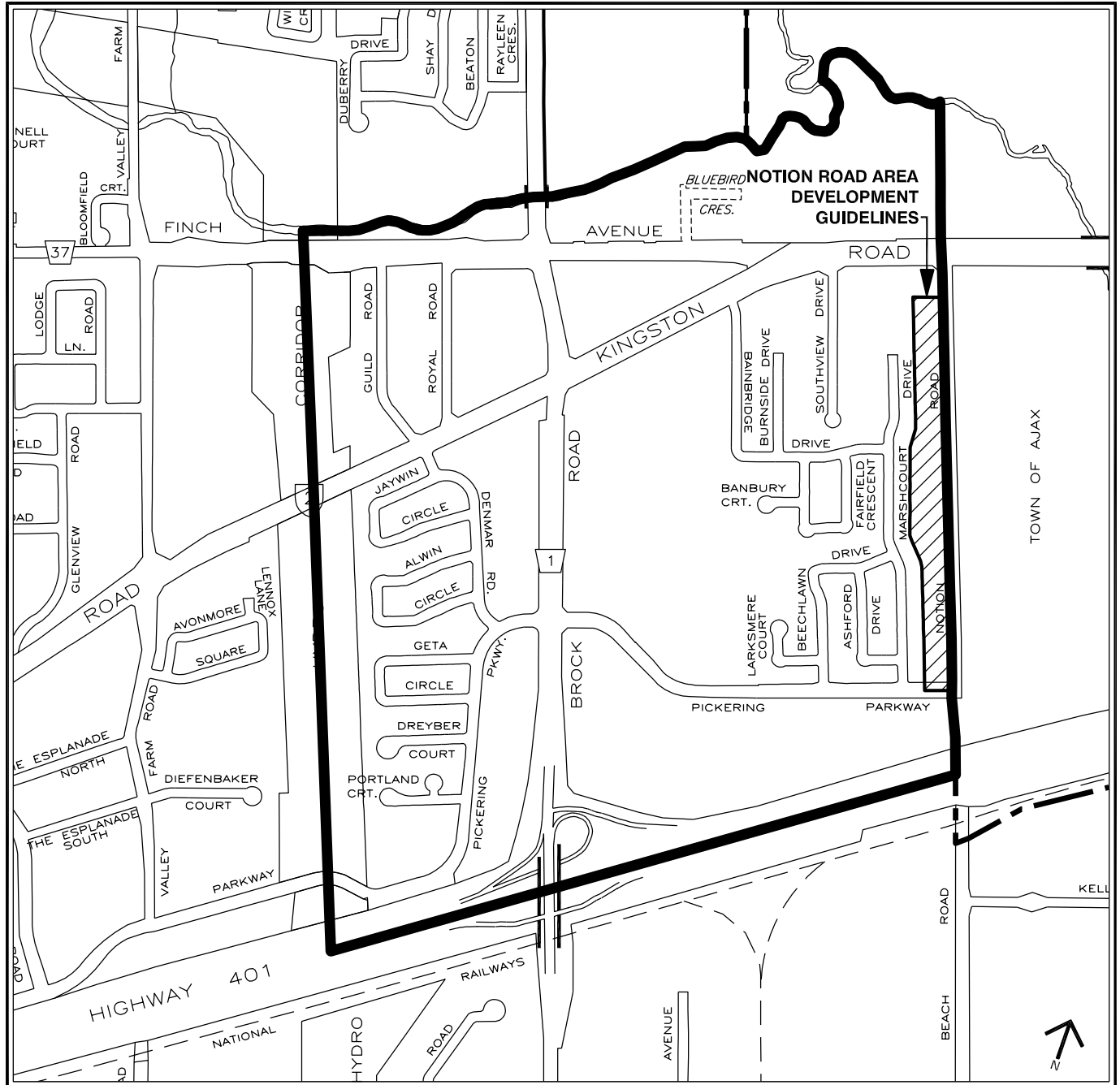




Village East Neighbourhood

Section I2 **Notion Road Area** DEVELOPMENT GUIDELINES



Notion Road Area

Development Guidelines – Table of Contents

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*The Notion Road Area Development Guidelines were adopted
by Pickering Council on January 21, 2002*

Notion Road Area Development Guidelines

12.1 General Description

The Notion Road Area is located on the west side of Notion Road. It extends west to the rear lot lines of the residential development to west, from Pickering Parkway north to, but excluding, the property at the south-west corner of Kingston Road and Notion Road. The lands comprise about 5 hectares, of which about two-thirds are currently vacant. There is one large vacant parcel, and two smaller vacant parcels. Parcels at the north end of the Area are quite small, and are developed with light industrial and automotive-related uses.

Lands to the west are developed with low and medium density residential uses. Lands to the north are developed as arterial commercial uses. Lands to the east, in the Town of Ajax, are developed with heavy industrial uses that are anticipated to remain for the foreseeable future, with new prestige development and redevelopment occurring overtime. Further east is Duffins Creek. To the south, properties include vacant lands, a 'large format' commercial shopping area, and the Highway 401. Long term plans for Notion Road include a Highway 401 overpass, connecting with Squires Beach Road and to Bayly Street.

12.2 Background

The Notion Road Area Development Guidelines have been adapted from work done by Brook McIlroy Inc., City of Pickering Planning & Development staff, and the Town of Ajax Planning staff, as part of the joint City of Pickering / Town of Ajax Notion Road Area Land Use and Urban Design Study. Some additional background on the joint land use and design study is provided in Appendix I.

12.3 Relationship with Pickering Official Plan

Map 19 - Neighbourhood 9: Village East identifies the Notion Road Area as a Detailed Review Area for which Council has adopted Development Guidelines. Section 11.2 of the Pickering Official Plan requires that where Council has adopted Development Guidelines for a Detailed Review Area, development shall comply with those Guidelines.

The Guidelines build on the urban design objectives of Chapter 9 – “Community Design” and Chapter 13 – “Detailed Design Consideration” of the Pickering Official Plan. In addition to the Guidelines contained in this document, reference should be made to these other City-wide design objectives and considerations in preparing and reviewing development proposals.

12.4 Vision Statement

Through new development, redevelopment, private investment in properties and partnerships with public agencies including the City of Pickering (and the Town of Ajax to the east), it is proposed that the Notion Road Area will evolve over time to become a prestige/mixed employment area, that values high quality uses on existing sites, and is more compatible with the existing residential uses in the area.

It is the City's objective to encourage new development that is compatible with existing heavy industrial uses to the east, and provides for a positive fit with the existing residential development to the west through high performance standards for site operation and appearance within the Notion Road Area.

The City's objective was prepared recognizing that the Town of Ajax has the same vision statement for its lands on the east side of Notion Road, and recognizing that the established objectives for the Ajax lands are: to protect the employment land base; make the area more attractive so as to promote additional investment; and to provide for new higher profile employment uses that can co-exist with heavy industry.

12.5 Guiding Principles

The following principles have been introduced as mechanisms to guide the course of physical improvements in the Notion Road Area:

- Vehicular access points and parking should be designed to accommodate the needs of industry and business and should contribute to the evolving mixed employment character of the area, while not adversely affecting existing residential uses;
- Public safety should be addressed through improved lighting, fencing, access restrictions, screening and enclosure of employment functions;
- The streetscape of Notion Road should be unified through landscaping and building placement;
- Opportunities should be provided for pedestrians to access the Duffins Creek valley to the east;
- Generous landscape strips and features should be provided along Notion Road and along the western edge of the Notion Road Area as a way to address compatibility issues;
- Provisions should be made for "gateways" at the north and south ends of Notion Road, to mark municipal entry points and to establish a sense of identity and profile to the Notion Road Area;
- Materials and equipment storage and servicing functions for existing uses should only occur within fully enclosed buildings. Outdoor storage is not permitted.

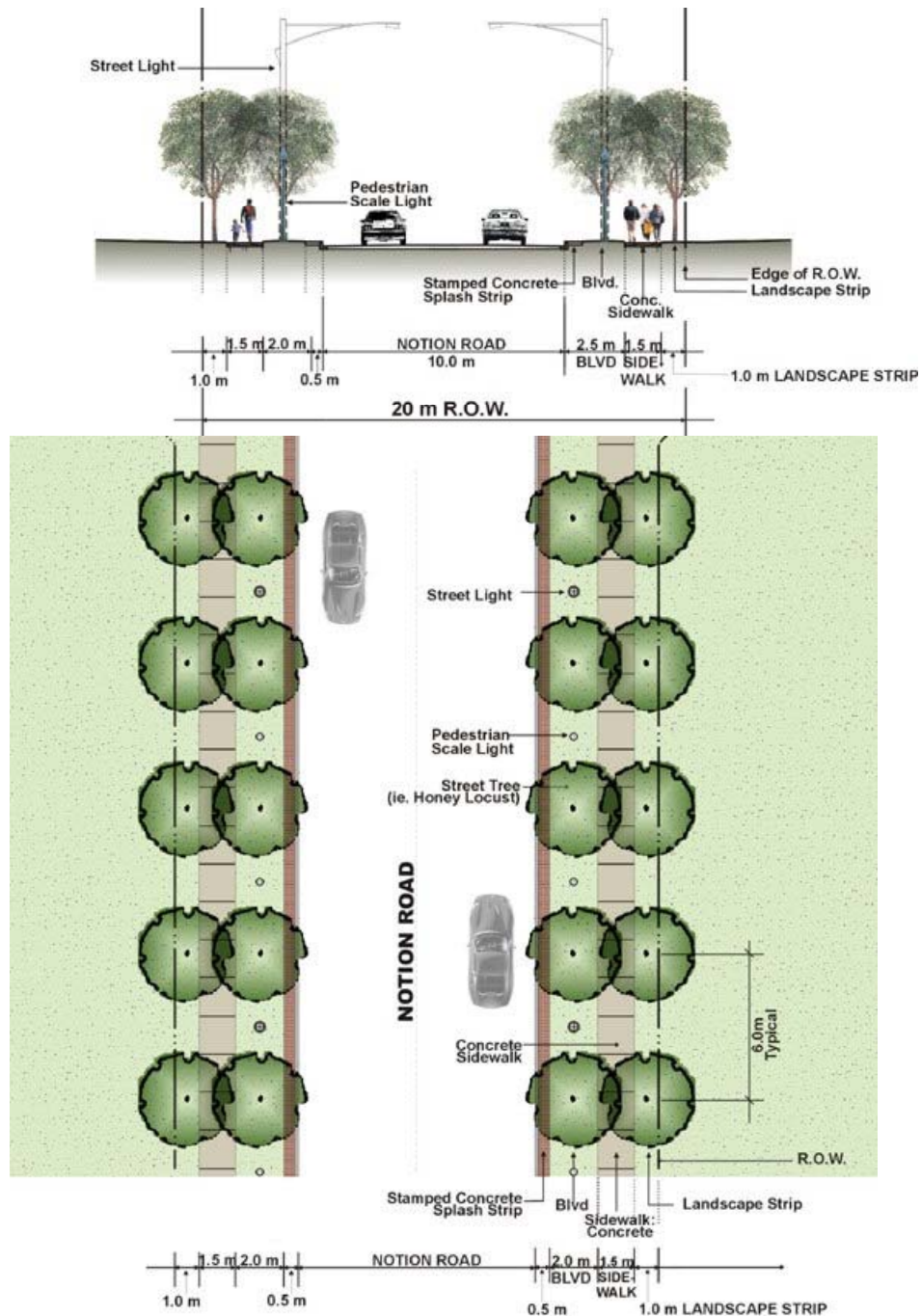
12.6 The Guidelines

Development guidelines are intended to help developers and the public understand the intent of the municipality, while ensuring that those who review development applications clearly understand the design objectives they are trying to achieve. Development guidelines also provide direction for public sector improvements that will require budget allocations in order that they may be realized.

12.6.1 Roads and Frontages

Roads should provide for a safe and efficient circulation pattern that accommodates the needs of business. Property frontages adjacent to roads should be unified through the use of standard treatments for landscape strips, street trees, building setbacks, and quality of building materials.

- Landscaping and grading should be designed to contribute to the eventual image of Notion Road as an employment parkway;
- Buildings should be set back a minimum of 6.0 metres from the street line of Notion Road. This will allow for appropriate parking areas adjacent to the street so as to accommodate the needs of business, if necessary, while ensuring that the future visual character of the area is relatively consistent. This will also allow buildings to approach the street while maintaining an overall landscaped character;
- For existing lots with less than 50 metres frontage, joint access easements should be used to maximize landscaped area. Access points to smaller properties should be consolidated wherever possible. Landscaped traffic islands should be used to identify main driveways, and subdivide large parking areas adjacent to the street;
- A continuous landscaped connection should be provided between the building and the street, for at least 25% of the site frontage. Ideally, such landscaped areas should provide a direct connection to the primary entrance of the building;
- Public safety should be improved by encouraging pedestrian activity in areas designed to accommodate pedestrians. Appropriate actions would include providing well-lit and maintained sidewalks, clear and identifiable pedestrian paths, and clearly marked public spaces. “Fence-hopping”, and unrestricted access to areas of employment activity should be discouraged through building placement, and provisions for appropriate landscaped buffers along the western edge of the Notion Road Area;
- Main entrances to buildings should be emphasized through canopies, awnings and other architectural details. Entrances should be prominent and should be coordinated with on-site pedestrian walkways;
- Double rows of trees should be planted along Notion Road, to create a locally distinct streetscape image, while having the effect of encouraging pedestrian traffic and masking existing industry (see Figure 1);



**NOTION ROAD
Typical Streetscape Plan and Section**

Figure 1: Proposed Streetscape Improvements for Notion Road

- A minimum boulevard width of 5.0 metres should be provided at the street front of buildings along Notion Road, which will allow sufficient space for underground facilities, while improving the face of public streets. Where 5.0 metres cannot be achieved,

additional landscaping shall be included on the private properties to create the desired double row of trees along the streetscape;

- Tree species should be used consistently within landscape strips, and should be low maintenance and pollution tolerant species;
- Blank, or single material facades that extend the entire length of the building should not be permitted. Instead, large facades should be divided through a combination of windows, projections, entrances, architectural detailing, materials and colours;
- Windows should face the street or other public area, and should encompass a significant percentage of the street elevation;
- Large, unbroken parking areas should be avoided. Landscaping should be used to define smaller parking areas, and should be proportionate to the size of the parking area;
- In all cases, rooftop mechanical equipment is to be screened from view from the public roads and the rear yards of abutting residential areas;
- Service areas (loading and refuse storage) should be screened from public view and from the rear yards of abutting residential areas.

12.6.2 Gateways

Gateways, or clear and identifiable points of entry, should be provided at the north and south ends of Notion Road to mark entry into the area and to signal the municipal boundary between Ajax and Pickering. In general, gateways should be provided with an upgraded standard of building treatment, landscaping, paving and materials.

- Gateway buildings should be designed as prominent visual foci. Vertical elements such as towers or prominent roof peaks should be used to mark their location;
- Signage should be used at gateway locations to identify and visually unify both ends of Notion Road;
- Corner buildings should be located between 3 metres and 6 metres of the street line, at a minimum height of two storeys in order to reinforce their role as focal points. Pedestrian entrances should be located adjacent to the street corner;
- It is anticipated that gateway elements should be located on both sides of Notion Road and should include upgraded landscape elements;
- Although there is greater opportunity for a gateway element on the Ajax side of Notion Road at the north end, redevelopment on the Pickering side may permit gateway elements to be achieved. The northern gateway treatments should reflect the architectural and historic character of Pickering Village.

12.6.3 Open Space Edges

- Side yard landscape strips between neighbouring properties should be a minimum of 6.0 metres (3.0 metres in width on each property), for vegetation, fencing and snow storage;
- A minimum 3.0 metre landscaped open area shall be provided along the rear lot line to screen parking, loading and buildings through architectural screening, landscape buffering, berming or a combination of these treatments, from the view of abutting residential uses.

12.6.4 Paths

- During the review of site plans for lands centrally located within the Notion Road Area, careful consideration should be given to incorporating public walkways, in a safe and appropriate manner, from Marshcourt Drive through the property to Notion Road. This will also allow connections to the trails along Duffins Creek to the east in Ajax.

12.7 **Odour Control**

The establishment of uses, such as restaurants and bakeries, which may incorporate commercial cooking equipment and thus, may produce odours, shall be required to install high efficiency odour control mechanisms, approved by the City of Pickering, at the construction stage. Requirements for such odour control mechanisms shall be addressed at the time of building permit review.

12.8 **Implementation Strategies**

Council shall consider, during its annual budget process, the allocation of funds for the following projects to assist with improving the image of the Area, and the environmental quality of stormwater run-off:

- reconstruction of the northern portion of Notion Road to fully curbed urban standards with sidewalks (a portion of the cost is to be collected through development charges);
- special 'gateway' and sidewalk pavement treatment on the south side of the intersection of Kingston and Notion Roads, and the north side of the intersection of Pickering Parkway and Notion Road;
- street trees, pavement splash-strip and similar improvements as recommended for Notion Road in the cross-section identified in Figure 1; and
- burial of above-ground wiring, in partnership with others;

(Pickering owns Notion Road while the Town of Ajax is responsible for its maintenance under an agreement. Pickering has tentatively budgeted for standard urbanization of the west side of the north part of Notion Road to occur in the year 2003.)

The City of Pickering shall consider partnering on the costs of an improved stormwater pond in Ajax, south and east of the end of Orchard Road, on a percentage basis equal to the approximate proportion of drainage waters using the pond originating in each municipality.

The City of Pickering supports the establishment of a community/industry liaison committee to seek solutions to improve the Notion Road Area for businesses and residents. Local residents, business operators and property owners should be invited to serve on the community/industry liaison committee in addition to municipal and other agency officials, as required.

The City of Pickering shall request the Town of Ajax to amend its noise by-law to permit Ajax to investigate complaints from nearby Pickering residents of inappropriate noise from Ajax sources.

APPENDIX I
to the Notion Road Area Development Guidelines

Notion Road Land Use and Urban Design Study

The Notion Road Study Area, shown on Figure A, included lands located within both the City of Pickering and the Town of Ajax. It was bounded by Kingston Road to the north, Duffins Creek to the East, Highway 401 to the south and the rear lot line of properties on the west side of Notion Road to the west, excluding the south-west corner of Kingston Road and Notion Road.

The Notion Road Study Area and its surroundings evolved from an historic settlement at Pickering Village, with the progressive post-war development of industrial and related uses within the Study Area. More recently, residential uses were introduced to both the east and the west of the Study Area. The introduction of these newer uses, coupled with a proposal for a new waste transfer station on the Ajax side of Notion Road brought public attention to conflicts between heavy industry and residential development in the area, and raised concerns about what the future held for the Study Area.

Consequently, the joint City of Pickering/Town of Ajax Notion Road Land Use and Urban Design Study was conducted between 1999 and 2001, which resulted in official plan and zoning amendments, strategies to improve public infrastructure and other associated strategies to improve the compatibility between the surrounding residential uses and the industrial uses within the Study Area. A central purpose of the policy changes was to encourage development within the Study Area to evolve over time to a high quality mixture of prestige/mixed employment uses.

An additional result of the study was the adoption by the City of Pickering of the Notion Road Area Development Guidelines for the Pickering lands within the Study Area and the adoption by the Town of Ajax of Urban Design Guidelines for Ajax lands within the Study Area.

12.4 Demonstration Plan

One of the products of the Notion Road Land Use and Urban Design Study was a demonstration plan that incorporated the urban design principles arising from the Study. The demonstration plan is provided as Figure B.

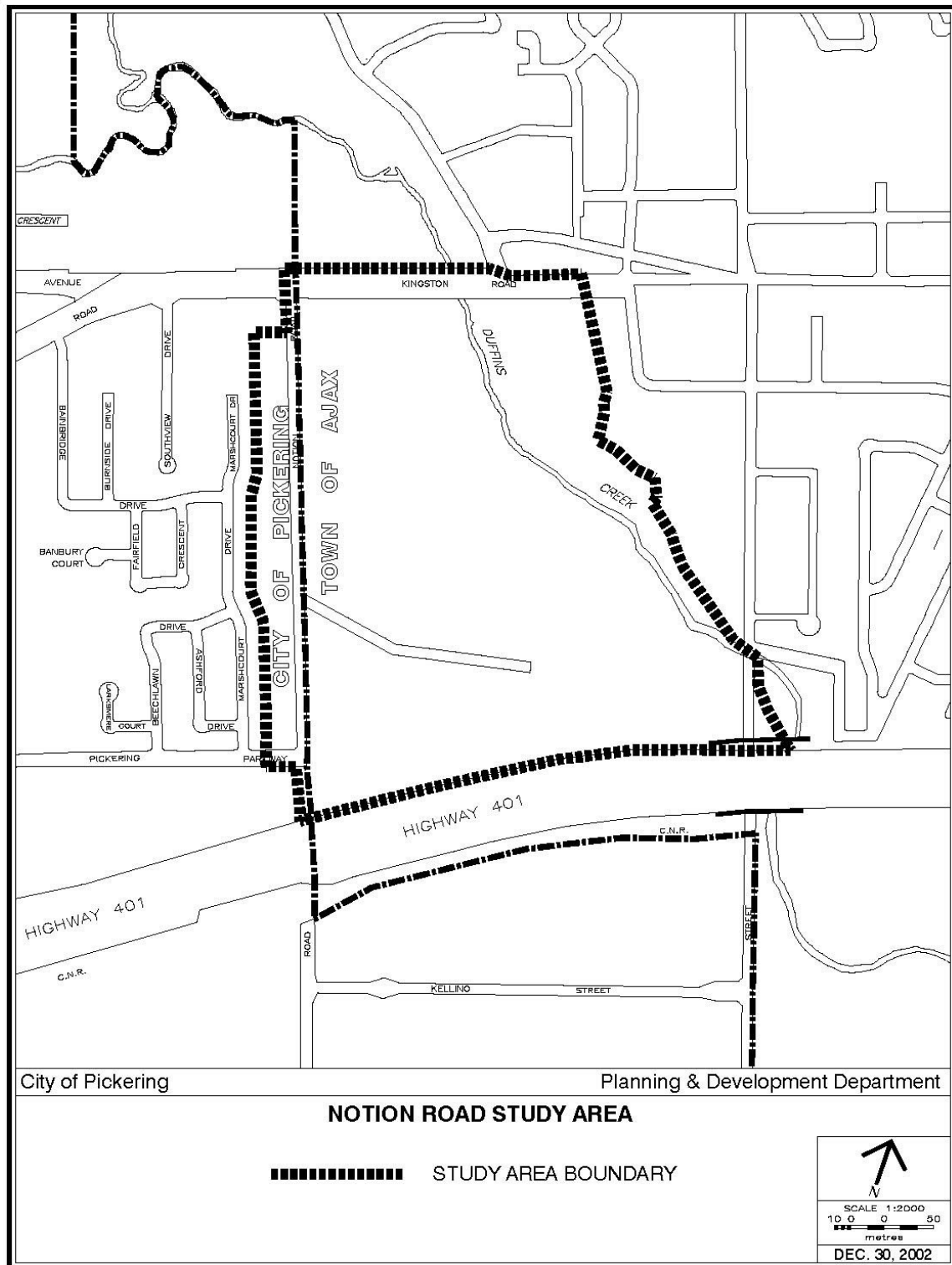
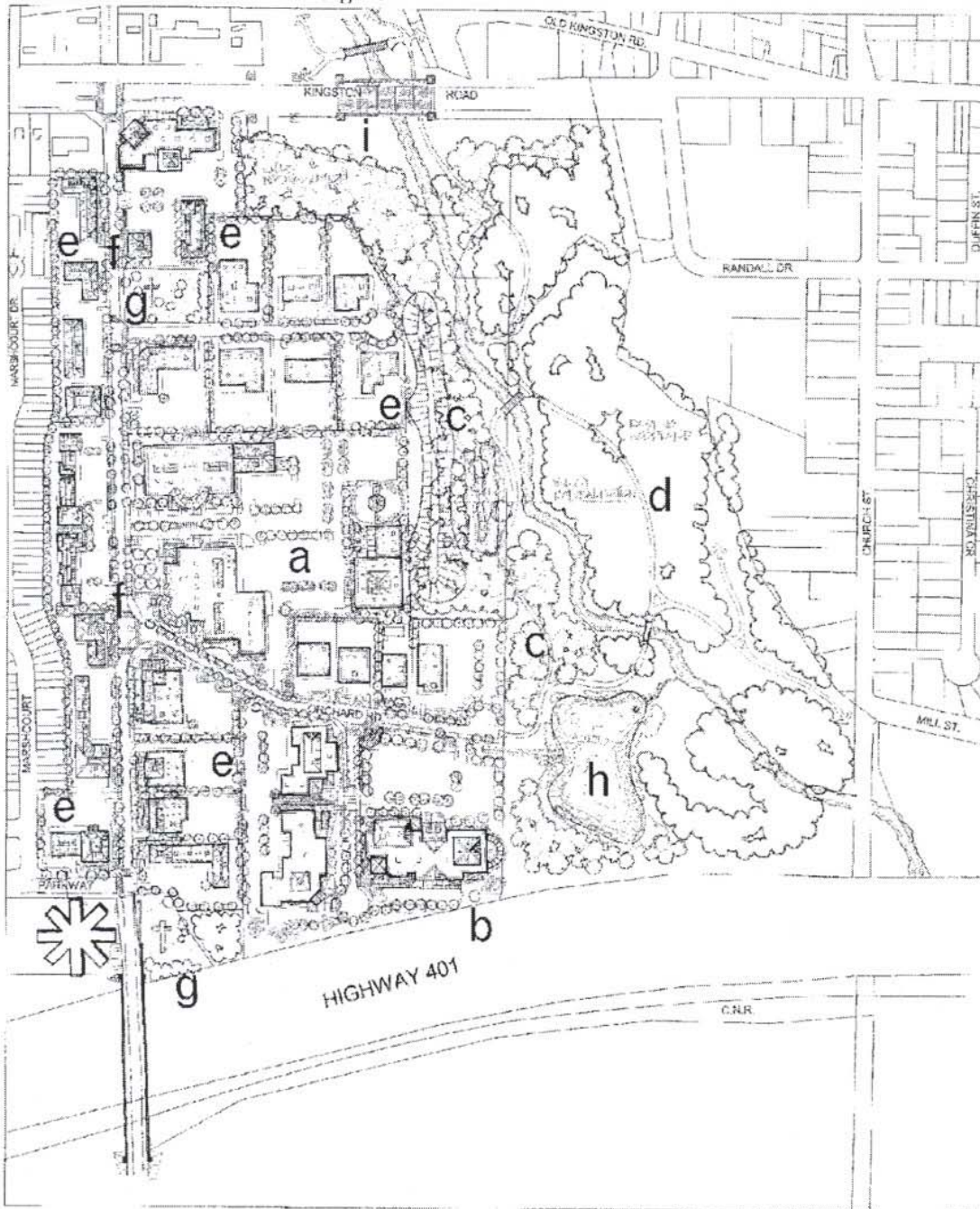


Figure A: Notion Road Study Area

Figure B: Demonstration Plan



- a** Interior of Employment Area
Large lots in the interior of the employment area provide an opportunity for a larger format corporate open (paved), and would take advantage of the area's location along the Duffins Creek valley. Factors that will help facilitate landscape change include the following:
1. Location adjacent to the Study Area from Highway 401;
2. Setting of the Study Area adjacent to an important Duffins Creek valley corridor;
3. Restrictions on existing heavy industrial landuses; and
4. Other suitable locations for existing heavy industrial uses.
- b** Highway 401 Frontage
New development along the Highway 401 should take advantage of its high visibility. Landscaping improvements, high quality building elevations and the re-engineering of industrial and servicing functions should represent key aspects of future development.
- c** Open Space Edges
Landscape buffers should be provided between existing heavy industry and/or new employment uses and the Duffins Creek valley. Further encroachment of such uses into the valley should not be permitted.
- d** Paths
A network of formalized pedestrian/bicycle trails should be provided along the east side of Duffins Creek, alongside the proposed stormwater management facility and should link to public roads. Creek crossings would allow the Duffins Trail to be accessed from Oldnotion Road.
- e** Duffins/Landscape Strips
Relatively generous and heavily treed landscape strips, together with wood fencing and screening of future servicing and loading areas should represent elements of future development on the rear of abutment lots on the Pickering side. Future landscaping on the Pickering side will act as a transition from larger employment uses in Ajax, and could act as a visual screen.
- f** Streetscapes
Landscape treatment and building siting should contribute to the overall image of Notion Road as an employment parkway. Street trees, relatively generous landscape strips and the breaking up of large expanses of pavement through landscaping are recommended.
- g** Conditions
The best working conditions can be enhanced as part of the recommended Notion Road streetscape improvements. With the constraints, such improvements would include additional trees and seating areas.
- h** Stormwater Management Facility
A proposed stormwater management facility would improve the quality and would mitigate the quantity of surface runoff before it reaches Duffins Creek. Contributions toward the development of such a facility would be through development proposals, in consultation with the Toronto and Region Conservation Authority.
- i** Landmark Bridge
The Kingston Road bridge is a significant physical feature that demarcates the Study Area from the historic Village Core. This area would also mark the trail head to the proposed Duffins Trail.

TOWN of AJAX
CITY of PICKERING