

BUILDING YOUR IDEAS - INTO BIG PLANS
THE BIGLIERI GROUP LTD.

March 11, 2020

City of Pickering
City Development Department
One The Esplanade
Pickering, ON L1V 6K7

Attention: Mr. Nilesh Surti, Manager, Development Review & Urban Design

Dear Mr. Surti,

RE: Zoning By-law Amendment & Official Plan Amendment Applications
591 Liverpool Road, Pickering, legally described as Part of Lot 22, Range 3, Broken Front Concession, Geographic Township of Pickering, now in the City of Pickering
First Submission - Revised Submission
City File No.'s: A05/19 and OPA 19-001/P
TBG Project No. 15360

On behalf of our client, Pickering Harbour Company Ltd. ("PHC"), The Biglieri Group Ltd. ("TBG") is pleased to submit the enclosed resubmission package relating to the proposed Official Plan Amendment and Zoning By-law Amendment applications for the Subject Site legally referred to as Part of Lot 22, Range 3, Broken Front Concession, Geographic Township of Pickering, now in the City of Pickering, Regional Municipality of Durham.

The first submission was made on April 11th, 2019, and the Statutory Public Meeting was held on February 2nd, 2020. An Open House was held by the PHC on October 17th, 2019. Following the Statutory Public Meeting, a Motion was brought forward at the February 24th, 2020 Council Meeting for refusal of the Official Plan Amendment and Zoning By-law Amendment applications as submitted for the proposed development for the Subject Lands. After debate by Council, this motion was defeated by a 5-2 vote, and a second Motion was carried to refer the application back to City Development staff for consideration to review, assess and make recommendations on the planning application. This motion was passed with the intention to allow the normal planning process to continue. The Motion also directed City Development to report back to the Planning & Development Committee on May 4th, 2020 or earlier with a Recommendation Report for Council's consideration.

PLANNING | DEVELOPMENT | PROJECT MANAGEMENT | URBAN DESIGN

20 Leslie Street, Suite 121, Toronto, Ontario M4M 3L4
126 Catharine Street, Hamilton, Ontario L8R 1J4
Office: (416) 693-9155 Fax: (416) 693-9133
tbg@thebiglierigroup.com

THE BIGLIERI GROUP LTD.**REVISIONS TO THE SUBJECT LANDS**

A revised concept plan for the proposed development has been created which maintains the Guiding Principles of the Planning Rationale Report, prepared by TBG, while responding to Public and technical comments received throughout the planning process to date. The main elements of this revision are listed below and can also be found on the infographic on the following page:

1. Removal of the City's Lands reduces the Total Site Area by 2,600 square metres;
2. In addition to the removal of the City's Lands, the environmental buffer has been increased which contributes to a reduction in Net Developable Area from 1.46 ha to 1.11 ha;
3. This buffer area is proposed to include a significant amount of vegetation and native plantings to provide a naturalized buffer, and the proposed active uses and boardwalk have been either removed or relocated outside this area;
4. The pedestrian promenade has been maintained and the width on the ground level has been extended to 26m from 20m. This was achieved through a 3-metre inset of the ground floor around the entirety of both buildings;
5. 56% of the total area of the site is dedicated for public open spaces and use.
6. The ground floor area of both buildings has been reduced from 9,085 square metres to 4,835 square metres;
7. The total Gross Floor Area (GFA) of the development has been reduced from 56,274 square metres to 48,840 square metres, for an overall Function Space Index (FSI) of 4.4;
8. The proposed units have been reduced from 498 to 377 residential units, with a density of 340 units per hectare;
9. The overall height of the development has been reduced from 23 storeys to 15 storeys, for both buildings;
10. The commercial area has been reduced from 1,900 square metres to 1,400 square metres;
11. A new 625 square metre Public Assembly/Event Hall use has been added to the south building;
12. Indoor boat storage has been added to the north building; and,
13. The total amount of parking has been slightly reduced from 539 spaces to 535 spaces (the 200 public parking spaces proposed in the original concept have been removed from this proposal).

VISION FOR PICKERING HARBOUR



CONNECTED
WATERFRONT



ACTIVE
STREETScape



MIX OF
LAND USES



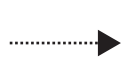
SUSTAINABILITY

GUIDING PRINCIPLES

DEVELOPMENT PROPOSAL

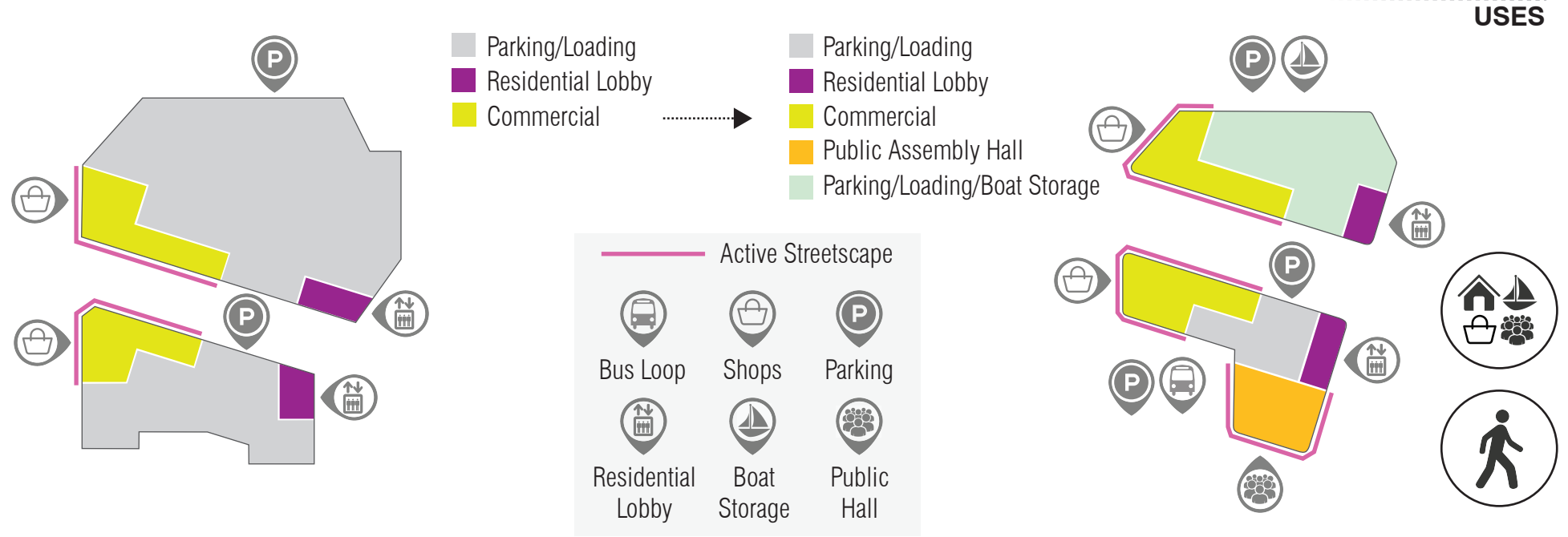
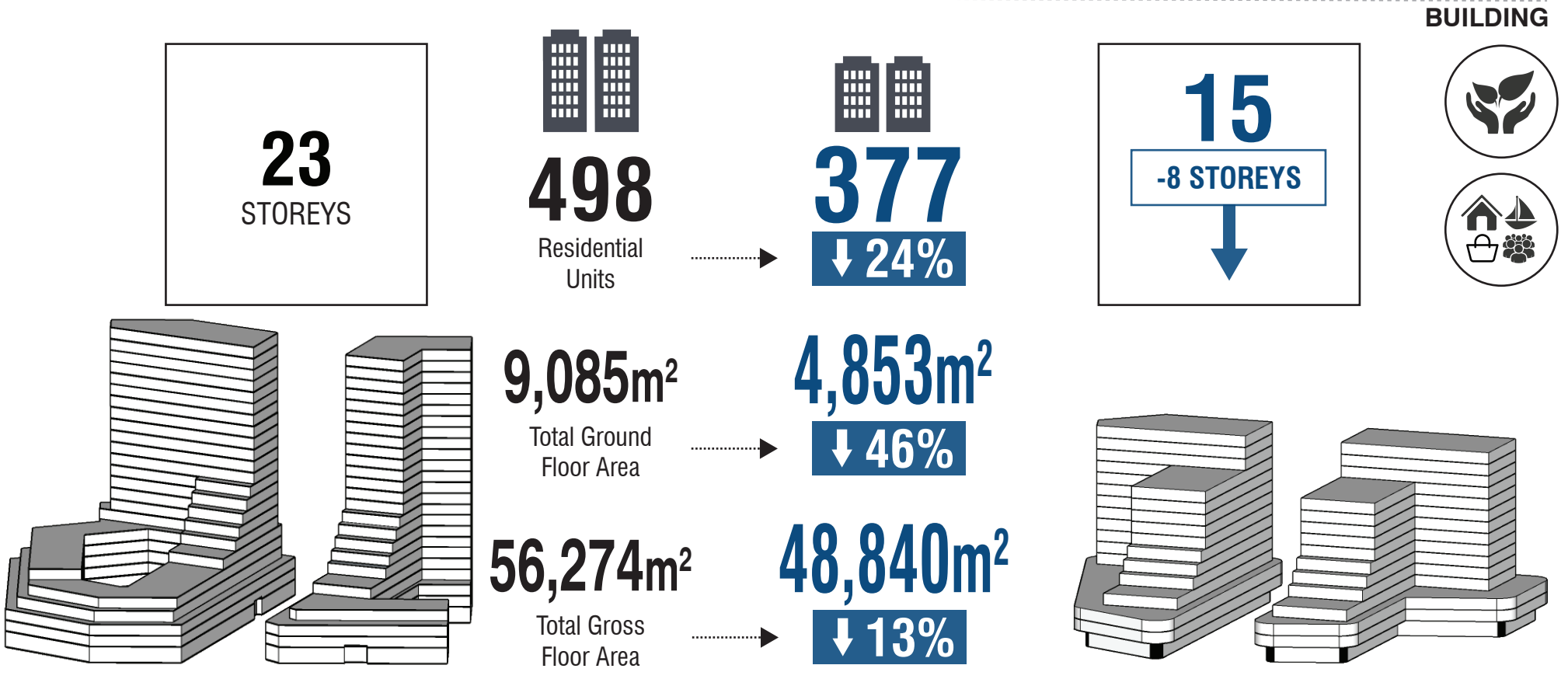
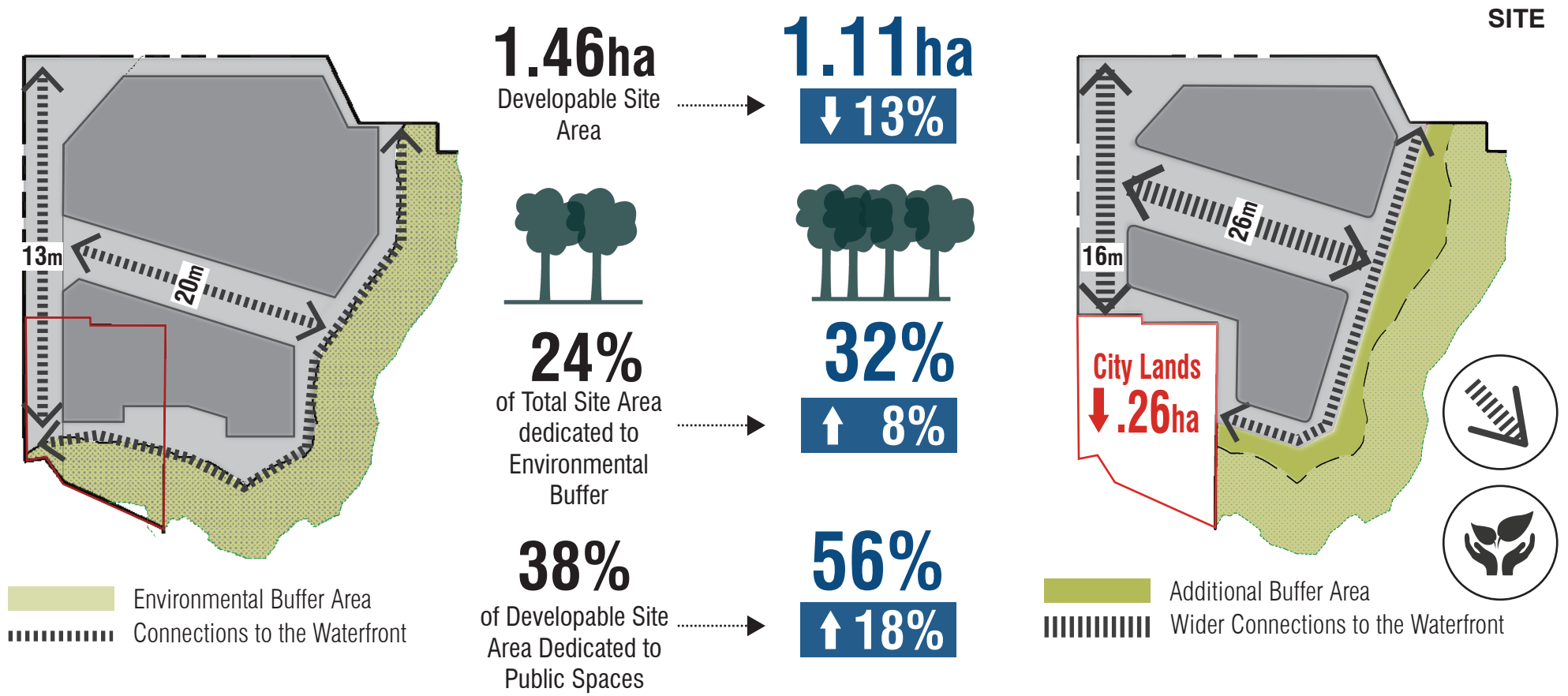
Density: **340 units/ha**
FSI: **4.4**

ORIGINAL



REVISED

Density: **340 units/ha**
FSI: **4.4**



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PRESERVATION OF GUIDING PRINCIPLES

The main guiding principles used to establish the vision for the Subject Lands have continued to inform the design of the revised proposed development. The four guiding principles that were maintained and applied to the revised concept plan are:

- Connected Waterfront;
- Active Streetscapes;
- Mix of Uses - Live, Work and Play; and,
- Sustainability.

Guiding Principle No. 1: Connected Waterfront

A connected waterfront is the first guiding principle that was applied to develop the concept plan. This principle seeks to create a network of well-connected, multi-use public spaces and connections to and through the Subject Site and surrounding area.

The revised concept plan maintains the public promenade adjacent to Liverpool Road that leads south to the waterfront, and the internal public promenade between the two buildings that connects the buildings and ground floor uses to the Liverpool Road promenade. The public boardwalk adjacent to the wetlands has been relocated within the permitted development limit and outside any natural buffers. In addition, the Liverpool Road view corridor to the lake (per the Liverpool Road Waterfront Node Guidelines) has been maintained.

The revised concept plan further contributes to a connected waterfront by adding a public hall space within the ground floor of the south building to provide a flexible indoor event space for public use. The public hall has been located in a manner to provide a direct pedestrian connection to the outdoors and waterfront by providing views of the waterfront and Hydro Marsh, and direct access to-and-from the promenade that circulates the building and overlooks Hydro Marsh and the wetlands. This space is intended for public use for City and local events in the community such as festivals and club meetings. The public hall can act as an adaptable space that provides a continuation of public space from the outdoors to the indoors through the pedestrian promenade.

To connect residents and other areas in the City with the waterfront, the provision of public transit is key to providing an accessible waterfront. Within the City's parking lot, there is sufficient space for a Public Transit Bus loop to allow buses to come to the end of Liverpool Road. A shuttle bus service is still proposed to connect the waterfront with the Pickering GO station at the North end of Liverpool Road.

Guiding Principle No. 2: Active Streetscapes

Active and attractive environments have a positive effect on people's experiences and perceptions of public spaces. Visually attractive and comfortable streets are used more often by people. Commercial uses are maintained fronting Liverpool Road and the western portion of the pedestrian promenade. To further animate the ground floor and public realm, the revised building design provides a 3m overhang by inseting the ground floor around the entirety of both buildings. The 13m wide sidewalk along Liverpool Road has been increased to 16m to the ground floor commercial. The 20m wide pedestrian promenade between the two buildings has increased to 26m. The introduction of the public hall also provides additional activity on the ground floor and provides additional publicly accessible space, in addition to protection from weather elements. Collectively, these changes contribute to an active, attractive and comfortable pedestrian environment and public space.

Further, positive visual and physical experiences are determined by the human scale of buildings and their relationship to their surroundings. A 3-storey podium has been maintained in the revised concept to ensure a pedestrian scale is maintained. The overall height of both buildings has been

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reduced from 23 storeys to 15 storeys to reduce the overall scale of the building, and to enhance the pedestrian experience at-grade level.

Guiding Principle No. 3: Mix of Land Uses – Live, Work, and Play

Combining residential, commercial, recreational, and environmental uses establishes places where people can live, work, and play. A mix of uses ensures efficient use of land, creates socially integrated and vibrant communities, and creates 'people places', which collectively contribute to the social, physical, environmental and economic sustainability of a community.

The revised concept continues to provide a mix of residential, commercial, environmental buffer, and recreational uses. To increase the recreational opportunities of the Subject Site, space within the podium of the north building has been contemplated for indoor boat storage. A public hall has also been integrated into the ground level of the south building of the revised concept plan that will function as a space accessible to the public to use for events, meetings, or other community functions. The Subject Site currently provides for outdoor boat storage, and in this regard the proposed development will continue to support this existing use. The indoor boat storage would also be available for boaters that use the marina on Frenchman's Bay.

Guiding Principle No. 4: Sustainability

Sustainability is the final guiding principle used to shape the proposed development. Promoting an environmentally conscious design to ensure comfortable public places, energy efficiency, and environmental stewardship. From the original concept plan, the buffer between the proposed development and the wetlands has been increased to 30m on average (per TRCA comments), providing significantly more opportunity for native and self-sustaining plantings to support the sustainability of the Hydro Marsh. The public realm in this area has been further enhanced by minimizing shadow impacts by reducing the height of both buildings, which will also enhance sky views. As per the updated shadow impact study, the proposed buildings will have minimal shadow impacts on the adjacent wetlands, as well as the existing residential lots in the surrounding area. Additionally, green roofs will be incorporated on the 12th and 15th levels of both buildings to reduce urban heat islands effects and improve stormwater management.

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SUMMARY OF COMMENTS RECEIVED & PROPOSED REVISIONS

Based on comments received through the public consultation process at the Open House and Statutory Public Meeting, as well as technical comments received to-date from various public agencies, and departments, a revised concept plan has been established for the proposed development of 591 Liverpool Road only.

Evaluation of Lands to be Included in Proposed Development

Comments

Through comments received by Public, City staff and Council, Durham Region staff, TRCA, and OPG, additional considerations and constraints have emerged. It was clear that the inclusion of the City's Lands in this development to provide additional public parking opportunities per the Liverpool Road Waterfront Node Guideline was no longer to be considered as part of the proposed development. As well, the TRCA requested an increase to the environmental buffer, equivalent to the area that a 30m setback would provide.

Proposed Revisions

While the City of Pickering had granted permission to PHC to include the City lands located at 505 Liverpool Road in the visioning exercise for potential redevelopment of the lands, the revised proposal only contemplates the development of the lands owned by the PHC. In the revised proposal, the City's Lands have been excluded from the developable area calculations, and the current use of these lands will not change. Also excluded from any further visioning exercise is the pedestrian park and bridge over the Frenchman's Bay as stated in the City's Information Report and TBG's presentation at Planning Committee. The removal of the City's Lands and increasing the environmental buffer have been fully incorporated into the revised concept. As a result, the total net developable area has been reduced from 14,600 sq.m (1.46ha) to 11,100 sq.m (1.11ha).

Pickering Nuclear Generating Station & Exclusion Zone

Comments

Both the City of Pickering and Durham Region, as well as the Public, have provided comments regarding the proximity of the proposed residential development to the Pickering Nuclear Generating Station (PNGS) and its associated exclusion zone. Both commented on the appropriateness of the development application in advance of the removal or amendment of the exclusion zone boundary, which does not permit occupancy of permanent residential dwellings within 914m (3000 ft) from the exterior of each nuclear active/operating reactor.

Both the Ontario Power Generation ("OPG") and City of Pickering Council have stated their intentions to decommission PNGS and support its decommissioning. The PNGS has received a commercial licence to continue commercial operations until 2024, with decommissioning to begin in 2028. At the January 27, 2020 Council Meeting, the Pickering City Council passed a Motion that supported the commencement of the decommissioning process and dismantling of the PNGS as expeditiously as possible in line with the recommendations of the International Atomic Energy Agency Report - "Decommissioning of Nuclear Power Plants, Research Reactors and Other Nuclear Fuel Cycle Facilities".

Response

As defined by the Canadian Nuclear Safety Commission (CNSC), an exclusion zone is defined as "a parcel of land within or surrounding a reactor facility on which there is no permanent dwelling and over which a licensee has the legal authority to exercise control." An exclusion zone prohibits permanent residential dwellings from being built and occupied, but does not prohibit a landowner from planning for the future use of their land once the exclusion zone has been removed from their land. Starting in 2015, OPG began a public consultation process to review and evaluate the potential

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reuse and redesignation of all lands within the vicinity of the PNGS, inclusive of all lands within and beyond the 914m exclusion zone.

The result was a document entitled “Repurposing Pickering”, which over the course of the Assessment Period (the time period during decommissioning), reviews the potential for decreases to exclusion zone as the safety case changes. According to OPG’s document, it is expected that the reductions in the size and shape of the exclusion zone can occur as soon as commercial operations cease in several locations subject to a Safety Assessment.

Within the OPG document, the PNGS site was divided into eight planning zones (**Figure 1**). In the study it was stated that Zone 5, which is a comparable distance as 591 Liverpool Road (approximately 800m) from the nuclear reactors, could be repurposed at the time commercial operations ceased and was categorized as having ‘high repurposing potential’, which may allow for a “complete change in use within all or most of the zone [if] possible”. Since Zone 5 could be repurposed at the end of commercial operations, it would reasonably be assumed that planning for the rezoning of the lands could occur in advance of the end of commercial operations at the PNGS site. As stated previously, the current timeframe for commercial operations to cease at the PNGS site is 2024, with a potential extension to 2025.

Areas particularly at the edge of the exclusion zone have been identified for redevelopment as soon as the commercial operations end, and areas as close as 250m have potential for redevelopment within the first 5 years of commercial operations ending. The document also identifies the lands north-west of the PNGS site as Recreational and Residential. In **Figure 2**, OPG assumes that the PHC lands are within the area recognized primarily as Residential uses, and per their document, they assume will remain that way throughout the Assessment Period.



Figure 1: Figure from OPG “Repurposing Pickering” titled “Planning zones defined for Repurposing Pickering land use assessment”.



Figure 2: Figure from OPG “Repurposing Pickering” titled “Main fixed uses assumed to remain during the assessment period”.

Based on the details provided in the “Repurposing Pickering” document prepared for OPG, it is reasonable to assume that the presence of the exclusion zone should not preclude the planning process from proceeding for potential development of lands within the exclusion zone. The presence of the exclusion zone is intended to control the occupation of permanent residential dwellings, which falls under the Building Permit approvals process. To obtain occupancy, the development would need to satisfy the required Official Plan, and Zoning By-law provisions, as well as any Provincial or Federal regulations such as the Ontario Building Code, and Federal regulations.

As such, there are planning and legal tools available to restrict construction of permanent residential dwellings until the appropriate time. The presence of the exclusion zone should not preclude planning for future uses on the Subject Lands. OPG is planning for the future use of their PNGS site, and there are future plans to end commercial operations of the PGNS in 2024 with decommissioning starting in 2028. OPG itself has already planned for changes to the use of the surrounding lands over the next 40+ years.

The available tools to control the timing of the development include establishing a holding ‘H’ provision over the subject lands or registering restrictive covenants on Title as per Sections 118 and 119 of the *Land Titles Act*. The subject development applications contemplate how land can be used in the future and do not include applications for building permits; the subject development applications are for planning and not for occupancy.

THE BIGLIERI GROUP LTD.***Environmental****Comments*

City staff, the TRCA and Durham Region provided comments recommending the proposed buffer from the Provincially Significant Frenchman's Bay Coastal Wetland Complex ('wetland') to be increased to 30m, or the equivalent area a 30m buffer would provide, and to ensure the buffer is a continuous, vegetated system. Comments from the Public also echoed the desire to ensure the Hydro Marsh lands are protected and to provide access to the waterfront. Protection for migratory birds and control of the water run-off into the marsh were also concerns brought forward by the Public. Staff also provided additional comments to ensure dewatering the site will not impact the provincially significant wetlands.

Proposed Revision

The revised buffer has been increased to the equivalent area of a 30m wide buffer along the south and east sides of the Subject Site, and has been fully naturalized per the direction of the TRCA. The proposed boardwalk has been relocated outside of the 30m buffer, along the east side of the proposed development. Within the buffer zone, the proposed landscaping will significantly increase the number of plantings and will include native species to establish a naturalized condition. A revised Conceptual Landscape Plan, dated March 9, 2020, depicts the potential design of the on-site landscaping both within and outside the naturalized buffer.

Beacon Environmental has updated the Environmental Impact Study to address Public and technical comments and the revised concept plan. It is Beacon's professional opinion that with implementation of mitigation measures and through design considerations, the redevelopment of the Subject Site will not alter the ecological function of the adjacent Provincially Significant Wetland (PSW), which has been surrounded by urban development for decades. Recommended mitigation measures include natural feature protection through buffering, low impact development techniques, bird-friendly building and lighting, seasonal timing windows, and erosion and sediment controls during construction. The revised concept plan has been developed to conform with the natural heritage policies set out in the PPS, Region of Durham Official Plan and City of Pickering Official Plan.

To ensure run-off water from the Subject Site into the Hydro Marsh does not result in negative impacts, a 30m vegetated and naturalized buffer has been incorporated. The buffer is proposed to be fairly flat with a slope of 0.8% to 2.0% to promote water uptake by the plantings in the buffer. The existing buffer area is currently a gravel storage yard, and as such the naturalized buffer with native plants will drastically enhance and improve the water quantity and quality entering the PSW. The naturalization and restoration of the existing buffer results in converting 0.43 ha of hard surface to a natural area that will connect with the existing natural heritage system.

Water that flows overland on the Subject Site from drainage from the roofs and hardscaped areas such as the pedestrian promenade and internal road will be collected in a storm sewer system that will run through a bio-swale, that has a treatment train, prior to entering the creek. As per the Ministry of Environment (MOE) 80% of total suspended solids (TSS) is required to be removed from stormwater prior to entering the water. Quality control measures have been incorporated into the stormwater system design that will capture over 80% of TSS. In this regard, run-off water from the Subject Site will be adequately treated prior to entering the Hydro Marsh and Frenchman's Bay.

Bird mortality as a result of building collisions during migration is now well documented (refer to EIS). The two factors that increase the potential for birds to collide with a building include attraction to light emitted from the building during night migration movements, and that birds cannot perceive images reflected in glass as reflections during daylight hours.

During the detailed design stage, proposed lighting will be addressed to reduce light effects on the adjacent wetland and on migratory songbirds. Measures to reduce light effects include eliminating or reducing light that is directed upwards, reducing the spillage of light, and optimizing useful light.

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Upon the sale of units, brochures and information can be distributed to residents to educate and raise awareness of the impacts of light effects on wildlife, and best practices for unit owners.

There are no bird-friendly guidelines from the City of Pickering, however the Toronto Green Standard (2014) and Bird Friendly Development Guidelines (2007) prepared by the City of Toronto provide mitigation measures that can be incorporated to prevent birds from colliding with buildings. These measures include addressing glass type, reflectiveness of glass, and lighting of buildings. At the building design stage these guidelines and mitigation measures will be reviewed and implemented by the project architect.

To protect fish and aquatic habitats, the Ministry of Natural Resources and Forestry (MNR) establishes timing window guidelines that restrict when any proposed works that occur below the high-water level can be completed. These restricted activity timing windows protect spring spawning species, that have been identified and documented in the Hydro Marsh, between March 15th and July 15th. Beacon Environmental has identified three ways to improve the aquatic habitat and function of the Hydro Marsh, including: removing the existing headwall located along the Hydro Marsh shoreline and restoring this area from the shoreline to the top of bank; removing the old steel wire fence and revegetating the area; and removing the old submerged filter cloth fence that is 20m from the shoreline which will improve nearshore aquatic habitat.

The revised Sun/Shadow analysis that reflects the revised concept plan was reviewed by Beacon, who determined that during the growing season, the PSW will continue to receive sun in the morning and early afternoon when the sun's rays are the strongest. During the summer solstice, which aligns with the growing season, there will be no shadows cast over the PSW until late afternoon (after 5pm). Shadows that are cast on the PSW occur during periods of lower light intensity and it is anticipated that light reflecting off other surfaces will further reduce any potential effects. In addition, as the PSW is located east of the proposed development this further minimizes any potential effects. Beacon has also determined that birds will not be affected by shadows, as the shadowing is minimal and the birds that have been identified in the area are primarily urban-tolerant.

During construction, appropriate erosion and sediment control measures will be required to be implemented to prevent sediment from entering the wetland and adjacent shoreline. Prior to construction an erosion and sediment control plan will be prepared and approved by the City of Pickering. Sediment control measures include installing a silt fence along the limits of the development.

City staff have requested that any potential dewatering of the Subject Site is assessed to ensure no negative impacts to the PSW occurs. Any potential impacts related to dewater will be confirmed through detailed design at the Site Plan application stage.

Height, Massing, Scale and Design

Comments

The Public provided comments concerning the proposed height of the buildings, shadowing impacts, character of the area, scale of the development, and appropriateness of the intensity of residential units at the waterfront. They commented that the proposed buildings are too tall, out of scale, and do not fit into the surrounding neighbourhood, and expressed concern that the proposed height may have shadow impacts on the Nautical Village townhouse units.

City staff provided additional notes in their information report regarding the need to review and assess the transition and contextual fit of the proposal into the neighbourhood, as well as ensuring the preservation and enhancement of views and vistas towards Frenchman's Bay, Hydro Marsh and Lake Ontario. City staff also noted the need to review and assess the appropriateness of the boardwalk and retail uses within the pedestrian promenade, as well as the proposed function of the pedestrian promenade. The City requested an outside consultant peer review the proposal with

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regard to the scale, massing, and context within the neighbourhood. At this time, peer review comments have not been shared with TBG or PHC.

Proposed Revisions

In the revised concept, each building has been reduced in height by eight (8) storeys to address concerns over the height and scale of the proposed development. Each building is now proposed to be fifteen (15) storeys in height with a series of steps down to the podium. Not only has the overall height decreased, but the overall scale and shadowing have been drastically reduced.

A revised shadow impact study illustrates that there will be minimal impacts to the adjacent Nautical Village townhouses and single detached lots to the north, as well as the wetlands located to the east of the Subject Site. As discussed under the Environmental section, Beacon Environmental has also reviewed the shadow impact study and has determined that the shadows produced from the buildings will have minimal impacts on the PSW. During the spring and summer months the shadows from the proposed buildings is limited to the afternoon hours after 3pm and 5pm, respectively.

In accordance with the Liverpool Road Waterfront Node Guidelines, any future redevelopment of the Subject Lands shall provide a vista and access corridor through the site to the waterfront. The Subject Lands are currently disconnected from the waterfront and provide no public access through the site. The proposed form and function of the pedestrian promenade remain the same; the promenade will provide pedestrian-scale uses and activity on the ground level. The promenade not only creates an active and attractive streetscape, it will also provide a strong visual and physical link to the waterfront for the Public where none currently exists today. Providing multiple uses at ground level within the buildings and along the promenade will connect the waterfront, enhance the public realm, and provide opportunities to live, work, and play. The revised proposal has provided the additional use of the lands for boat storage, as well as an event space within the podiums of the buildings. This further implements the goals of the Liverpool Road Waterfront Node Guidelines to provide a mix of uses on the waterfront.

Land Use

Comments

The Public raised their concern about the appropriateness of the proposal for the waterfront and whether it was in keeping with the character of the Nautical Village. They also had concerns with the removal of boat storage on the Subject Lands, as well as the potential closure of the Marina and loss of ability to launch boats. Additional comments were raised about whether the proposal was the best use of the Subject Lands, and whether it was consistent with Planning Policy from the Provincial Policy Statement, Growth Plan, the Regional and Local Official Plan and the Liverpool Road Waterfront Node Development Guidelines.

In their Information Report to Council, City Planning staff commented on the need for further review and evaluation of the appropriateness of introducing a high-density mixed-use development adjacent to the existing Nautical Village development. Staff further commented on whether the proposed 200 public parking spaces and boardwalk constitute a significant public benefit.

Proposed Revisions

The Subject Lands currently provide outdoor boat storage for approximately 200 boats. In the revised concept plan, indoor outdoor boat storage will be provided within the podium of the northern building. Approximately 100 boat storage spaces could be provided for boat and marina users to store their boats off-season.

Based on its current use for boat storage, the Subject Lands only functions at full capacity from the Fall to Spring, and is primarily unused during the summer months, with the exception of the Pickering Harbour Company office building. As such, the Subject Lands, as a single use site, are underutilized for a prime waterfront property. The proposed development contemplates efficiently using the land to

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provide a multitude of uses including residential, commercial, boat storage, environmental buffer, recreational, and public space uses in a compact form. The existing use of the property, off-season boat storage, is maintained in the proposal, while other uses are integrated to provide for a year-round, all-day public environment. It is our professional opinion that the proposed development provides a more fulsome use of the land, and better meets the goals and objectives of the Liverpool Road Waterfront Node designations.

With regard to the comments concerning the proposal's conformity with planning policy, we would like to provide the following responses. The Provincial Policy Statement (PPS) provides overall direction on matters of provincial interest related to municipal planning decisions. The PPS encourages efficient land use and development to support healthy, livable and safe communities. The efficient use of land and redevelopment within settlement areas supports the PPS objectives for urban growth and efficiency (Policy 1.1.1 and 1.1.2). The redevelopment of land within urban boundaries minimizes urban sprawl and efficiently utilizes land in a more sustainable manner. Within settlement areas, land uses shall be based on densities and a mix of land uses that efficiently use land, resources, infrastructure, public service facilities, and support active transportation (Policy 1.1.3.2.a). Further, land use patterns within settlement areas shall provide opportunities for intensification and redevelopment (Policies 1.1.3.2 to 1.1.3.7). The proposed development is consistent with the PPS as it provides for a mix of uses, increased density, efficiently uses the land, and provides for alternative housing types to meet future needs within the urban boundary on an underutilized piece of land.

The Growth Plan provides a framework for managing growth in the Greater Golden Horseshoe including: direction on where and how to grow, the provision of infrastructure to support growth, and protecting natural systems and cultivating a culture of conservation. The Growth Plan carries forward many of the principles and policies of the PPS relating to transit, land use and conservation. Section 1.2.1 of the Growth Plan on Guiding Principles states that the Plan supports the achievement of complete communities that are designed to support healthy and active living and meet people's needs for daily living throughout an entire lifetime. The Plan also prioritizes intensification and higher densities to make efficient use of land and infrastructure and support transit viability. The proposed development will provide increased housing opportunities in the neighbourhood to support the Growth Plan's goal for higher densities that make efficient use of land and infrastructure. Furthermore, it supports the demand for more public transit (DRT and GO), as well as other alternative transportation opportunities (cycling and walking) through its proximity to transit routes and increased density to support the viability of new or extended routes, as well as through an enhanced pedestrian environment to encourage safe cycling and walking infrastructure.

In the Region of Durham Official Plan (DROP) the Subject Site is designated as *Waterfront Areas* and *Waterfront Place* identified on Frenchman's Bay. *Waterfront Places* are identified as a key growth area designation in the DROP (along with *Centres* and *Corridors*) (Policy 14.10.3b). With regards to intensification strategies, Policy 7.3.17 provides a number of strategies that area municipal intensification policies shall be based on. Strategies include: *intensification* in appropriate locations throughout the *built-up area*; identification of *intensification* areas; and recognition of *Waterfront Places* as a key focus for *intensification* (Policy 7.3.17b, c, and d). Area municipalities shall also identify an appropriate scale of development in *intensification* areas; include the provision of a range and mix of housing; and, the provision of a diverse and compatible mix of land uses, to support vibrant neighbourhoods, providing high quality public open spaces with site design and urban design standards that create attractive and vibrant places, support transit, walking and cycling and achieve an appropriate transition to adjacent areas (Policy 7.3.e, f, and h). Further, *Waterfront Places* are to be connected to *Urban Growth Centres* and *Regional Centres* through supportive Corridors focused on *active transportation* and transit routes (Policy 8.1.14).

Area municipal official plans are to include a number of policies, including Policy 8A.2.12., that are directly related to *Waterfront Places* (Policy 8A.2.14.a). Area municipalities, in consultation with the Region and other agencies, are to detail the boundaries and land uses of *Waterfront Places* within their official plans (Policy 8A.2.14.b). Additionally, area municipal official plans shall include policies

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to ensure and guide higher density development in intensification areas such as *Waterfront Places* (Policy 8A.2.14.g).

It is our professional opinion that the proposed development conforms with the Region of Durham Official Plan. The proposed development will provide intensification, alternative housing types that currently do not exist in the surrounding area, a mix of uses, quality public open space, and a vibrant and accessible public realm.

The City of Pickering Official Plan designates the Subject Lands as within the *Open Space System*, specifically, *Natural Area* and *Marina Area*. The Subject Lands are also located within the Bay Ridges Neighbourhood per Map 13 of the Official Plan and within the 'Liverpool Road Waterfront Node' (Section 12.5). The Official Plan states that the City "shall promote the Waterfront Node as a boating, tourism, and recreational area", and "require that future development within the Node capitalize upon these unique waterfront attributes, which include Frenchman's Bay, Lake Ontario, the Hydro Marsh, City parks, Millennium Square, marine activities, and the historic Village of Fairport" (Policy 12.5(b) and (C)). Furthermore, the vision for the entire Waterfront Node is "*that of a "Great Lakes Nautical Village" with a mix of uses and an ambiance that is inviting. The Village should be an interesting place to live, work, and visit*" as outlined in Section C1.2 of the Liverpool Road Waterfront Node Development Guidelines.

The Liverpool Road Waterfront Node Development Guidelines further designates the Subject Lands as *Marina Mixed Use Area*, *Liverpool Road Corridor*, and *Public Use Parking and Boat Storage*. Collectively, these designations permit a variety of uses that include: marinas, yacht clubs, mooring facilities, and ancillary facilities; marina-supportive uses and facilities; restaurants and limited retail; public open space; community, cultural and recreational uses; residential uses; and tourism and service commercial uses to complement the marina and recreational opportunities associated with the Millennium Square, the Waterfront Trail, and emerging Waterfront Node.

The proposed development supports and or provides for a majority of these uses, which include residential, commercial, public hall, and indoor boat storage on the Subject Site. Furthermore, the commercial uses, indoor boat storage, and public hall are marina supportive uses as they will be used by future marina-users. People who use the marina will be able to store their boat, eat or shop at the commercial uses, and can use the public hall for events like Regattas and club meetings.

Built Form

Comments

The Public commented on overall height and scale of development and the proposed conceptual built form, in terms of architectural and urban design. The concern was whether the proposed built form was in keeping with the Nautical Village and whether it was appropriate on the waterfront. As stated above, the City has requested an outside consultant peer review the proposal with regard to the scale, massing, and context within the neighbourhood. At this time, those peer review comments have not been shared with TBG or PHC.

Proposed Revisions

The existing Bay Ridges Neighbourhood varies in built form, which includes single detached dwellings, townhouses, live-work townhouses, and commercial uses. The proposed development is located at the edge of the Nautical Village where the majority of people visit for shopping, recreational and social activities. As discussed in the Land Use comments, the revised design provides for an increased mix of uses to bring activity down to the waterfront. The revised design still maintains the pedestrian promenade and boardwalk connections, but has provided an inset ground floor which widens the public space, and provides additional shelter from the sun, wind, and rain. With the reduction in land area by excluding the City's lands, the building footprints have significantly decreased in size. The building orientation, location of the towers, and stepping back of the podium level, reduces massing, limits shadow impacts, and reduces wind gusts on the ground level.

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Furthermore, the revised concept plan has decreased the overall height from 23 storeys to 15 storeys, and number of residential units from 498 to 377.

Through redevelopment of the site from this currently private, enclosed boat storage yard, the waterfront area will now have significantly increased public access. With regard to public access and use of the proposed development, the boardwalk along the south and east side has been pulled outside of the natural buffer area to increase the naturalized area, and has been integrated into the promenade and interior of the site. This allows the public to circulate around the entire site and to utilize the overhang on the ground level for protection from weather elements, if needed. In the revised proposal, approximately 56% of the Subject Site at grade is open for public uses through the promenade, boardwalk, walkways, streetscape, and open and landscaped spaces. Further, the boardwalk allows people to view and enjoy the wetlands from the land, where previously it was fenced off, private and inaccessible.

Boating & Recreational Uses

Comments

The public raised concerns about the potential for the proposal to have a negative impact on the waterfront, including the loss of lake views, and the loss of access to the waterfront. In addition, the public raised concerns that the proposal will contribute to the declining support of recreational boating in the area through the removal of the boat storage on the site.

Proposed Revisions

As discussed in the previous sections, the existing condition of the Subject Lands are entirely private and the area is completely fenced off along the waterfront. Through the redevelopment of the site, public access to the waterfront will be established through the property connecting to the boardwalk along the waters edge. The view to the lake will be greatly improved through the opening of the site to the public, providing an active streetscape through the promenade, the addition of the indoor event space on the south side of the property, and the provision for more than half of the site for public use. Furthermore, beyond the edge of the site is the Hydro Marsh which is separated from Lake Ontario by the spit, which supports the public waterfront trail along the shoreline of Lake Ontario. As such, the public realm, promenade, and boardwalk will only increase the existing public access to the waterfront, and provide people with vistas of the wetland, as well as Lake Ontario. In an effort to maintain the recreational boating activity in the area, the revised concept plan has introduced space for approximately 100 boats, which will allow recreational users to store their boats throughout the winter months.

Transportation

Comments

With regards to transportation, the Public provided comment that they felt the existing road network conditions had insufficient capacity to accommodate the proposed traffic, leading to more congestion. They asked if the Traffic Impact Study included data from the summer months (particularly weekend events), which they commented would increase traffic congestion. It was also commented that there are existing problems with available parking in the surrounding area, and this development might further exacerbate this issue with visitors or residents of the apartment units taking the majority of the proposed public parking, as they asserted there is insufficient resident parking proposed. Both the Public and City also commented that the area is not well serviced by public transit. The City had also requested an outside consultant review the Traffic Impact Study. At this time, those peer review comments have not been shared with TBG or PHC.

Proposed Revisions

As part of the revised submission HDR has reviewed their Traffic Impact Study and has updated their report to reflect the updated concept plan. The original proposal generated 539 parking spaces for

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the residential and commercial uses, plus an additional 200 parking spaces to replace the 72 parking spaces on the City's lands and to provide additional public parking spaces. In the revised concept plan the number of residential units has decreased by 122 units, and the commercial space has also been reduced by 500 square metres. In response to the Public's comments regarding the amount of parking, the total required parking remains nearly the same at 535 parking spaces. The parking rate for the residential units and visitors, as well as the commercial uses is 1.25 spaces per unit (472 spaces total) based on proxy sites studied by HDR in their Traffic Impact Study. A summary of how these rates were calculated can be found in HDR's report.

The assembly hall requires a higher parking rate at 10 spaces per 100 square metres, therefore requiring 63 spaces. The 72 public parking spaces within the City's lands will remain

Under this concept, all parking not specifically designated for a residential unit can be utilized by the public visiting the area. The total result when included with the City's parking lot, is approximately 230 spaces.

Due to the timing of the application and comments that have been received to date, further traffic studies will be conducted in the summer months to provide a more comprehensive analysis. The Traffic Impact Study, dated November 2019, submitted to the City is undergoing a peer-review. As stated above, comments from the peer-review have not been received and as such further comments and requirements with the study may be required, which will be assessed and reviewed upon receipt.

With regard to the review of Transit opportunities, the removal of the City's Lands from the proposal maintains the ability for vehicles to turn around at the end of Liverpool Road by going through the City's parking lot. HDR has reviewed the current parking lot configuration on the City's Lands and confirmed that a 27-foot shuttle bus can utilize the existing drive aisles to turn around without amendment to the layout of the parking. Based on Durham Region transportation comments, Durham Regional Transit (DRT) is open to collaboration to provide transit solutions to service the area and recommends further discussion. In this regard, shuttle bus service is contemplated to be provided to service the area to connect the waterfront and GO station via Liverpool Road. To accommodate a proposed bus shuttle service, a bus loop through the City-owned parking lot at the end of Liverpool Road would be appropriate. It is also recommended that Route 101/101A reinstates bus service to Annland Street, per the previous route, to provide a bus stop within 300m of the Subject Site, encouraging public transit use to reduce vehicle use and congestion.

Lastly, the review of a potential future road connection from Liverpool Road and Sandy Beach Road is not feasible from an environmental and economic standpoint. This was not contemplated as part of this revised concept plan.

SUMMARY

In conclusion, it is our professional opinion that the revised proposal continues to meet the policies of the Provincial Policy Statement, Growth Plan, the Durham Regional Official Plan, the City of Pickering Official Plan and the Liverpool Road Waterfront Node Development Guidelines. Further, the four guiding principles used to establish the vision for the Subject Lands were maintained and applied to the revised concept plan. They include: a connected Waterfront, active Streetscapes, mix of uses to live, work and play; as well as supporting social, environmental and economic sustainability. We have also significantly revised the proposal according to comments provided by the Public, City Council, City and Regional staff, Durham Region Transit, TRCA and OPG.

These considerations and alterations to the plan contribute to establishing a successful 'people place' on the waterfront that respects and enhances environmental areas, and provides ample opportunities for public spaces to be enjoyed by all. This proposal takes a currently entirely private and enclosed site, greatly enhances it, and most importantly – meaningfully opens it up to the public

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by providing barrier-free access to the waterfront while protecting the Hydro Marsh, and natural areas. It is our professional opinion that this proposal continues to encourage and promote a dynamic mixed-use place for the public to gather, stroll, and enjoy the waterfront.

SUPPORTING DOCUMENTS

In support of the proposed development, please find enclosed the following revised materials:

- Three (3) copies of the Cover Letter prepared by The Biglieri Group, dated March 9, 2020;
- Ten (10) copies of the one-page summary infographic prepared by The Biglieri Group;
- Ten (10) copies of the Site Plan prepared by The Biglieri Group, dated March 10, 2020;
- Ten (10) copies of the Landscape Master Plan prepared by MSLA, dated March 9, 2020;
- Ten (10) copies of the revised Environmental Impact Study prepared by Beacon Environmental, dated March, 2020;
- Ten (10) copies of the revised Traffic Impact Study prepared by HDR, dated March 10, 2020;
- Ten (10) copies of the revised Functional Servicing Report prepared by Sabourin Kimble & Associates Ltd, dated March 10, 2020; and
- Ten (10) copies of the revised Sun & Shadow Study Addendum prepared by The Biglieri Group, dated March 2020.

We trust you will find all in order, however if you have any questions or require additional information, please contact us at your earliest convenience.

Respectfully,
THE BIGLIERI GROUP LTD.

Anthony Biglieri, MCIP, RPP
Principal

Mike Pettigrew, B.U.R.PI.
Planner

Cc: Pickering Harbour Company Ltd.
Kyle Bentley, Catherine Rose, Richard Holborn, City of Pickering;
Gary Mueller, Brian Bridgeman, Peter Castellan, Lino Trombino, Region of Durham
Christopher Norris, Durham Region Transit
Steve Heuchert, Nancy Gaffney, Jill Atwood, TRCA
Ray Davies, OPG