

PICKERING HARBOUR REDEVELOPMENT VISION

591 LIVERPOOL ROAD



THE BIGLIERI GROUP LTD.

OVERVIEW

- Introduction
- Context
- Vision and Guiding Principles
- Subject Lands Design Vision
- Subject Site Proposal
- Policy Context
- Next Steps

INTRODUCTION

CLIENT

Pickering Harbour Company

TEAM

The Biglieri Group Ltd.
Norm Li Visioning
MSLA
SKA Engineering
HDR Corporation
Beacon Environmental
Valcoustics
RWDI
Haddad Geotechnical
Golder and Associates
D.A.W. Treecare
AECOM
J.D. Barnes

Planning and Urban Design
Architecture and Urban Design
Landscape and the Public Realm
Servicing
Transportation and Mobility
Natural Heritage
Noise
Wind
Geotechnical/Phase 1 and 2 ESA
Hydrogeological
Arborist
Archaeology
Surveyor

INTRODUCTION – THE PROJECT



CONTEXT – SUBJECT LANDS



SUBJECT LANDS:

- Approximately **80 hectares** of PHC's landholdings, inclusive of the water and associated lakebeds in portions of Frenchman's Bay and Lake Ontario, 591 Liverpool Road and the docking facilities in Frenchman's Bay.

CONTEXT – SUBJECT SITE



SUBJECT SITE:

- 591 Liverpool Road
- City-owned parking lot lands to the immediate south
- The Subject Site has a total area of **2.42 hectares, or 6 acres.**
- Total frontage of approximately 86.84 metres on Liverpool Road.
- The Frenchman's Bay Marina office and boat storage yard currently occupy the Site.

CONTEXT – STUDY AREA



CONTEXT - HISTORY

In 1971 the Province of Upper Canada was established as part of British Canada by the British to govern the growing population of British North America. The citizens of Upper and Lower Canada became frustrated with the slow pace of political reform under British rule, desiring a stronger focus on responsible government. Some things never change do they? This discontent led to armed uprisings in Upper Canada in 1838. The rebellions sparked a series of political changes that led to the British North America Act of 1867 that created Canada as a sovereign nation.

In 1843, a couple of settlers, using a horse-drawn dredge, cut an opening into the bay from Lake Ontario at the location of the current entrance. Two heavy wood timber piers were constructed to the east and west sides of the channel. Once the piers were built, cargo vessels could tie up closer to the products being transported, making loading an easier task. Now with access to the bay from Lake Ontario.

Through the late 1800s to the early 1900s, schooners, known as "stonehookers," operated between Port Whitby and Port Credit. Large stones were "hooked" up from the lake bottom near the shore, placed on scows, then transported to the waiting schooners where they were loaded onto the vessels by a hand winch. The stones were used primarily as construction and paving material in Toronto.



REBELLION OF 1837|1838
1791



INGENUITY STARTS EARLY
1843



'STONEHOOKERS' PLY LOCAL
1800's-1900's

1667

HOME TO THE SENECAS, FIRST NATIONS



The area around Frenchman's Bay was originally inhabited by the Senecas, part of the five nations of the Iroquois. Their village, known as Gandatsetiagon or Ganatsekwyagon, meaning "break in the cliffs" or "opening in the sand hills" was one of the major villages of the Seneca tribe. It was located just east of the mouth of the Rouge River. In 1667, a French missionary, Francois de Salignac de Fenelon, arrived in Montreal and, in 1669, he travelled to Gandatsetiagon to work with the native people. It is thought Frenchman's Bay was named for Francois.

1837

LOCAL EUROPEAN SETTLEMENT ARRIVES



A growing commerce and community development happened in Pickering during this period. European commerce came to Frenchman's Bay in 1837 when the Tripp family settled near the bay, building one of the first saw mills in the area. The clearing of the land made it available for agriculture, most significantly grain, and grain elevators and warehouses for its storage and shipment were built. The harbour business grew.

1853

PICKERING HARBOUR COMPANY FIRST INCORPORATED



In 1853, some 14 years before Canadian Confederation, an Act to incorporate the Pickering Harbour Company was assented to by Queen Victoria. With this Act Pickering Harbour Company was deeded the water rights and ownership of the land under the water of Frenchman's Bay and out into Lake Ontario, entitling it to operate the harbour and to charge and collect tolls. Because of this charter that Pickering Harbour Company has established the first dockminiums in Canada; water lots that are deeded to boat owners in perpetuity.

1900

ADVANCEMENTS IN TRANSPORTATION TECHNOLOGY



Shortly after construction of rail lines in southern Ontario, transport of goods by water began to decline. Commercial use of Frenchman's Bay lessened and, in the early 1900s, recreational boating and beach-going became the primary use for the Bay. Thereafter, many cottages dotted the sandbar. These were privately owned lots that were later sold to Pickering Harbour Company. The Harbour Company subsequently collaborated with the Toronto and Region Conservation Authority to deed these properties over to public control in a manner that opened up the waterfront to the larger community.

CONTEXT - HISTORY

Circa 1914, seven ice houses, owned by Lake Simcoe Ice Company, were built on the east shore of Frenchman's Bay at Front Road between Annland Street and Wharf Street. In winter, ice blocks were cut from Frenchman's Bay and transported to the ice houses via a portable conveyor belt and stored for use by various businesses in the summer months. Sometime after 1918, the icehouses were demolished, although ice-cutting carried on into the 1930s.



INNOVATION TAKES ON THE DEEP FREEZE

1914

In 1937, Frenchmans Bay Yacht Club was formed and a clubhouse was built in the northeast part of the Bay. Over the years, the building fell into poor condition, and was ultimately moved to the west shore of the Bay where it remains today.



FRENCHMAN'S BAY YACHT CLUB JOINS THE SCENE

1937

In 2000, the beginning of a waterfront revitalization project got underway at the southern end of Liverpool Road, starting with the construction of Millennium Square, an award-winning large public square at the foot of Liverpool Road beside the beach. The boardwalk, heading east, takes you to Alex Robertson Park and "Home Place," a contemplative setting in the park featuring carvings by Dorsey James, one of Canada's premier wood carvers.



FRENCHMAN'S BAY REVITALIZATION BEGINS IN EARNEST

2000

Reconstruction of the channel entrance began in February 2013 and was completed in June 2015. The harbour entrance runs 360.55 metres (1,182 ft) long by 30 metres (98.5 ft) wide by 3.7 metres (12 ft) deep. This project was made possible by federal, provincial and municipal investments. Navigation into Frenchman's Bay has never been easier! The new breakwalls, extending into Lake Ontario on the east and west side of the harbour entrance, have accessible walkways.



HARBOUR ENTRANCE RECONSTRUCTION CONNECTS THE COMMUNITY WITH THE LAKE

2013

1926

THE BAY BECOMES A PREFERRED HANG-OUT FOR LOCAL LEISURE



In May 1926, the Glen-Avis Pavilion, a popular dance hall, opened in Avis Park located at 1295 Wharf Street, on the east shore of Frenchman's Bay. The several acres comprising this park were ideal for picnics and you could pitch your own tent for overnight stays.

1972

PICKERING HARBOUR COMPANY LAUNCHES LOCAL MARINA



In 1972, Pickering Harbour Company established East Shore Marina and installed docks for rent by recreational boaters, on the east side of Frenchman's Bay. The marina's offices were in the former Glen-Avis Pavilion mentioned above.

2000

PICKERING HARBOUR COMPANY LEADS REVITALIZATION OF THE HARBOURFRONT COMMUNITY



Pickering Harbour Company moved its offices across the road to 591 Liverpool Road during this development process and changed the marina's name to Frenchman's Bay Marina. Thus, the renewal of the waterfront could continue with the development of Pickering's Nautical Village, a picturesque residential/commercial community lining both sides of Liverpool Road south of Wharf Street. The Cape Cod and Queen Anne style townhouses all have shops, eateries and other businesses operating from the ground floors with residences on the upper floors.

CONTEXT – SURROUNDING AREA

NORTH



EAST



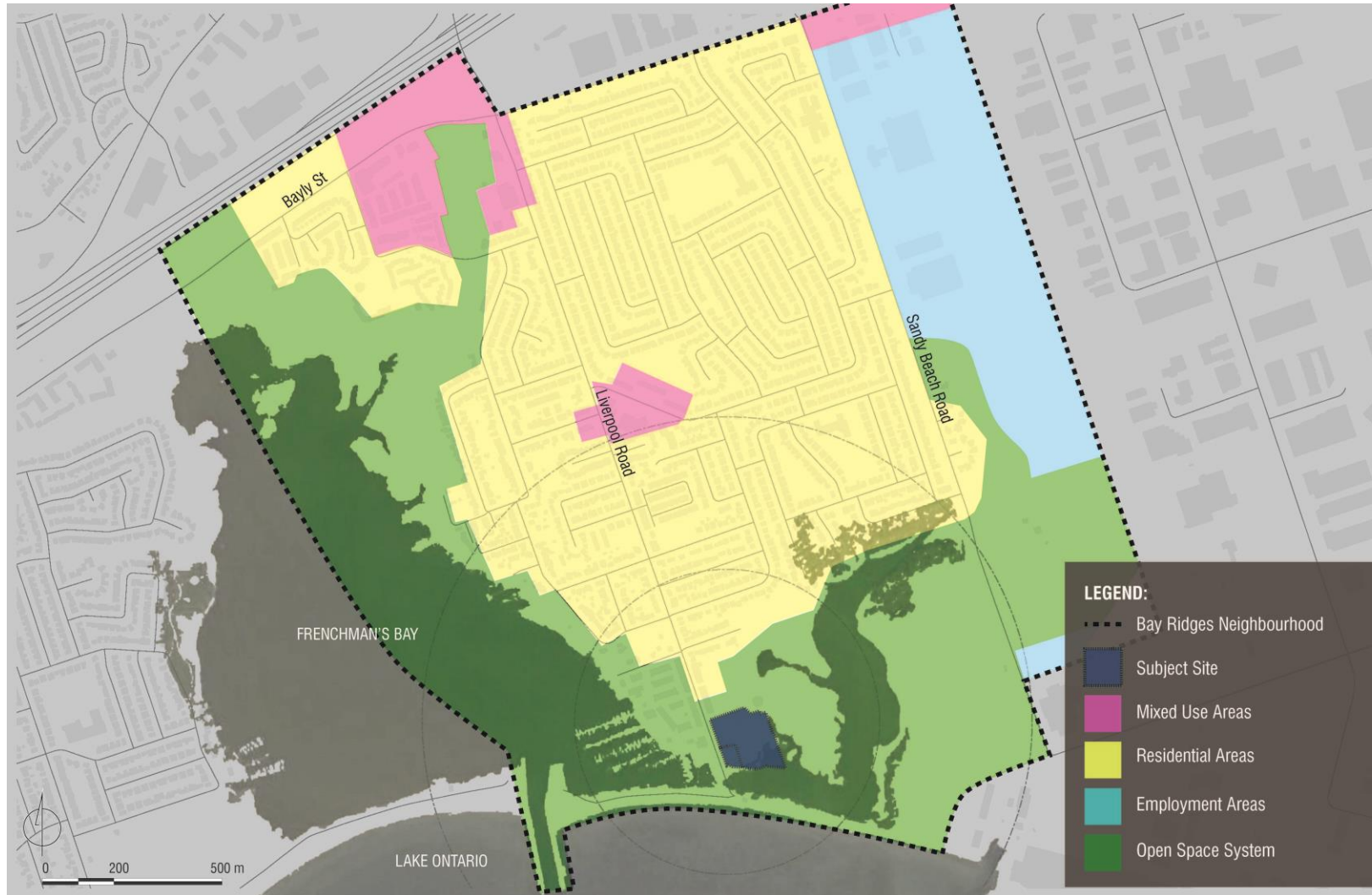
SOUTH



WEST



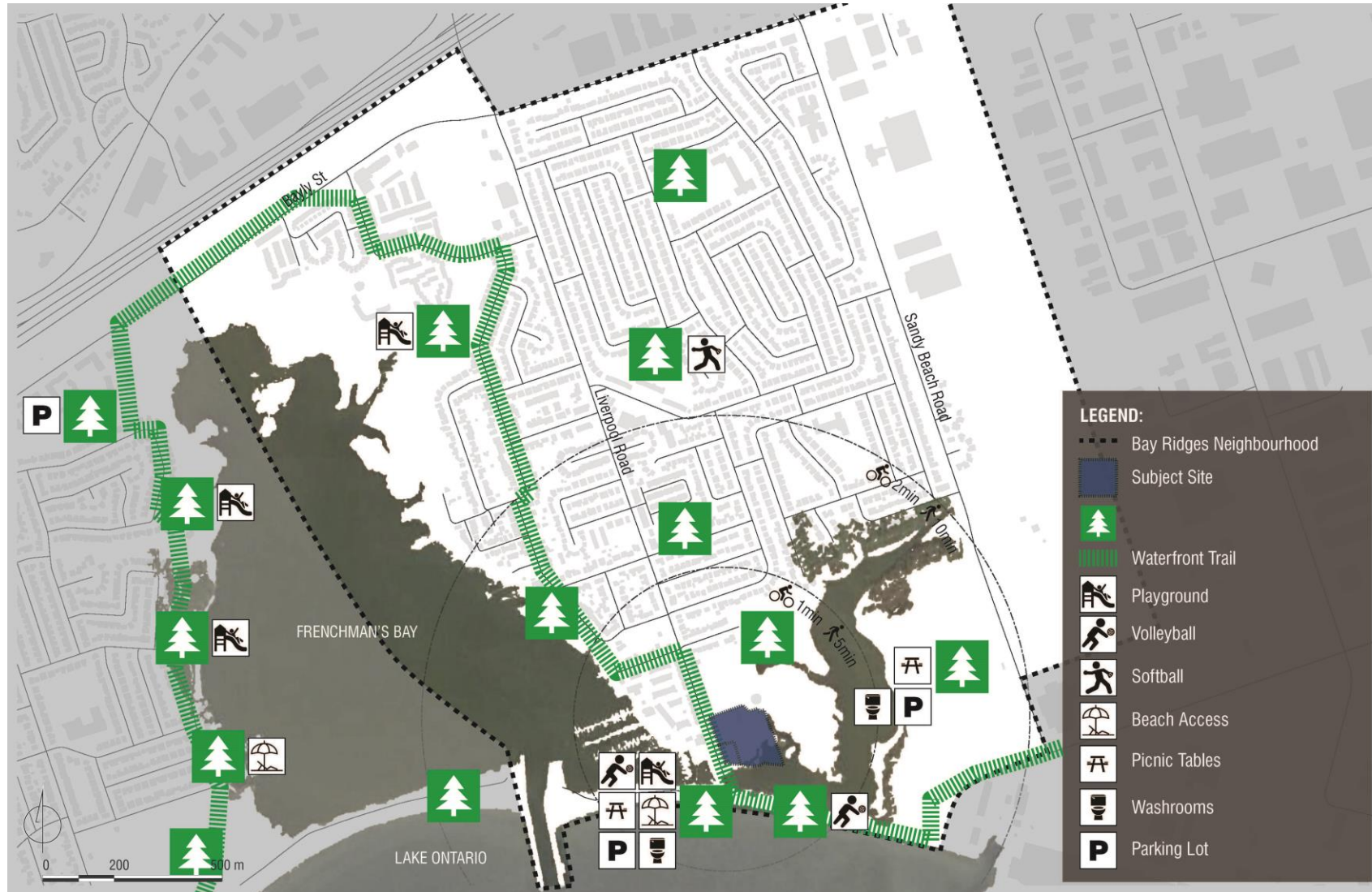
CONTEXT – LAND USE



CONTEXT – PUBLIC SERVICE FACILITIES



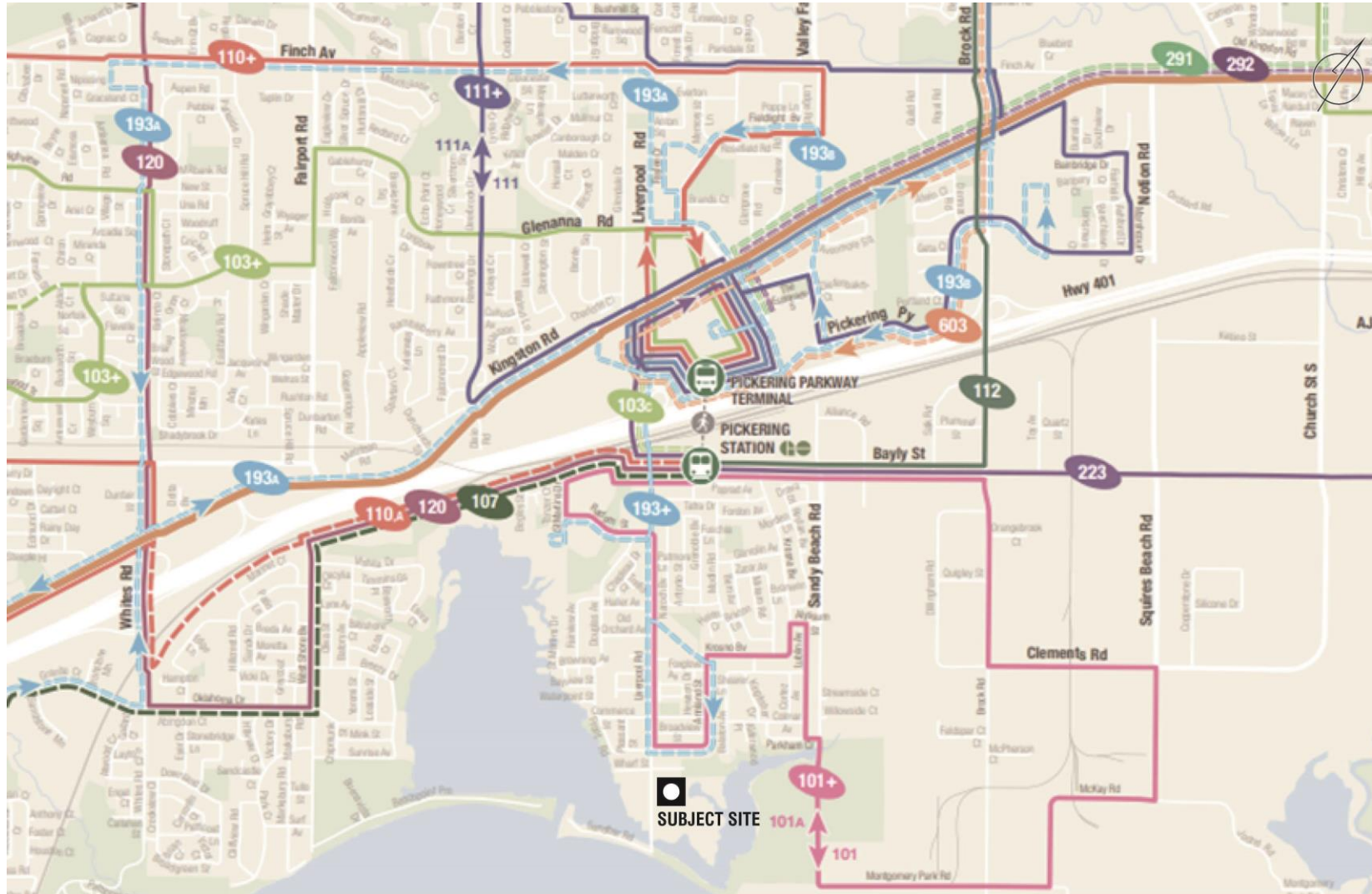
CONTEXT – PARKS AND OPEN SPACES



CONTEXT – ROAD NETWORK



CONTEXT – TRANSPORTATION NETWORK



VISION AND GUIDING PRINCIPLES

THE VISION

To reconnect the waterfront and its natural amenities to the surrounding neighbourhood and its residents, while enhancing opportunities for new residential, commercial, cultural and recreational uses.

GUIDING PRINCIPLES



**CONNECTED
WATERFRONT**



**ACTIVE
STREETSCAPES**



**MIX OF LAND
USES – LIVE,
WORK, PLAY**



SUSTAINABILITY

SUBJECT LANDS DESIGN VISION

WHAT THE COMMUNITY SAID TO THE CITY ABOUT PARKS AND OPEN SPACES

“The waterfront has poor access for anyone who doesn’t live there”

“Seniors and the disabled need accessible parks, waterfront trails and picnic areas...”

“Intensification in South Pickering must maintain or increase the availability of recreational park space for the City’s residents to enjoy.”

“The lakefront is one of the best things about living here.”

“A wonderful place to relax, exercise and interact with others.”

“Waterfront trails are fun and accessible way for people of all ages to enjoy the natural beauty of Pickering’s waterfront. They should be expanded wherever possible.”

(taken from the Pickering Recreation Master Plan, 2017)

SUBJECT LANDS DESIGN VISION



SOFT LANDSCAPE – GREEN SURFACES



COMMUNITY GARDEN



OUTDOOR GYM



SHADED AREAS



PROXIMITY TO THE WATER



LEGEND

- ① West park+Community Garden
- ② Children's pool
- ③ Central park
- ④ East park
-  Washrooms

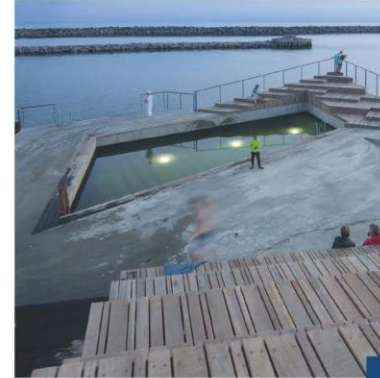
SOFT LANDSCAPE – WATER SURFACES



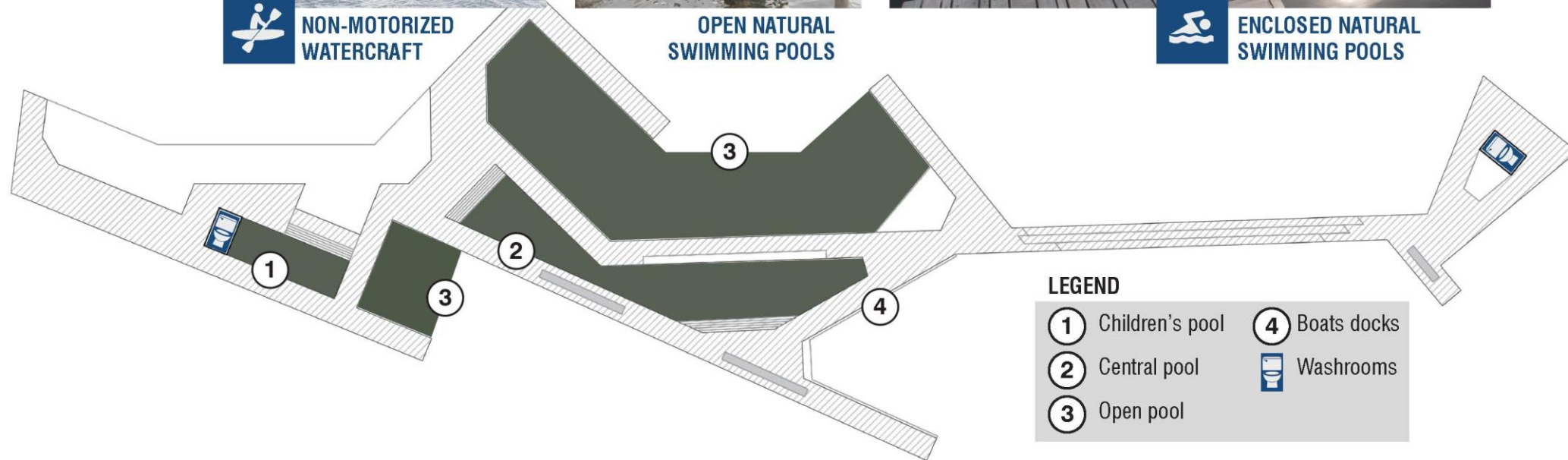
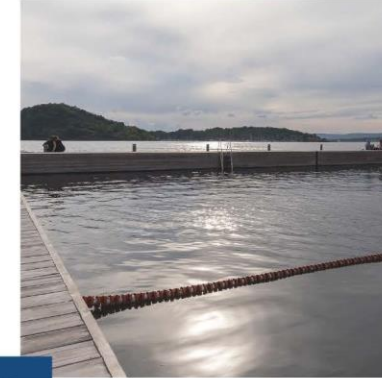
 **NON-MOTORIZED WATERCRAFT**



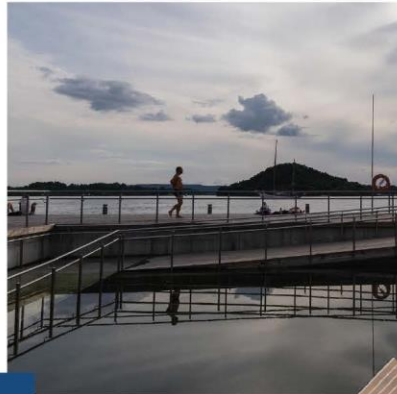
OPEN NATURAL SWIMMING POOLS



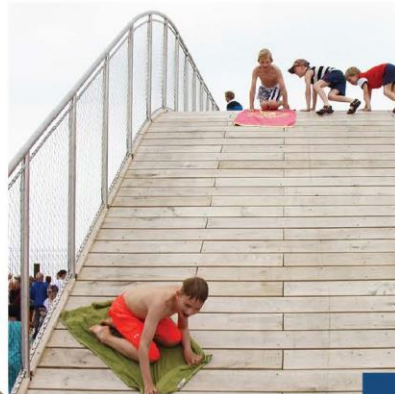
 **ENCLOSED NATURAL SWIMMING POOLS**



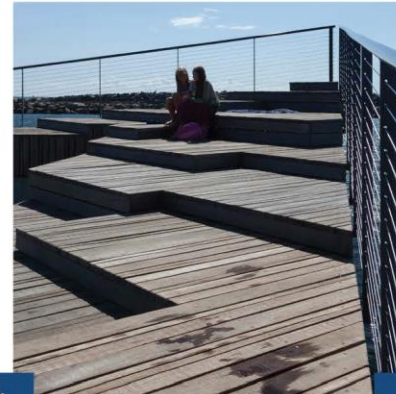
HARD LANDSCAPE – WOOD SURFACES



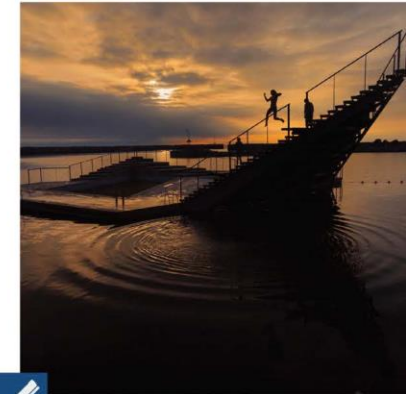
 ACCESSIBLE PLACES



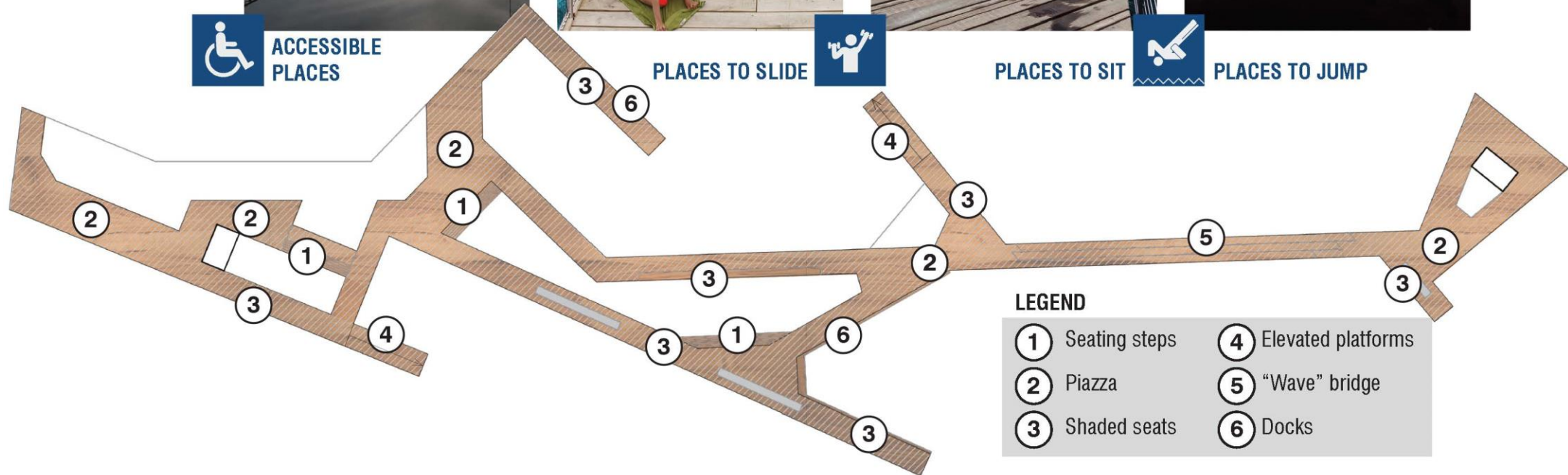
PLACES TO SLIDE 



PLACES TO SIT 



PLACES TO JUMP 



LEGEND

- | | |
|---|--|
|  1 Seating steps |  4 Elevated platforms |
|  2 Piazza |  5 "Wave" bridge |
|  3 Shaded seats |  6 Docks |

HARD LANDSCAPE – OTHER SURFACES



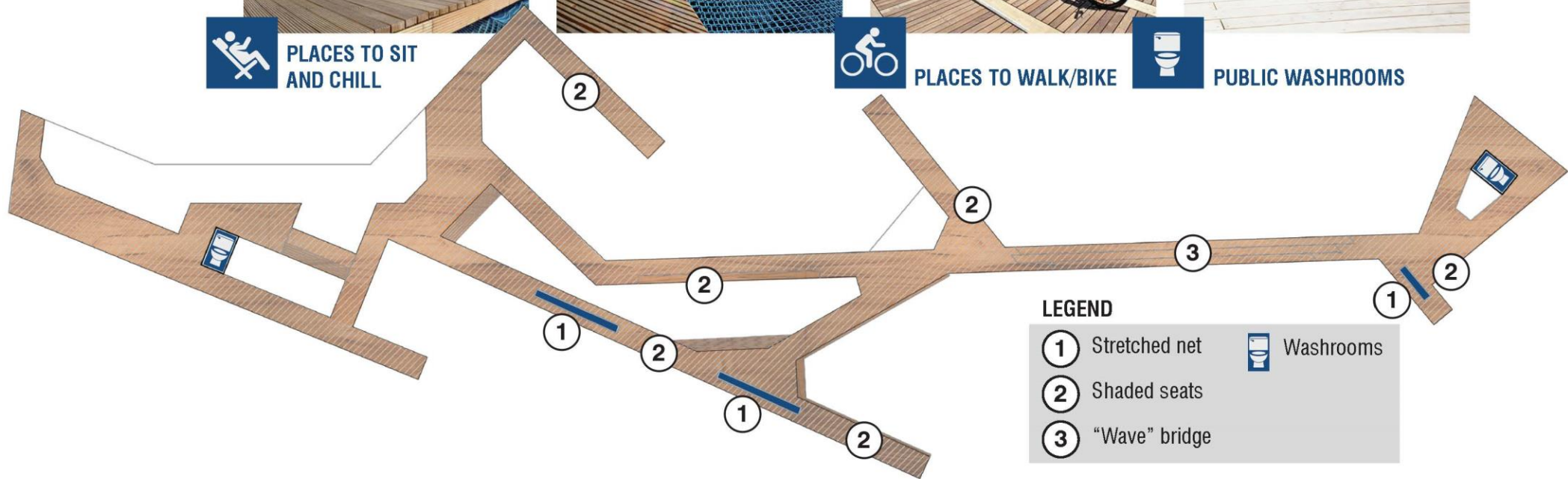
 PLACES TO SIT AND CHILL



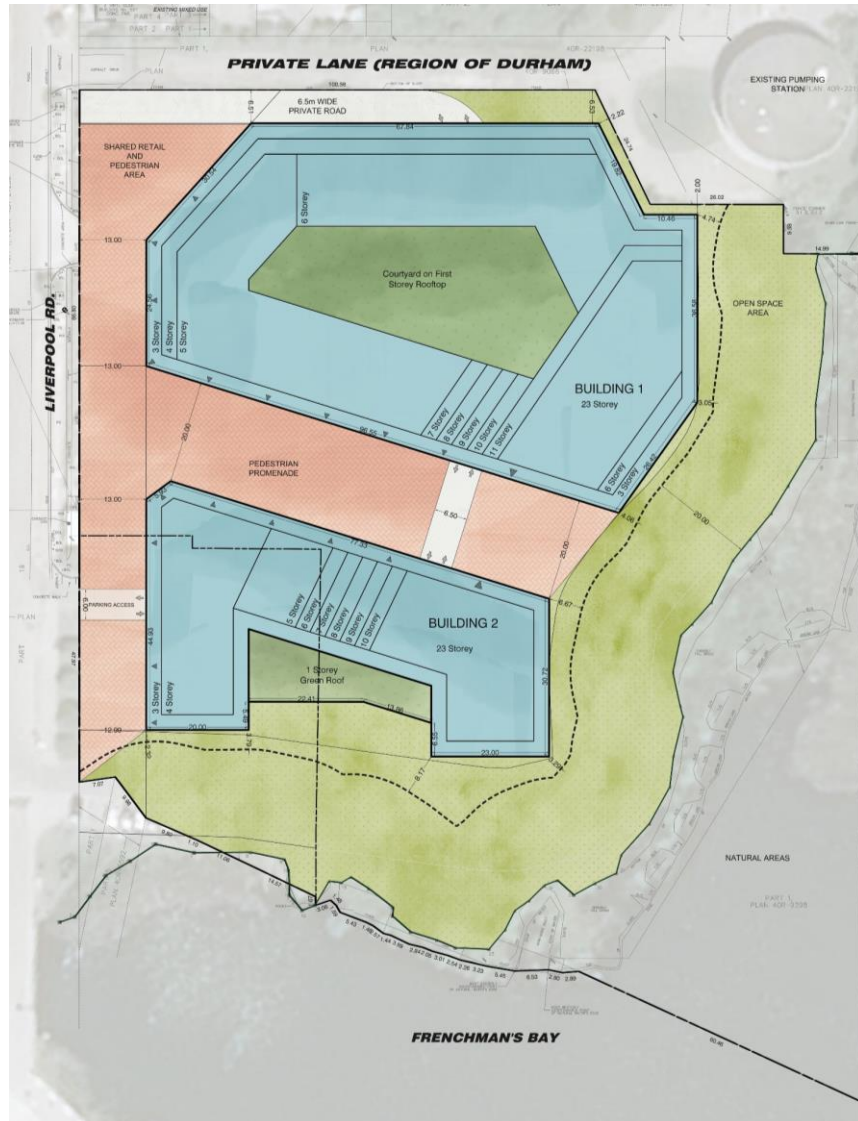
 PLACES TO WALK/BIKE



 PUBLIC WASHROOMS

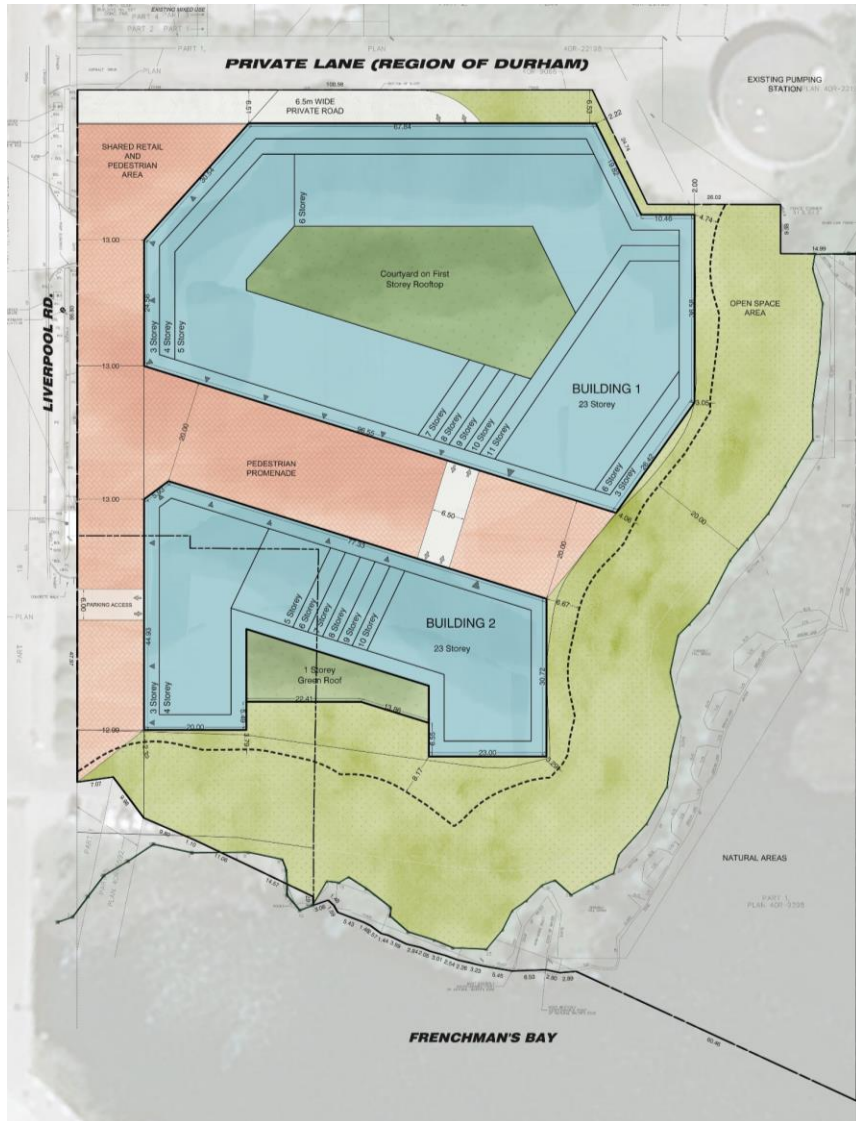


SUBJECT SITE PROPOSAL



SITE STATISTICS			BUILDING STATISTICS			
AREA	24 248m ² (2.42ha)		DESCRIPTION	COMMERCIAL (m ²)	RESIDENTIAL (m ²)	PUBLIC PARKADE (m ²)
TOTAL AREA FROM 20m TOP OF BANK SETBACK	13 797m ² (1.38ha)		BUILDING 1	-	-	-
PROPOSED UNITS	498		FLOOR 1	1000	-	2016
UNITS PER HECTARE	340		FLOOR 2-23	-	35,163	-
AREA STATISTICS			BUILDING 2	-	-	-
DESCRIPTION	AREA (m ²)	AREA (% OF TOTAL)	FLOOR 1	900	-	5171
BUILDING COVERAGE	9058	37%	FLOOR 2-23	-	21,138	-
HARDSCAPE	4116	17%	TOTAL	1900	56,274	7187
OPEN SPACE AREA	6034	25%	PARKING STATISTICS			
NATURAL AREAS	4987	21%	DESCRIPTION	REQUIRED	PROPOSED UNDERGROUND (2 LEVELS)	PROPOSED ABOVEGROUND (4 LEVELS)
TOTAL	24248	100%	PUBLIC PARKING	200	58	142
			PRIVATE PARKING	539	579	-
			TOTAL PARKING	779	779	
			PRIVATE PARK BY USE			
			RESIDENTIAL @ 0.95 SPACES PER UNIT	473		
			COMMERCIAL @ 3 SPACES PER 100m ²	66		
			TOTAL	539		

SUBJECT SITE PROPOSAL



REQUIRED APPROVALS

An Official Plan Amendment is needed to:

- Change the **Natural Area** and **Marina Area** designation to **Mixed Use – Community Node**;
- Change the **Public Use/Parking and Boat Storage Area** designation in the Liverpool Road Waterfront Node Development Guidelines to **Marina Mixed Use Areas** and **Liverpool Road Corridor**;
- Permit site-specific permissions for an increase in Net Residential Density for the Mixed Use Community Node from 140 units per hectare to 340 units per hectare.
- Permit a site-specific permission for an increase in the maximum permitted Floor Space Index from 2.5 to 4.4.
- A **Zoning By-law Amendment** is needed to:
 - Change the current zoning from **Waterfront Area, “(H) O3B-2”** in the City of Pickering Zoning By-law 2520 to **Community Node (“CN”) Zone** with site-specific permissions for increased height and density.

SUBJECT SITE PROPOSAL

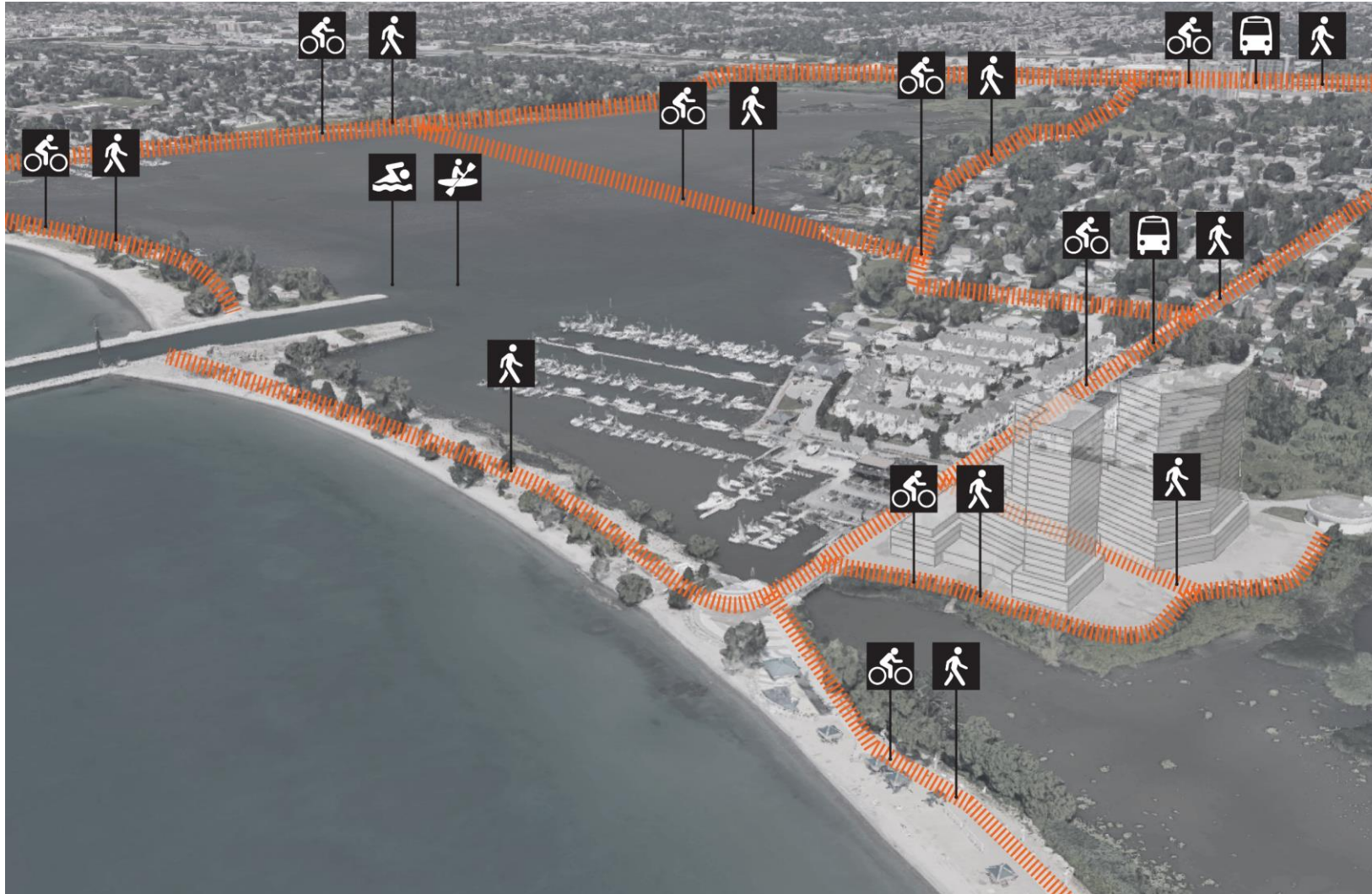


COMMERCIAL/PUBLIC REALM



RESIDENTIAL

PROPOSAL - CONNECTIVITY



PROPOSAL - SUSTAINABILITY



POLICY CONTEXT

- Provincial Policy Statement (2014)
- Growth Plan for the Greater Golden Horseshoe (2017, now 2019)
- The Region of Durham Official Plan (2017)
- City of Pickering Official Plan (2018)
- City of Pickering Zoning By-law 2520

POLICY CONTEXT – ROD OFFICIAL PLAN

The Region of Durham Official Plan (2017)

Legend

URBAN SYSTEM

- URBAN AREA BOUNDARY
- URBAN GROWTH CENTRE
- LIVING AREAS
- ▨ AREAS DEVELOPABLE ON FULL-PARTIAL MUNICIPAL SERVICES
- ▧ AREAS DEVELOPABLE ON PRIVATE WELLS & MUNICIPAL SEWER SYSTEMS
- MUNICIPAL SERVICE
- REGIONAL CENTRE
- REGIONAL CORRIDOR
- EMPLOYMENT AREAS
- ▨ AREAS DEVELOPABLE ON MUNICIPAL WATER SYSTEMS & PRIVATE WASTE DISPOSAL SYSTEMS
- ▧ AREAS DEVELOPABLE ON PRIVATE WELLS & PRIVATE WASTE DISPOSAL SYSTEMS
- BUILT BOUNDARY

RURAL SYSTEM

- PRIME AGRICULTURAL AREAS
- RURAL SETTLEMENTS:
 - HAMLET
 - RURAL EMPLOYMENT AREA (SEE TABLE E3 FOR DESCRIPTION)
 - △ REGIONAL NODE (SEE SECTION 10 FOR DESCRIPTION)
 - ◇ AGGREGATE RESOURCE EXTRACTION AREA (SEE TABLE E1 FOR DESCRIPTION)
 - COUNTRY RESIDENTIAL SUBDIVISION (SEE TABLE E2 FOR DESCRIPTION)
 - SHORELINE RESIDENTIAL

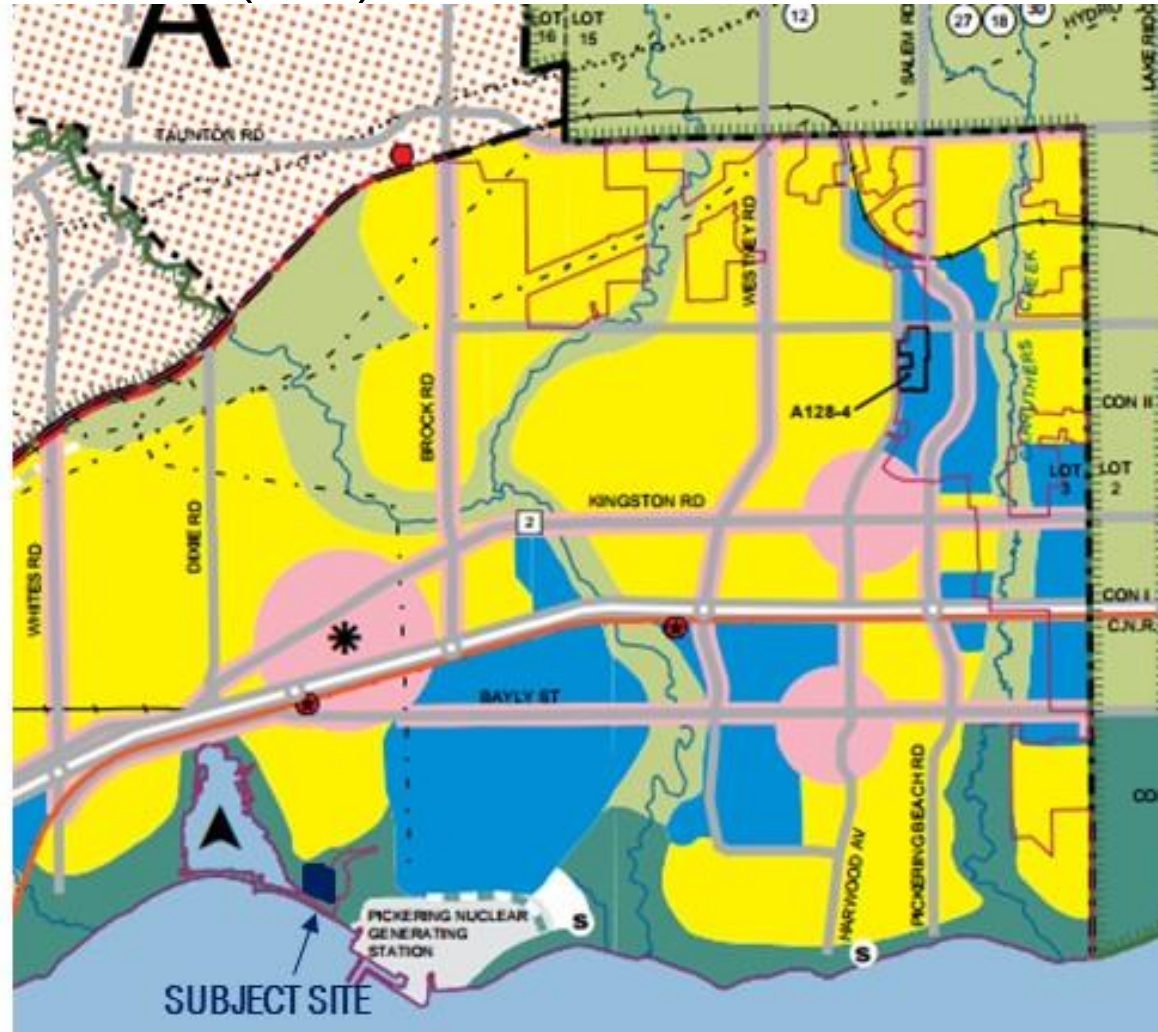
GREENLANDS SYSTEM

- MAJOR OPEN SPACE AREAS
- WATERFRONT AREAS
- OAK RIDGES MORANE BOUNDARY
- ▲ TOURIST ACTIVITY/RECREATIONAL NODE
- OPEN SPACE LINKAGE
- OAK RIDGES MORANE AREAS
- GREENBELT BOUNDARY
- ▲ WATERFRONT PLACE
- WATERFRONT LINKS

TRANSPORTATION SYSTEM

SEE SCHEDULE C FOR DESIGNATIONS
THE FOLLOWING IS SHOWN SELECTIVELY, FOR EASE OF INTERPRETATION OF OTHER DESIGNATIONS ONLY.

- | EXISTING | | FUTURE |
|----------|---------------|--------|
| — | ARTERIAL ROAD | — |
| — | FREEWAY | — |
| — | INTERCHANGE | — |
| — | GO RAIL | — |
| ● | GO STATION | ● |



POLICY CONTEXT - ROD OFFICIAL PLAN

REGION OF DURHAM OFFICIAL PLAN CONFORMITY

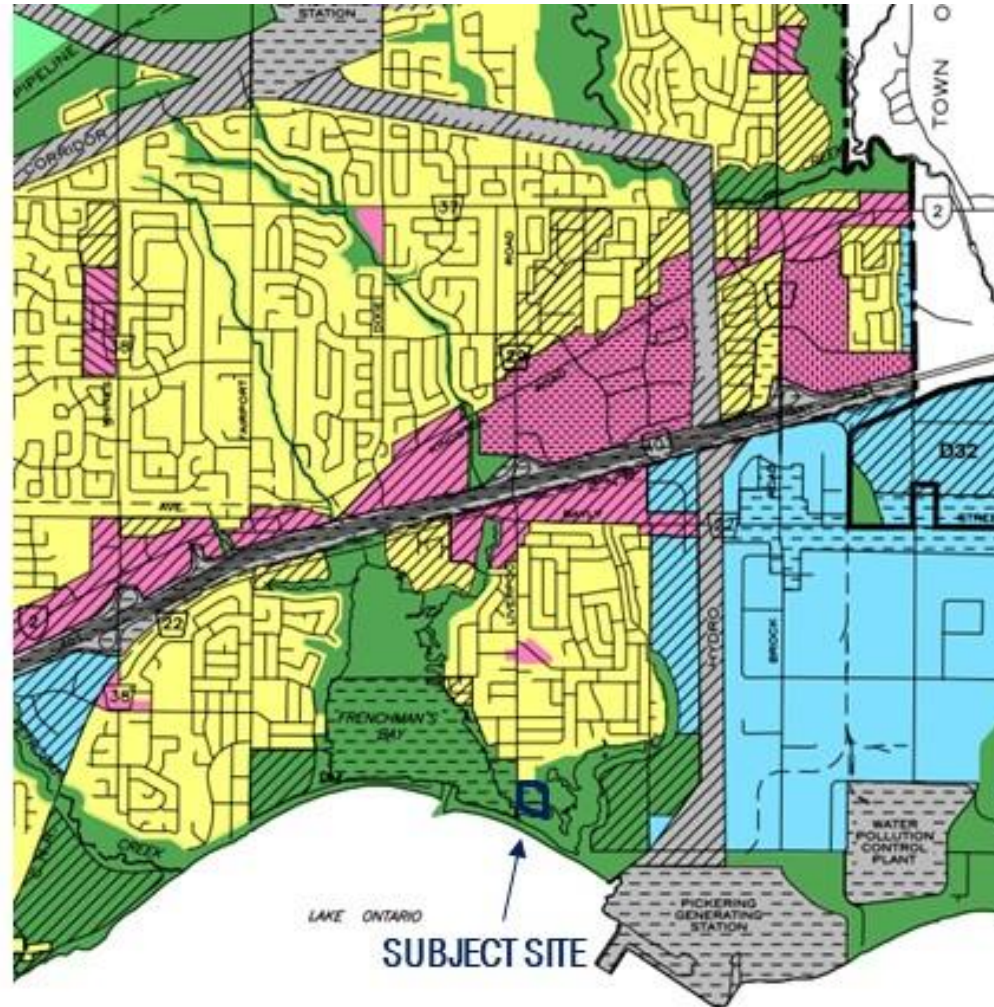
- Proposes intensification of an underutilized parcel of land within the current urban boundary of the City of Pickering.
- The development proposes a compact built form with a mix of residential, retail, and service uses to serve future residents and the surrounding neighbourhood.
- The proposed development includes an internal site design and layout to ensure appropriate traffic movement and sharing between pedestrians, cyclists and vehicles.
- The proposed development includes a mix of housing types, including bachelor to three-bedroom units to serve resident needs throughout an entire lifetime.
- The proposed development has been designed to provide appropriate setbacks to the natural heritage features to the east of the property, while providing opportunities for recreational activities with the potential for a boardwalk to serve the residents of the proposed development as well as the public.
- The proposed development will improve access to the waterfront through providing a public boardwalk along the southern limits of the Site.
- The Site can be serviced efficiently by utilizing only existing services.

POLICY CONTEXT – COP OFFICIAL PLAN

City of Pickering Official Plan Schedule I – Land Use Structure

Legend

OPEN SPACE SYSTEM		EMPLOYMENT AREAS	
	NATURAL AREAS		GENERAL EMPLOYMENT
	ACTIVE RECREATIONAL AREAS		PRESTIGE EMPLOYMENT
	MARINA AREAS		MIXED EMPLOYMENT
MIXED USE AREAS		URBAN RESIDENTIAL AREA	
	LOCAL NODES		LOW DENSITY AREAS
	COMMUNITY NODES		MEDIUM DENSITY AREAS
	MIXED CORRIDORS		HIGH DENSITY AREAS
	SPECIALTY RETAILING NODE	RURAL SETTLEMENTS	
	DOWNTOWN CORE		RURAL CLUSTERS
			RURAL HAMLETS
FREEWAYS AND MAJOR UTILITIES			
	POTENTIAL MULTI-USE AREAS		
	CONTROLLED ACCESS AREAS		
OTHER DESIGNATIONS			
	SEATON URBAN STUDY AREA		
	AGRICULTURAL AREAS		
	DEFERRALS		
	RURAL STUDY AREAS		

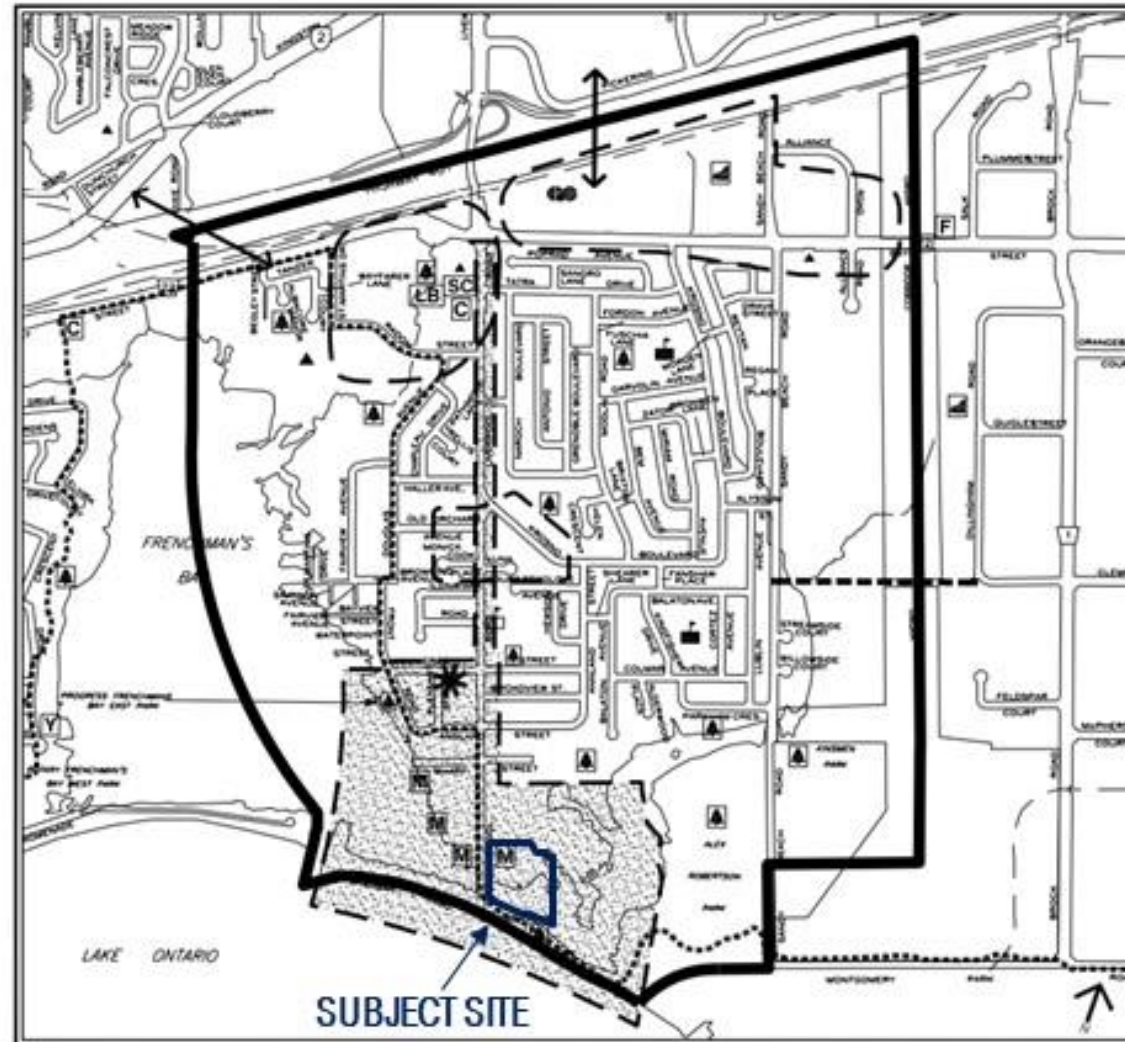


POLICY CONTEXT – COP OFFICIAL PLAN

City of Pickering Official Plan Map 13 – Neighbourhood 3 – Bay Ridges

Legend








- NEW ROAD CONNECTIONS (PROPOSED)
- - - - - DETAILED REVIEW AREA
- ***** WATERFRONT TRAIL
- ↔ PEDESTRIAN/BICYCLE CONNECTION (PROPOSED)
- LANDS FOR WHICH COUNCIL HAS ADOPTED DEVELOPMENT GUIDELINES (REFER TO COMPENDIUM DOCUMENT)
- ▬ NEIGHBOURHOOD BOUNDARY
- ▲ PLACE OF WORSHIP
- ▣ PUBLIC ELEMENTARY SCHOOL
- ▢ SEPARATE ELEMENTARY SCHOOL
- ☼ HISTORIC VILLAGE
- Ⓜ GO-TRANSIT STATION
- SC SENIOR CENTRE
- LB LAWN BOWLING
- C COMMUNITY CENTRE
- ▲ PARK
- ▲ PROPOSED PARK
- M MARINA
- ▣ ARENA
- Y YACHT CLUB
- F FIREHALL

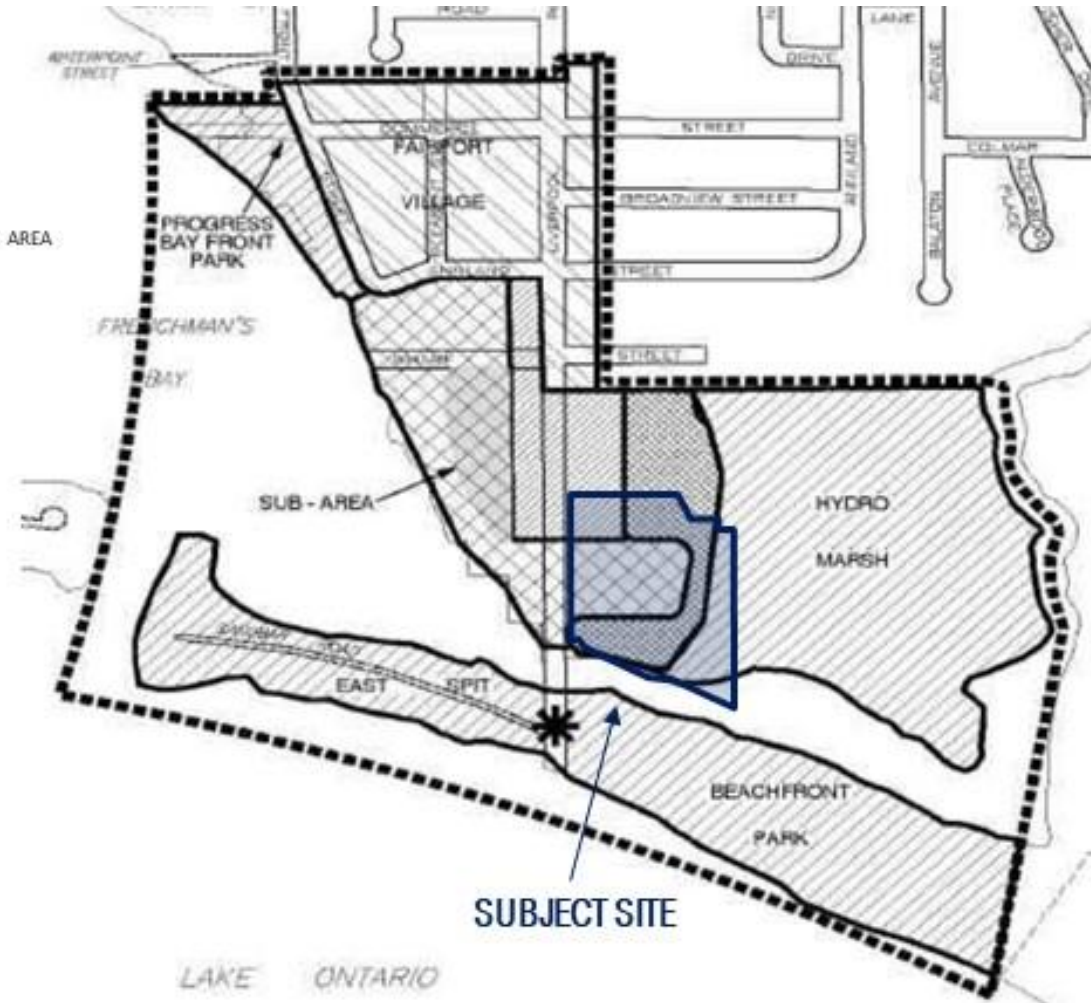


POLICY CONTEXT – COP OFFICIAL PLAN

City of Pickering- Section C1 – Liverpool Road Waterfront Node Development Guidelines – Figure A

Legend

-  ESTABLISHED BUILT AREA
-  MARINA MIXED USE AREA
-  NATURAL AREAS AND OPEN SPACE AREA
-  LIVERPOOL ROAD CORRIDOR
-  PUBLIC USE PARKING AND BOAT STORAGE AREA
-  WATERFRONT NODE BOUNDARY
-  MILLENIUM SQUARE

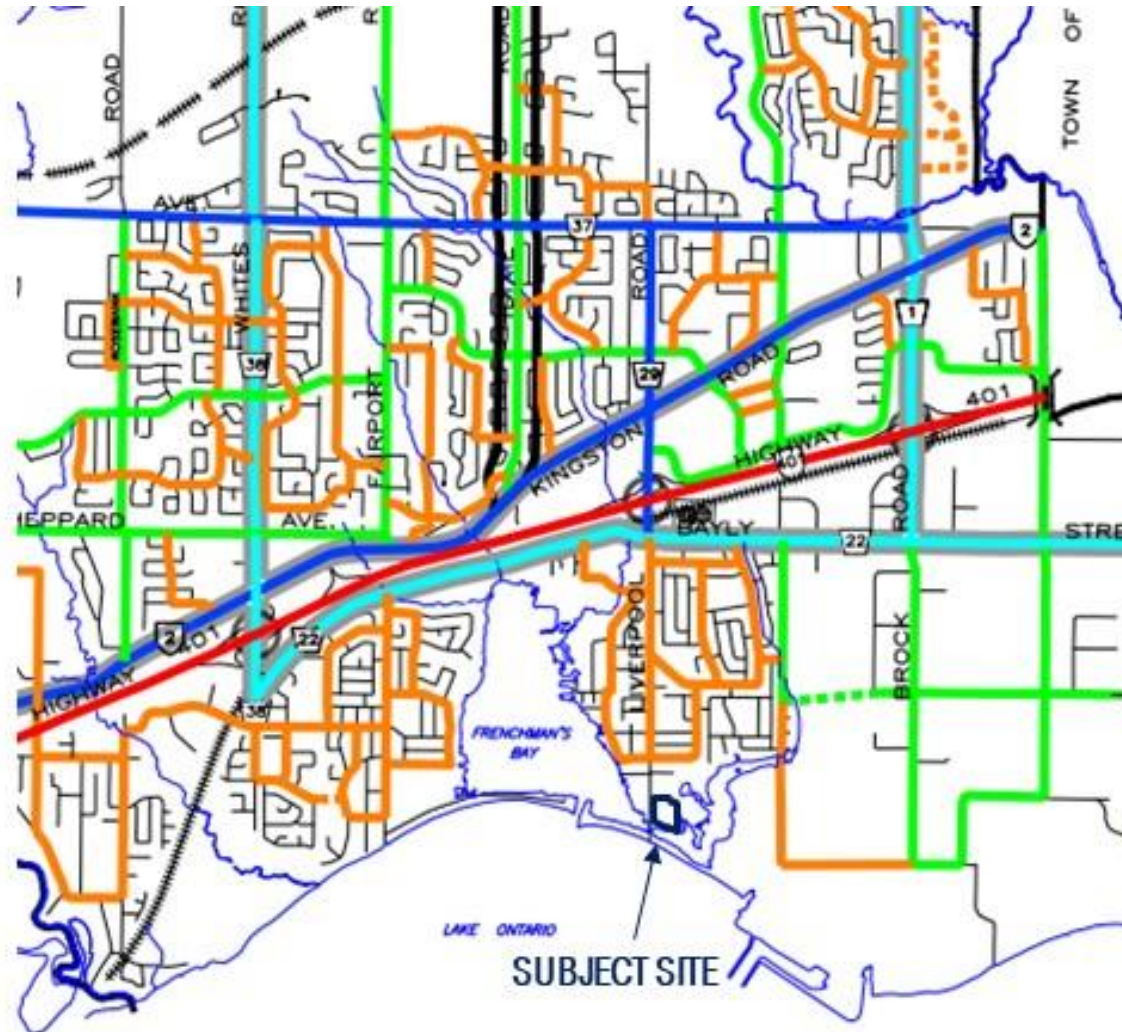


POLICY CONTEXT – COP OFFICIAL PLAN

City of Pickering Official Plan Schedule II Transportation System

Legend

EXISTING		FUTURE
	FREEWAYS	
	TYPE A ARTERIAL ROADS	
	TYPE B ARTERIAL ROADS	
	TYPE C ARTERIAL ROADS	
	COLLECTOR ROADS	
	LOCAL ROADS	
	FREEWAY INTERCHANGES	
	UNDERPASSES/OVERPASSES	
	RAILWAYS	
	GO RAIL	
	GO STATIONS	
	TRANSIT SPINES	
	TRANSIT FEEDER SERVICE	
	DEFERRALS	



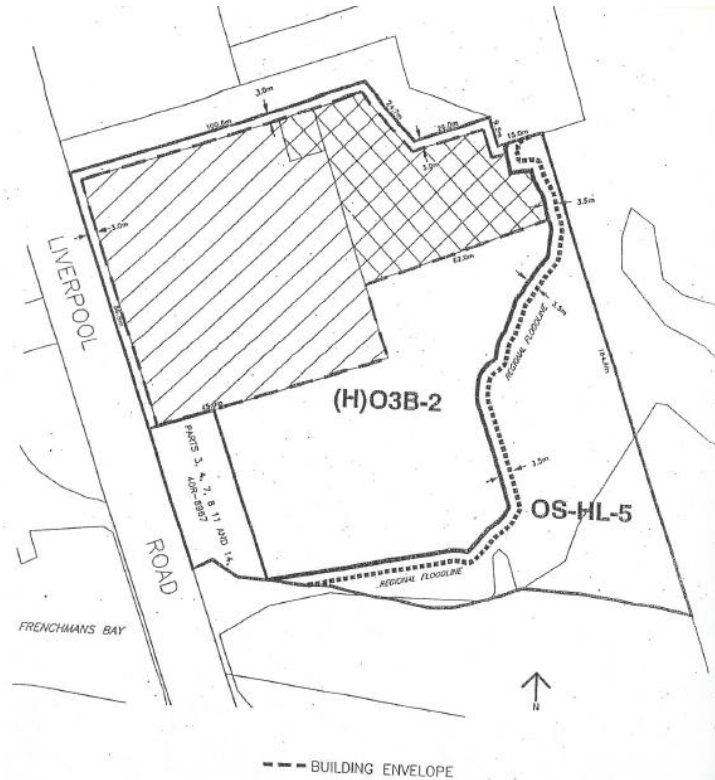
POLICY CONTEXT – COP OFFICIAL PLAN

CITY OF PICKERING OFFICIAL PLAN CONFORMITY

- Provides infill development along the periphery of an established Low Density Area, that respects the existing and emerging character of the community in terms of built form, massing, setbacks and interface with the public realm as discussed in the Liverpool Road Waterfront Node Development Guidelines;
- Provides housing that offers more variety in terms of form, providing multiple unit sizes, including bachelor to 3-bedroom units, to provide opportunities for area residents to downsize within their current neighbourhood to age-in-place;
- Provides ground-related neighbourhood commercial uses to serve the daily needs of residents;
- Provides increased opportunities for public access to the waterfront area through implementation of a public boardwalk and pedestrian promenade to serve residents, tourists and boaters;
- Provides 3-bedroom units that can serve larger families within close proximity to transit, schools, parks, community centres and other services to serve current and future needs; and,
- Can be accommodated by the existing infrastructure, including transportation and servicing.

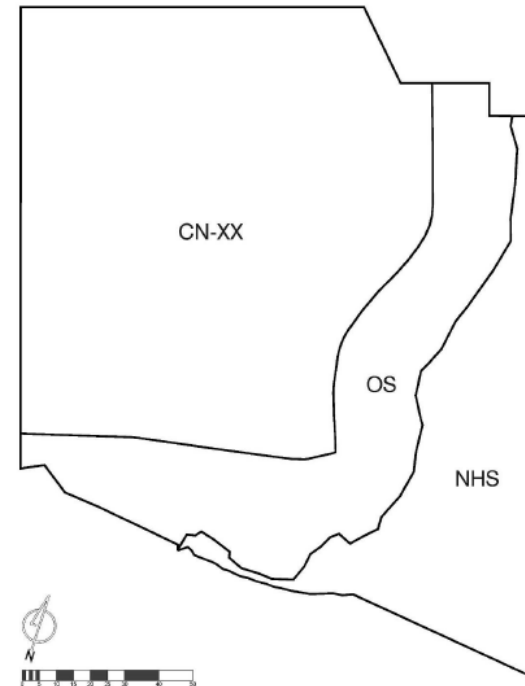
POLICY CONTEXT – ZONING BY-LAW 2520

ZONING BY-LAW - CURRENT



Waterfront Area – (H) O3B-2
Open Space – OS-HL-5

ZONING BY-LAW - PROPOSED



Community Node – CN-XX (Site-Specific Permissions)
Open Space – OS
Natural Heritage System - NHS

NEXT STEPS

- **Public Consultation through Social Pinpoint Website:**
 - TBG will utilize Social Pinpoint as a key tool throughout the engagement process.
 - Social Pinpoint contains an intuitive drag and drop mapping tool for engaging communities in the planning process.
 - TBG will use this website to post all relevant information to the project, including all supporting Reports, Studies and Drawings as well as key dates.
 - The Social Pinpoint website will be posted on The Biglieri Group website as of **Monday, October 21st**.
- **Additional Privately-Hosted Public Open House:**
 - Changes will be made to the proposal after all comments are received from the first submission circulation and after all public comments are provided to us by Planning Staff.
 - **Date: TBD (notice will be posted on the Social Pinpoint Website).**
- **Statutory Public Meeting:**
 - The City of Pickering will host the Statutory Public Meeting at the City of Pickering Civic Centre.
 - The public open house portion will take place at 6pm in the lobby area with the Public Meeting portion before Council commencing at 7pm.
 - TBG Staff will be present at this meeting to discuss the proposal with all members of the public.
 - **Date: TBD (notice will be circulated).**

THANK YOU



THE BIGLIERI GROUP LTD.