

# PLANNING & URBAN DESIGN RATIONALE REPORT

PICKERING HARBOUR REDEVELOPMENT VISION

591 LIVERPOOL ROAD, PICKERING  
PREPARED FOR: PICKERING HARBOUR COMPANY LTD.



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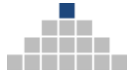
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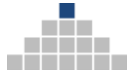
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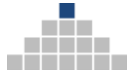
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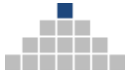
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# Executive Summary

The Biglieri Group Ltd. (“TBG”) has been retained by Pickering Harbour Company (“PHC”) to develop a Vision and Planning Framework for the redevelopment of their landholdings in South Pickering. PHC’s landholdings include approximately 80 hectares of land, inclusive of the water and associated lakebeds in portions of Frenchman’s Bay and Lake Ontario, 591 Liverpool Road and docking facilities in Frenchman’s Bay. In addition to creating a Vision and Planning Framework for the Subject Lands, TBG has been retained to prepare and submit planning application(s) and to obtain the municipal approvals that are necessary to permit the redevelopment of the property located at 591 Liverpool Road in the City of Pickering (the “Subject Site”).

This Planning and Urban Design Rationale Report reviews the proposed development with respect to its consistency and conformity with the Provincial Policy Statement (2014), the Growth Plan for the Greater Golden Horseshoe (2017), the City of Pickering Official Plan (2018), the City of Pickering Zoning By-laws, and applicable Guidelines.

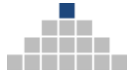
The Subject Site is designated as *Waterfront Areas* in the Region of Durham Official Plan, and *Natural Area* and *Marina Area* in the City of Pickering Official Plan. The Subject Site is zoned as *Waterfront Area*, “(H) O3B-2” in the City of Pickering Zoning By-law 2520.

To permit the proposed mixed uses, the development of the Site will require a City of Pickering Official Plan Amendment and Zoning By-law Amendment.

This Planning and Urban Design Rationale Report has evaluated the merits of the proposed mixed use development in the context of all applicable Provincial, Regional and City policies. The proposed development:

- Is consistent with the PPS as it:

- provides intensification and redevelopment within a settlement area to support urban growth and efficiency;
- provides a range and mix of housing types to meet current and future needs; and,
- promotes densities and land uses that efficiently use land, resources, infrastructure, public service facilities and support active transportation.
- Conforms with the Growth Plan as it:
  - provides increased residential opportunities to support the achievement of complete communities to meet people’s needs for daily living through an entire lifetime; and,
  - proposes intensification that makes efficient use of land and infrastructure and supports transit;
- Conforms with the Region of Durham Official Plan in that it:
  - proposes intensification of an underutilized parcel of land within the current urban boundary of the City of Pickering to help meet the intensification target set for *Waterfront Places* (as the City of Pickering has not yet completed the conformity exercise to conform to the Regional OP);
  - proposes a compact built form with a mix of residential, retail, and service uses to serve future residents and the surrounding neighbourhood;
  - includes an internal site design and layout to ensure appropriate traffic movement and sharing between pedestrians, cyclists and vehicles.;
  - includes a mix of housing types, including bachelor to three-bedroom units to serve resident needs throughout an entire lifetime;
  - 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;



- will improve access to the waterfront through providing a public boardwalk along the southern limits of the Site; and,
- can be serviced efficiently by utilizing only existing services.
- Conforms with the City of Pickering Official Plan in that it:
  - 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 and enable them 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.

This Report concludes that the proposed development is consistent with and conforms to the policy framework articulated in the Provincial Policy Statement (2014), the Growth Plan for the Greater Golden Horseshoe (2017), Regional Municipality of Durham Official Plan (2017) and the City of Pickering Official Plan (2018).

# 1.0 INTRODUCTION

591 Liverpool Road (the “Subject Site” or “Site”) has been home to the Frenchman’s Bay Marina office and boat storage yard since 2003. However, the history of the Pickering Harbour Company’s involvement in the community extends back to its founding in 1853.

## 1.1 The Pickering Harbour Company

PHC was founded in 1853, and the original vision of the company was passed on to the current owners in 1962. PHC owns and operates the Frenchman’s Bay Marina. PHC’s board members have shepherded the growth, revitalization, and redevelopment of the Frenchman’s Bay waterfront. This leadership is dedicated to enabling life on the Bay in a manner that is continually innovative and meaningful to the residents of and visitors to the Durham Region. Frenchman’s Bay presents a storied past as a major port and centre of commerce prior to Canadian Confederation in 1867 through to the 20th century. It served the community well over these years, often being on the leading edge of commerce, industry and community living in the Pickering/Durham area. The advent of rail and road transport diminished the Bay’s role as a centre of commerce, but it remains the jewel of Durham Region as a focus point for living, recreation, leisure, family, dining, shopping and environmental stewardship activities. Frenchman’s Bay Marina has emerged as a local leader in revitalizing the waterfront for the benefit of the larger community. PHC’s mission is to serve the

Durham Region as a leader in waterfront living; enabling the community to fully connect with the natural beauty, land and water-based activities, commerce, leisure, recreation and social fabric of the local, regional and international community.

## 1.2 The Team

PHC has assembled a recognized Project Team comprised of firms with many years of experience in contemporary city building. The Project Team is comprised of:

<b>The Biglieri Group Ltd.</b>	Planning and Urban Design
<b>Norm Li</b>	Visioning Architecture and Urban Design
<b>MSLA</b>	Landscape and the Public Realm
<b>SKA Engineering</b>	Servicing
<b>HDR Corporation</b>	Transportation and Mobility
<b>Beacon Environmental</b>	Natural Heritage
<b>Valcoustics</b>	Noise
<b>RWDI</b>	Wind
<b>Haddad Geotechnical</b>	Geotechnical/Phase 1 and 2 ESA
<b>Golder and Associates</b>	Hydrogeological
<b>D.A.W. Treecare</b>	Arborist
<b>AECOM</b>	Archaeology
<b>J.D. Barnes</b>	Surveyor



**Figure 1 – Subject Lands**



## 1.3 The Project

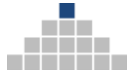
The Biglieri Group Ltd. (“TBG”) has been retained by the Pickering Harbour Company (“PHC”) to develop a Vision and Planning Framework for the redevelopment of their landholdings in South Pickering. PHC’s landholdings include approximately 80 hectares of land, inclusive of the water and associated lakebeds in portions of Frenchman’s Bay and Lake Ontario, 591 Liverpool Road and docking facilities in Frenchman’s Bay (the “Subject Lands”) (**Figure 1**).

In addition to creating a Vision and Planning Framework for the Subject Lands, TBG has been retained to prepare and submit planning application(s) and to obtain the municipal approvals that are necessary to permit the redevelopment of the property located at 591 Liverpool Road (the “Subject Site” or “Site”) (**Figure 2**) in the City of Pickering.

The Subject Site is designated as *Waterfront Areas* in the Region of Durham Official Plan, and *Natural Area* and *Marina Area* in the City of Pickering Official Plan. The Subject Site is zoned as *Waterfront Area*, “(H) O3B-2” in the City of Pickering Zoning By-law 2520.

This Planning and Urban Design Rationale Report has been prepared in support of applications for Official Plan Amendment to the City of Pickering’s Official Plan (2018) and Zoning By-law Amendment to the City of Pickering’s Zoning By-law 2520 (2003).

This Report includes a review of all applicable Provincial, Regional, and City policies, including the Provincial Policy Statement (2014), the Growth Plan for the Greater Golden Horseshoe (2017), the Region of Durham Official Plan (2017), the City of Pickering Official Plan (2018) and relevant Design Guidelines. The Report will address the conformity of the proposed Official Plan Amendment and Zoning By-law Amendment with these documents.



**Figure 2 – Subject Site**





# 2.0 SITE LOCATION AND CONTEXT

## 2.1 The Study Area

The Study Area (**Figure 3**) represents the area of South Pickering known as the *Bay Ridges Neighbourhood* as identified in the City of Pickering Official Plan, inclusive of the GO Station which the City defines as part of the *City Centre Neighbourhood*. While the Study Area does not include the *West Shore Neighbourhood* on the west side of Frenchman's Bay, connections to this neighbouring waterfront community have also been considered throughout this Report.

## 2.2 The Subject Lands

The Subject Lands include 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 (**Figure 1**).

## 2.3 The Subject Site

The Subject Site is the parcel at 591 Liverpool Road and the City-owned parking lot lands to the immediate south (**Figure 2**). The City of Pickering has provided authorization for our client to include their

lands as part of the visioning exercise for this waterfront node. The Subject Site has a total area of 2.42 hectares, or 6 acres. The property has a total frontage of approximately 86.84 metres on Liverpool Road. The Frenchman's Bay Marina office and boat storage yard currently occupy the Site (**Figure 4**).



**Figure 3 - Study Area**

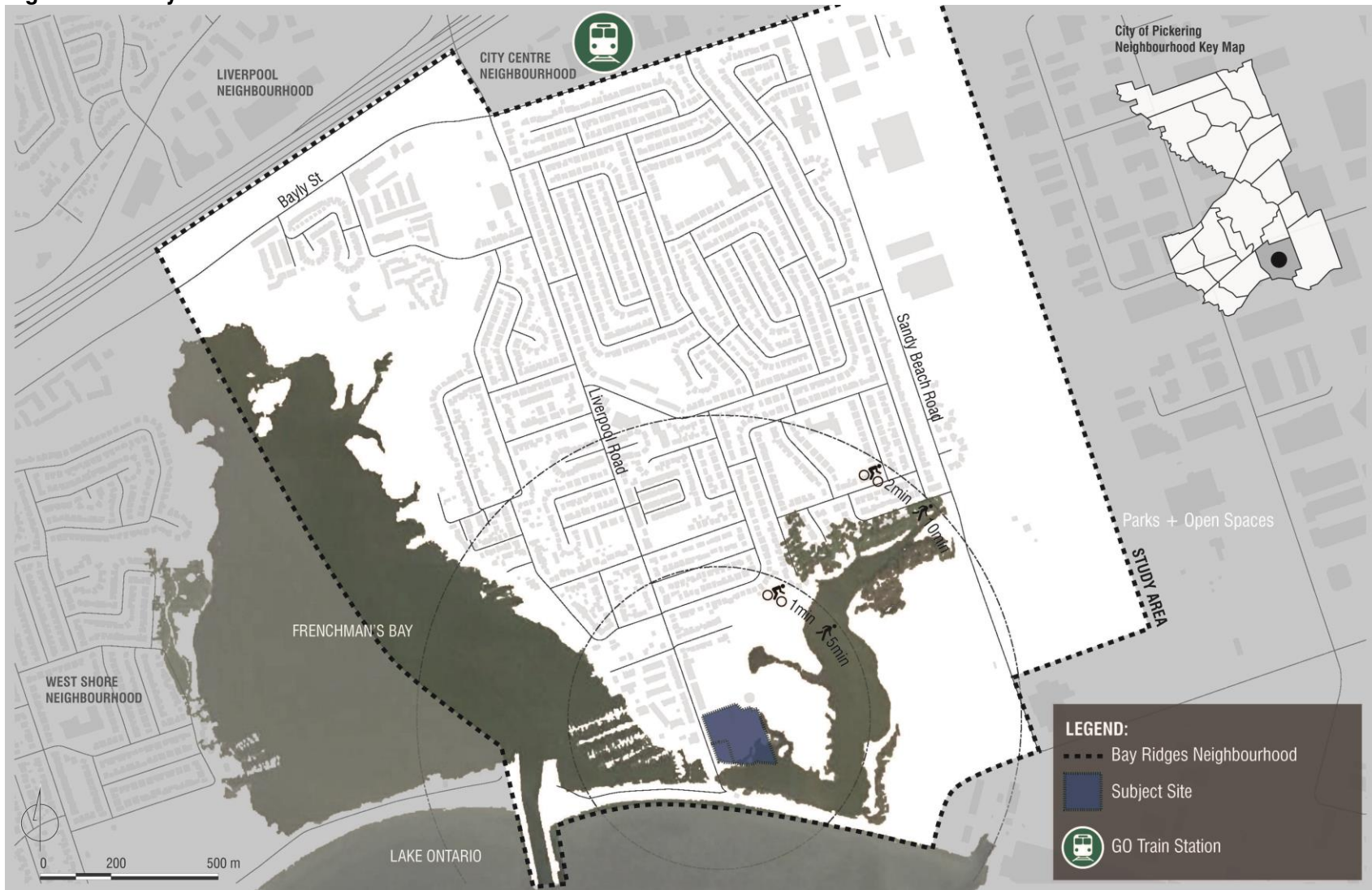
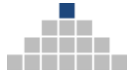


Figure 4 - Site Aerial





## 2.4 Area History

The South Pickering Area has a storied history and has experienced significant evolution since before Pickering's founding. The Frenchman's Bay Marina and Pickering Harbour Company have

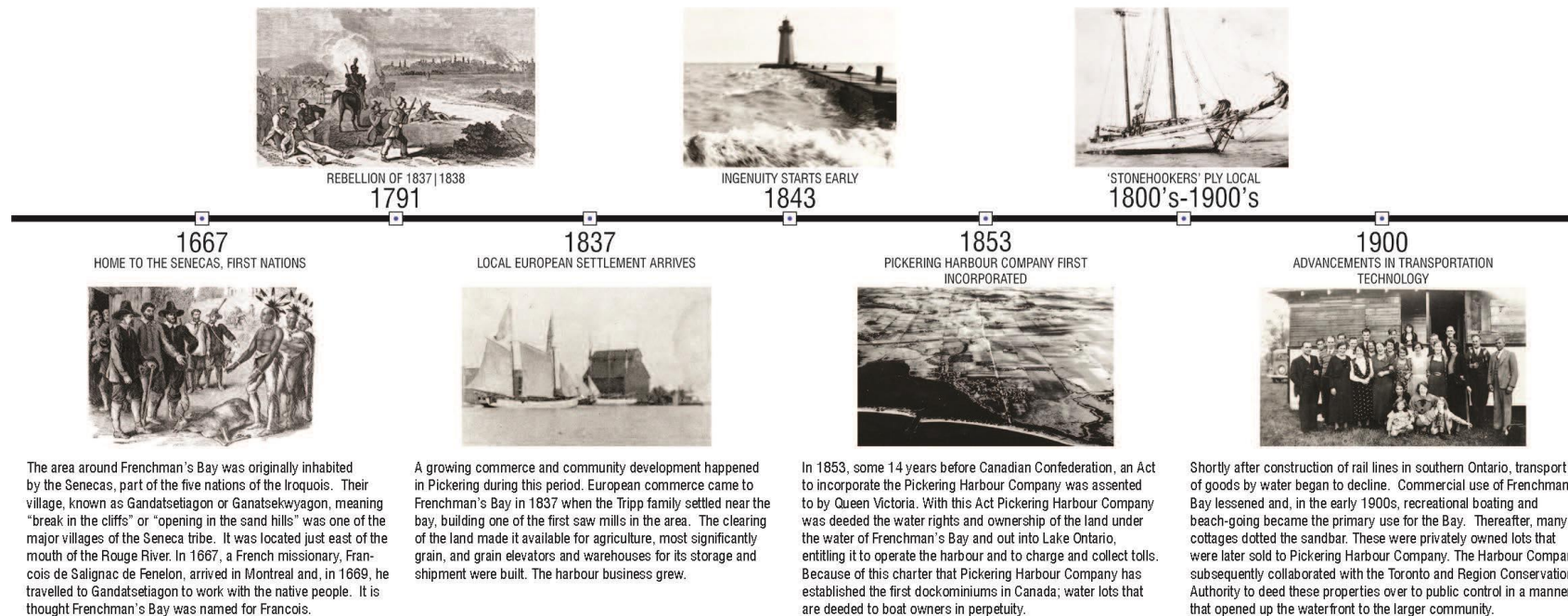
played a major role in the history of the development of the City of Pickering waterfront as further described below.

### Figure 5 - Site 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.



Source: Frenchman's Bay Marina Website, 2019

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 Pavillion, 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

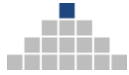


In 1972, Pickering Harbour Company established East Shore Marina and installed docks for rent by recreational boaters, on the east side of Frenchman's Bay. The marina's offices were in the former Glen-Avis Pavillion mentioned above.

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.



## 2.5 Surrounding Area

The immediate surrounding area consists of medium and low density residential, commercial uses along Liverpool Road and open space associated with parks and the lands adjacent to Frenchman's Bay and Lake Ontario.

To the immediate North (**Figure 6**) of the Site is a residential development by Marshall Homes consisting of three-storey "live/work" townhouses with parking provided in the rear of the development. Northeast of the site is a Regionally owned and operated Pumping Station.

To the immediate East (**Figure 7**) of the Site is the Provincially Significant Wetland associated with the Frenchman's Bay Postal Wetland Complex. Further east is the Pickering Nuclear Generating Station owned and operated by the Ontario Power Generation.

To the immediate South (**Figure 8**) of the Site is Lake Ontario and the Boardwalk along Pickering Harbour with a footbridge providing pedestrian access to Millennium Square and the beaches and boardwalk along Lake Ontario.

To the immediate West (**Figure 9**) of the Site is Nats Marina Supplies and the Waterfront Bistro Restaurant. Further west is Frenchman's Bay which has boat docking facilities located along the eastern edge owned and operated by the Frenchman's Bay Marina, The Lake House and Nats Marina.

**Figure 6 – North – Nautical Village**



**Figure 8 – South – Millenium Square**

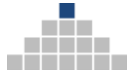


**Figure 7 – East – Wetland Complex**



**Figure 9 – West - Waterfront Bistro Restaurant**





## 2.6 Opportunities and Considerations

The Site offers a unique opportunity for revitalization. Key considerations and opportunities for the Site include:

### 2.6.1 Existing Land Uses

The Study Area consists primarily of *Residential Areas* with *Mixed Use* areas located at the mid-way point of Liverpool Road south of Bayly Street. There is a *Mixed Use Area* node west of the intersection of Bayly Street and Liverpool where high density residential uses exist. The lands surrounding Frenchman's Bay and Lake Ontario have been identified as *Open Space System* in the City of Pickering Official Plan (**Figure 10**).

### 2.6.2 Community Services and Facilities

The Study Area is well served by public service facilities including police/fire services, recreational centres, libraries, hospitals, schools, places of worship, and parks and open spaces (**Figure 11**).

**Police/Fire Services:** The closest Durham Regional Police office is located at the northeast corner of Brock Road and Kingston Road. The closest Pickering Fire Services station is located just northeast of Sandy Beach Road and Bayly Street.

**Recreation/Community Centre:** The closest community centre is the Progress Club House located at 680 Front Road. The East Shore Community Centre is located further north up Liverpool Road at 910 Liverpool Road, just north of Liverpool Road and Radom Street. The South Pickering Senior's Club takes residence in this building.

**Libraries:** The closest library is the Pickering Central Library located at 1 The Esplanade, in Pickering's City Centre.

**Hospital:** The Lakeridge Health Ajax Pickering Hospital is located at 580 Harwood Ave. S. in Ajax. However, there are multiple medical centres and Doctor offices in close proximity to the Site including the Durham Medical Centre at 1163 Kingston Road and Steeple Hill Medical Centre at 650 Kingston Road.

**Schools:** The Subject Site is surrounded by many schools including the Sir John A. MacDonald Public School located just northeast of the Site at 777 Balaton Ave (Grades JK to 8). The Pine Ridge Secondary School is located further north on Liverpool Road, north of Liverpool Road and Finch Avenue (Grades 9 to 12). Father Fenelon Catholic School is located west of the Site, just southeast of Bayly Street and Whites Road (JK to Grade 8). St. Mary Catholic Secondary School is located north on Whites Road (Grades 9 to 12).

**Places of Worship:** The closest places of worship to the Site include the Peace Lutheran Church at 928 Liverpool Road, the St. Martin's Centre, west of Liverpool Road and South of Bayly, and the Word of Trust Christian Centre located just east of Sandy Beach Road and Bayly Street.

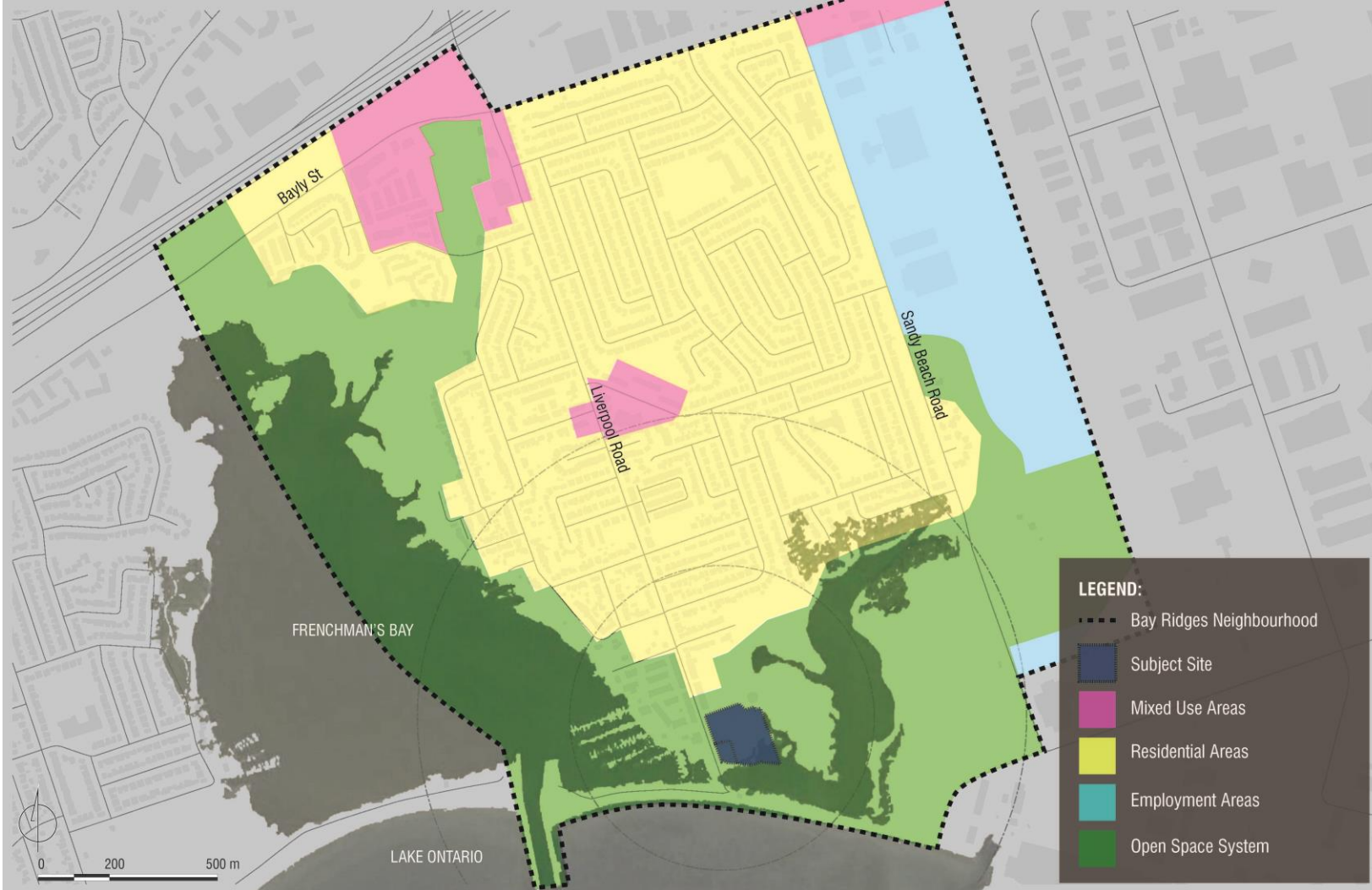
**Parks and Open Spaces:** The Site is well-served by neighbourhood parks (**Figure 12**). There are multiple parks within walking and cycling distance to the proposed development, including Beachfront Park, Alderwood Park, Progress Frenchman's Bay East Park, Alex Robertson Park and Bay Ridges Kinsmen Park. The Site is within close proximity to the Pickering Waterfront trail (part of the Great Lakes Waterfront Trail System) as well as the beaches just east of Millennium Square.

**Restaurants:** The Port Restaurant is located at 1289 Wharf Street in close proximity to the Site. There are also a few food shops in the live/work units on Liverpool Road, including a Yogen Fruz and Mr. Delicious Patisserie by the Lake.

**Community Plazas:** There are a few community plazas/commercial shopping nodes that serve the area, including the live/work units along Liverpool Road, the plaza at Liverpool Rd. and Krosno Blvd. and the shops at San Francisco By The Bay.



Figure 10 – Existing Land Uses

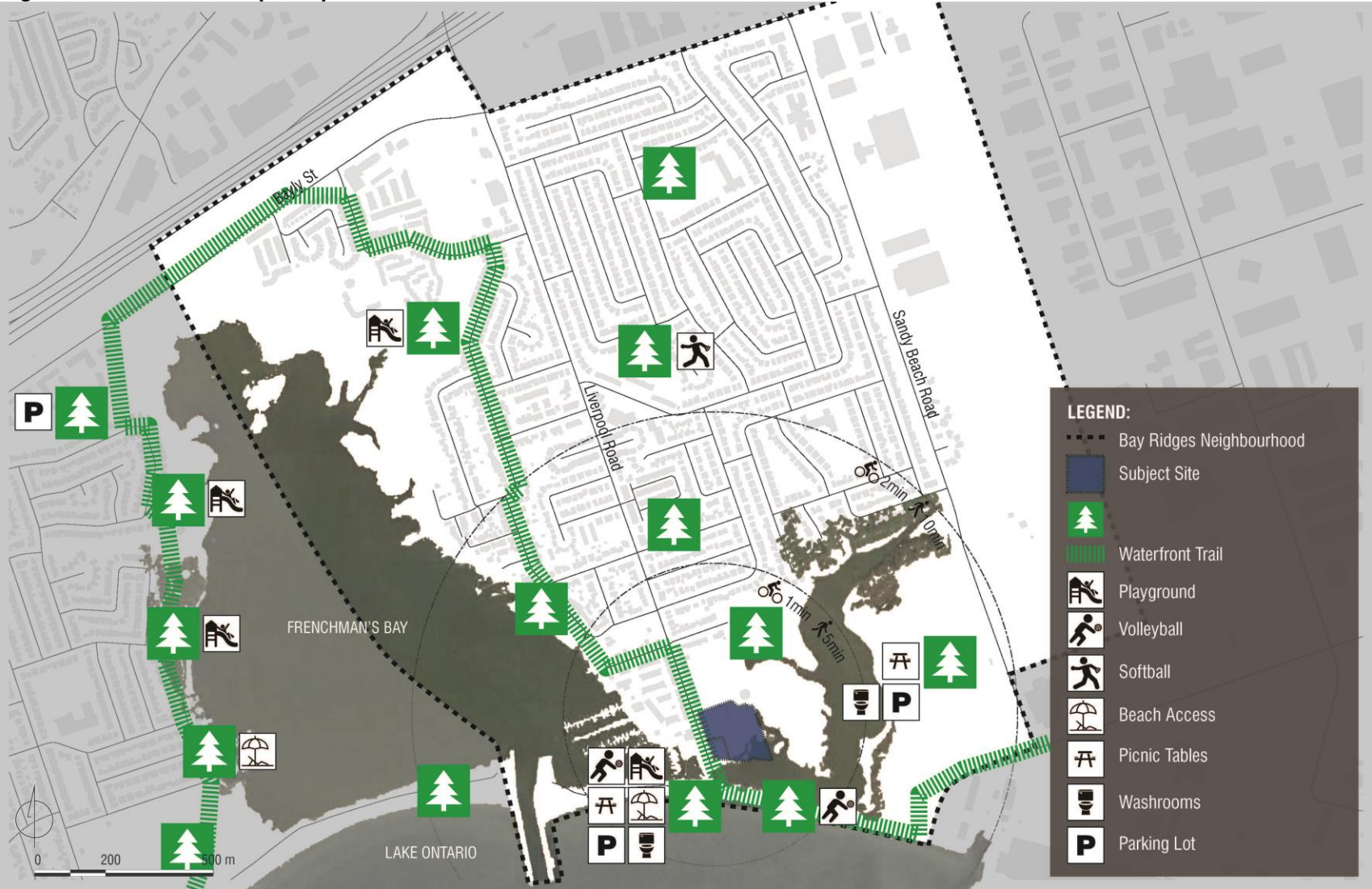


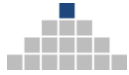


**Figure 11 – Public Service Facilities**



Figure 12 – Parks and Open Spaces





### 2.6.3 Road and Transportation Network

The Subject Site is located on Liverpool Road which is a north-south Local Road that connects to Bayly Street, a Regional Arterial Road, located north of the site which provides east-west Regional access (**Figure 13**).

The Subject Site is within walking distance to Durham Regional Transit (DRT) lines of 193 and 101 (**Figure 14**). These routes also provide connections to the DRT routes of 110, 120, 107 and 223. The Site is also a 6-minute drive, 10-minute bus, 8-minute bike ride and 27-minute walk to the Pickering GO Station which provides regional and provincial transit connections.

The Subject Site also has excellent access to the Provincial and Regional road transportation system given its proximity to Highway 401.

We have also been in discussions with City of Pickering Staff regarding the opportunity for a future road connection between Liverpool Road and Sandy Beach Road, in the vicinity of the terminus of Liverpool Road, in order to improve connectivity.

Figure 13 – Road Network



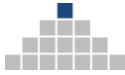
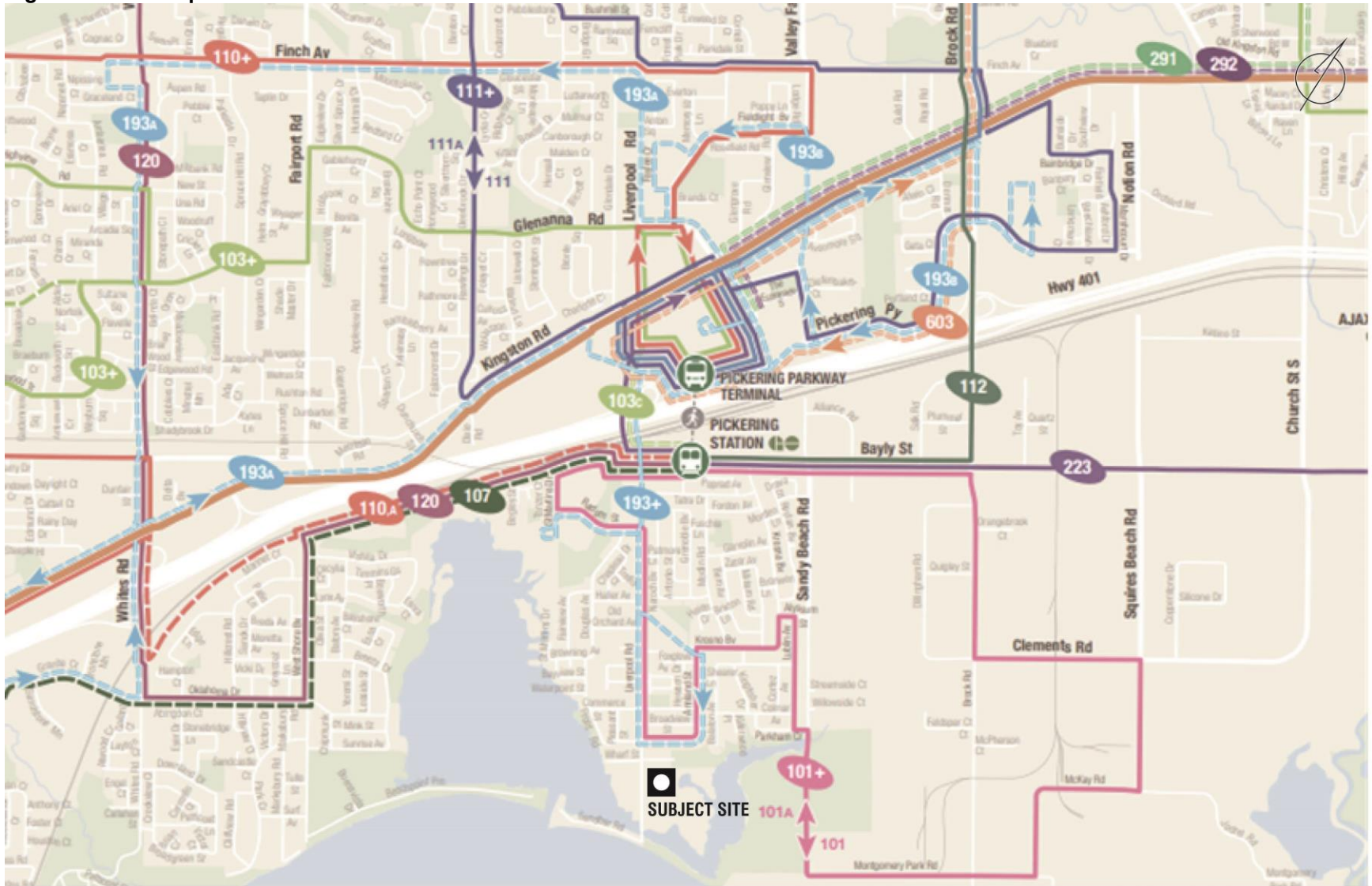


Figure 14 – Transportation Network



Source: Durham Region Transit, 2019

# 3.0

## The Vision and Guiding Principles

### 3.1 Preamble

To guide the proposed development, we have worked with the project team and the Pickering Harbour Company to develop an overall Vision and Guiding Principles for the Subject Lands, to help guide future development and investment within the Study Area. While the Subject Site is only one portion of the overall Subject Lands, this Vision and Guiding Principles form the basis of the proposed development for the Site. The Vision and Guiding Principles also represents the Pickering Harbour Company's continued commitment to community building and fostering social and cultural connections to the waterfront.

### 3.2 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. For visual precedents, see **Figure 15**.

### 3.3 Guiding Principles

#### 3.3.1 Connected Waterfront

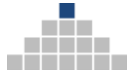
Create a network of well-connected, multi-use public spaces within the Frenchman's Bay waterfront area. The proposed design will promote visual and/or physical connections to the waterfront, creating opportunities for increased connectivity between neighbourhood residents and the surrounding open space and park systems via various modes of transportation.

#### 3.3.2 Active Streetscapes

Encourage active and attractive environments that have a positive effect on people's experiences and perceptions of public spaces. Positive visual and physical experiences are determined by the human scale of buildings relation to its surroundings, its size and proportion of parts and architectural details. Visually attractive and comfortable streets are used more often by people. Active and attractive and pedestrian-friendly streetscapes contribute to safe and comfortable urban design for people of all ages and physical abilities.

#### 3.3.3 Mix of Land Uses – Live, Work, Play

Create a socially integrated and vibrant mixed-use waterfront community. Combining residential, commercial and recreational uses attracts people and fosters a safe pedestrian-friendly environment. Attractive places to live, work and play ensure efficient land use, and social and economic sustainability of the community.



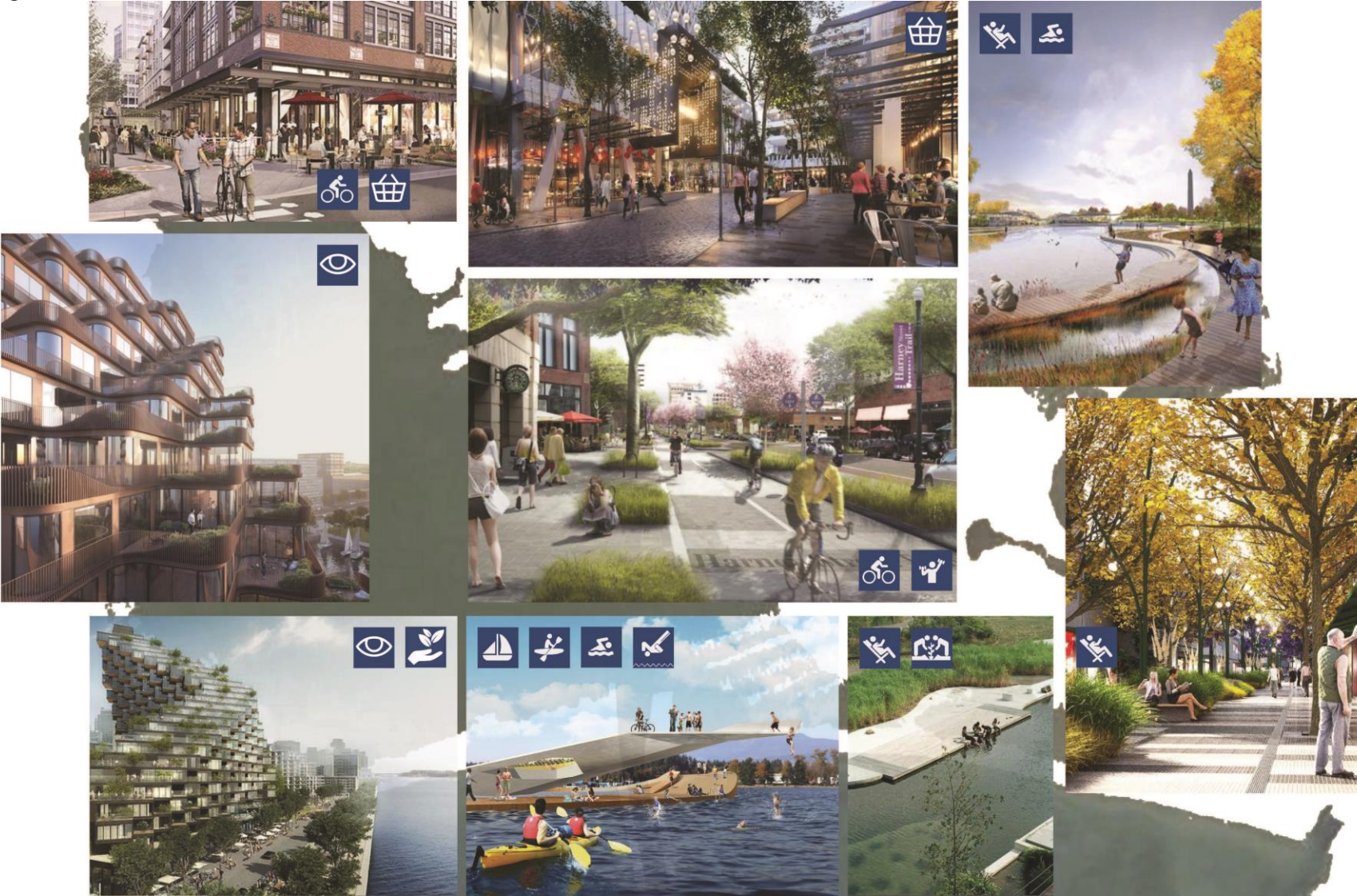
The Biglieri Group Ltd.  
20 Leslie Street, Suite 121, Toronto ON M4M 3L4  
T 416-693-9155 | F 416-693-9133

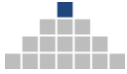
### **3.3.4 Sustainability**

Promote environmentally conscious design to ensure comfortable public spaces and energy efficiency. Planning for integration with public and active transport is a fundamental requirement for achieving sustainable development. Creating mixed-use and inclusive spaces that people will want to walk, spend time and interact with the natural and built environment will promote the social and economic sustainability of the community.



Figure 15 – Vision





### 3.4 Subject Lands Design Vision

A waterfront vision for the Subject Lands at large has also been prepared to determine how the PHC landholdings can support future planning initiatives for public open spaces, recreation and amenities.

PHC's landholdings include approximately 80 hectares of land, inclusive of lands in Frenchman's Bay and Lake Ontario, 591 Liverpool Road and docking facilities in Frenchman's Bay. TBG has worked with PHC to create a vision for these landholdings based on current needs for open space and amenities as identified in the City of Pickering's Parks and Recreation Master Plan (2017). The Master Plan has been prepared to identify the City's needs and priorities at a high level as they pertain to Pickering's recreation and parks opportunities. The Master Plan is discussed in greater detail in Section 6 of this Report.

PHC's landholdings within Frenchman's Bay and Lake Ontario hold significant opportunities to provide additional amenities for Pickering residents. PHC's landholdings can help improve connectivity among the waterfront communities as well as a continuous waterfront trail.

#### 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)

### 3.4.1 Precedents

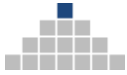
As the majority of PHC's landholdings include the water and associated lakebeds of portions of Frenchman's Bay and Lake Ontario, a vision for how to best utilize the water as a natural resource has been inspired by precedents throughout the world.

Three different precedents were investigated, including:

- Faaborg Harbor Bath, Faaborg, Denmark
- Copenhagen Harbor Bath, Copenhagen, Denmark
- Coal Harbour Harbour Deck, Coal Harbour, Vancouver

The precedents referenced include elements of:

- Bringing people to the waterfront and creating waterfront connectivity;
- Creating new spaces for people to enjoy passive and active recreation opportunities; and,
- Improving the social and cultural connections to the waterfront.



## FAABORG HARBOR BATH

**Architects:** JDS, URBAN AGENCY, CREO ARKITEKTER A/S

**Location:** 5600 Faaborg, Denmark

**Area:** 20100.0 sq. m.

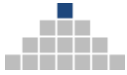
**Project Year:** 2014

**Picture and Information Source:** Arch Daily, 2014

**Description (from architects):** With the opening of the Harbor Bath, the inner-city waterfront of Faaborg has finally opened for bathing and recreation/public activity. This new public space on the water adds a new dimension of recreational activity to the beautiful South Funen Archipelago.



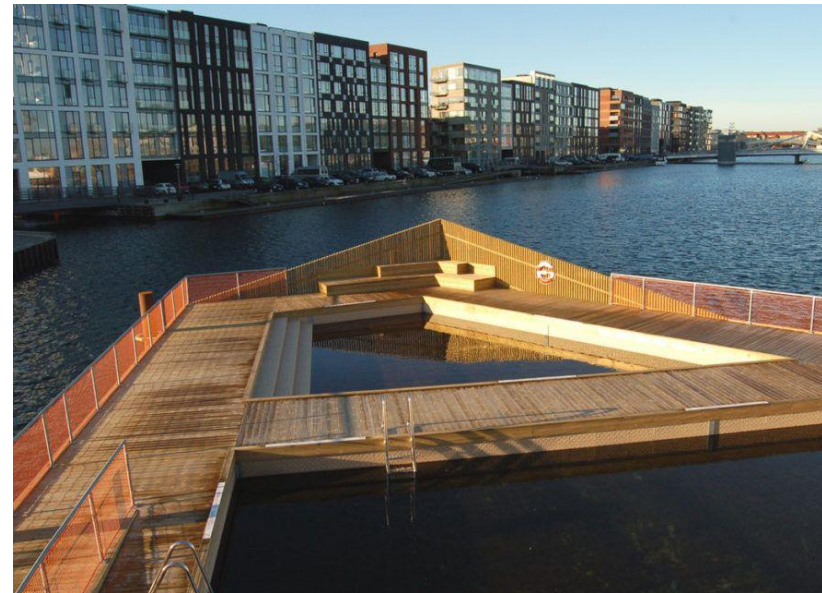




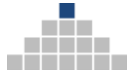
## COPENHAGEN HARBOR BATH

**Architects:** PLOT = BIG + JDS  
**Location:** Copenhagen, Denmark  
**Budget:** US \$787,000  
**Area:** 2500.0 sq. m.  
**Project Year:** 2003

**Picture and Information Source:** Arch Daily, 2009  
**Description (from architects):** Copenhagen's harbour is in the midst of a transformation from an industrial port and traffic junction to being the cultural and social centre of the city. The Harbour Bath has been instrumental in this evolution. It extends the adjacent park over the water by incorporating the practical needs and demands for accessibility, safety and programmatic flexibility. Rather than imitating the traditional Danish indoor swimming bath, the Harbour Bath offers an urban harbour landscape with dry-docks, piers, boat ramps, cliffs, playgrounds and pontoons. As a terraced landscape, the Harbour Bath completes the transition from land to water, making it possible for the citizens of Copenhagen to go for a swim in the middle of the city.







## COAL HARBOUR – HARBOUR DECK

**Architects:** HCMA Architecture and Design

**Location:** Coal Harbour, Vancouver

**Design Team:** HCMA Architecture and Design

**Area:** Unknown

**Project Year:** 2016

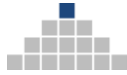
**Picture Source:** HCMA Architecture and Design, 2018

**Description:** The plan, dubbed Harbour Deck, would replace the existing public boat dock with an oval-shaped deck with a wooden boardwalk, wind-shielded seating, shallow wading areas and 25-metre swim lanes, hammocks suspended over water, a raised bridge that allows kayaks and canoes to enter the centre of the structure, and a four-metre high platform. There is even a large deck that could be used as a performance area, a type of public space that Vancouver desperately lacks and needs more of.









### 3.4.2 Design Vision

The precedents have inspired a Design Vision (**Figure 16**) to create additional amenity space in South Pickering and to create a connected waterfront through a potential waterfront boardwalk connecting the east and west sides of Frenchman's Bay. This design intervention will create a unique amenity space for area residents and put Pickering on the world stage for innovative recreation. PHC has titled the vision "Pickering Waterpark".

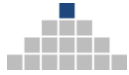
The Design Vision includes soft and hard landscape elements with a combination of green surfaces, water and wood. The Design Vision includes the following elements:

- Community Gardens and a children's pavilion to support environmental conservancy education for children and youth;
- An outdoor Gym to support physical activity;
- Swimming pools in open natural and enclosed settings, including a children's swimming pool, to allow for safe enjoyment of the water;
- Accessible washrooms and changeroom areas;
- Spaces for non-motorized watercrafts so that smaller watercrafts can enjoy a calmer environment and separation from the boats that frequent Frenchman's Bay; and,
- Places to slide, sit, jump, walk, and bike.

The Pickering Waterpark holds opportunities to bring people to the waterfront and create increased waterfront connectivity between the east and west sides of Frenchman's Bay and the City of Pickering at large. The Pickering Waterpark creates new spaces for people to enjoy passive and active recreation opportunities. Lastly, it helps foster social and cultural connections to the waterfront and its amenities.

**Figure 16 – Pickering Waterpark Design Vision**





### 3.4.2.1 Soft Landscape – Green Surfaces

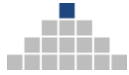
Green open spaces hold opportunities to enhance the quality of natural and built environment. They can improve outdoor thermal comfort, air quality, and people’s overall sense of wellbeing.

As seen in **Figure 17**, at the proposed Pickering Waterpark, green open areas will be distributed to foster a dynamism of experiences, with its largest portion being located on the west side, adjacent to Bruce Hanscombe Park, and will work as a gradual transition between the “green” park and the “water” park.

This western green area will potentially have a community garden, outdoor gym, picnic tables and the children’s pavilion for environmental education. It will be near washrooms and the “children’s pool”. The central green area will be a place for shaded picnic tables near the “open pool” and the nonmotorized watercraft docks. The eastern green area will be a pocket park with flexible uses.

Figure 17 – Soft Landscapes – Green Surfaces

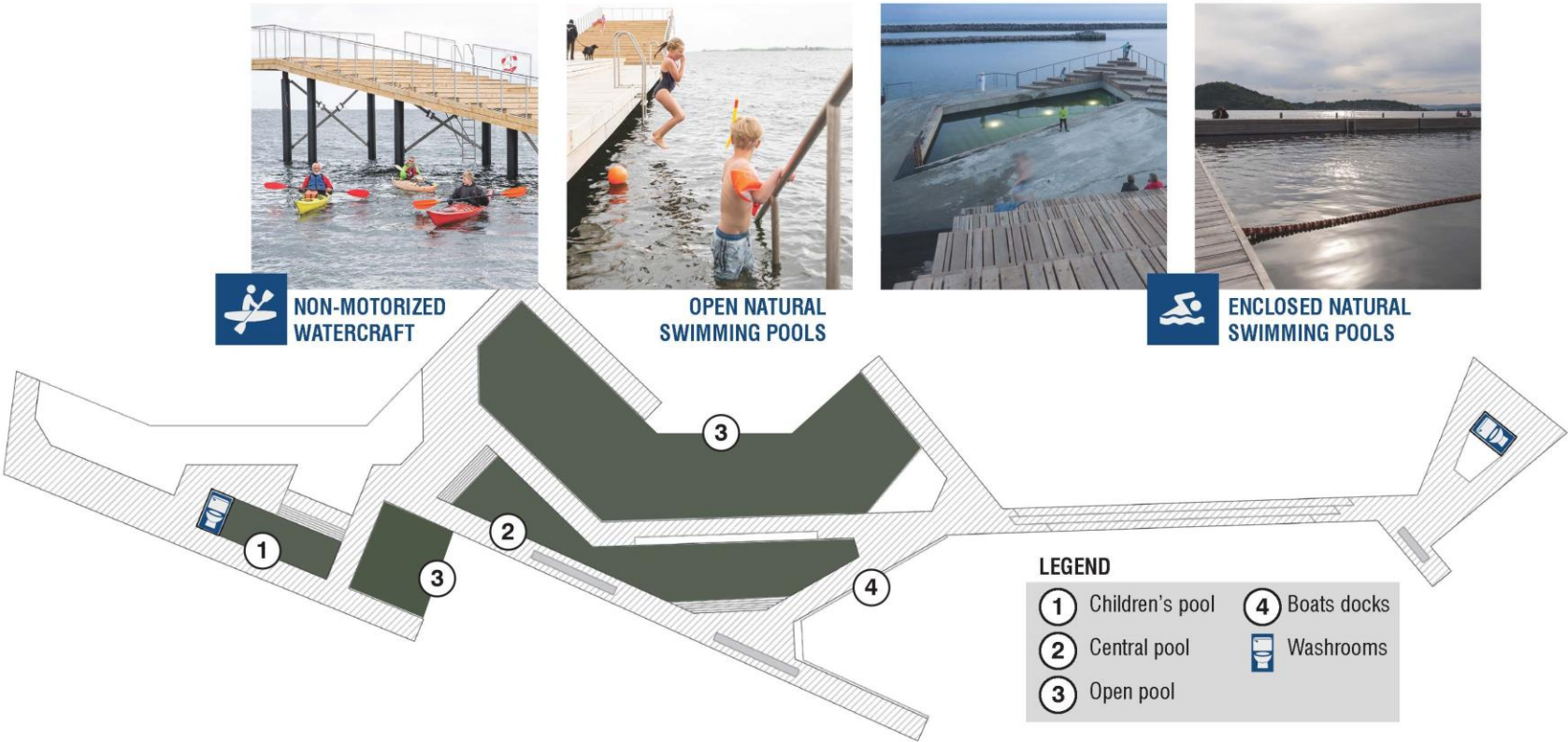


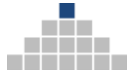


### 3.4.2.2 Soft Landscape – Water Surfaces

Designers try to incorporate as many water features as possible in their projects. This attempt to bring the water to people is based on the benefits of water to human wellbeing and to the environment. Cities all over Denmark have been incorporating natural water sources into recreation designs as identified in the precedents. Using imagination to design strategies to connect people to water and to bridge the gaps between spaces can be an affordable, sustainable and playful solution to creating pools and recreational spaces for the community. Pickering Waterpark will comprise two enclosed pools and two open ones with docks for non-motorized watercrafts. One pool will be designated but not limited to children, and another one for all ages. The pools will be accessible for people of all abilities and ages through safe and inclusive design (**Figure 18**).

Figure 18 – Soft Landscapes – Water Surfaces





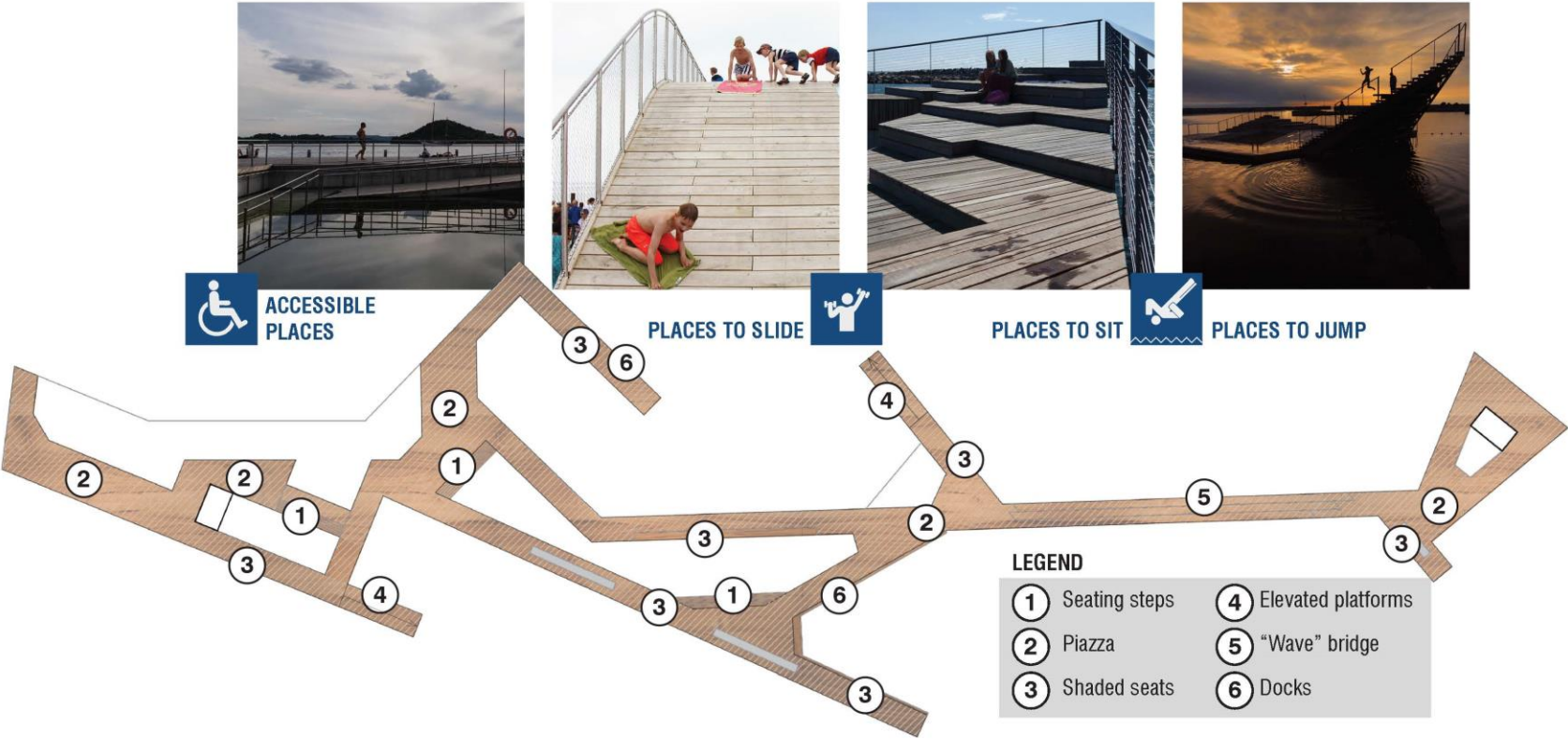
### 3.4.2.3 Hard Landscape – Wood Surfaces

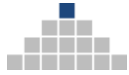
The design of Pickering Waterpark is shaped by an organic combination of piers. At the same time that they create pathways, they configure pools and small piazzas. The hard landscape of Pickering Waterpark intends to work as a continuum of levels that can be a place to walk, sit, bike, and slide, all as part of a large playground framework with opportunities to play, exercise, relax, contemplate, swim and integrate.

The western portion of the waterpark faces the Rotary Frenchman's Bay West Park and the eastern portion is mainly comprised by a bridge, which allows for non-motorized watercrafts to navigate between south and north ends of the bay. The south and north open pools will have elevated platforms that can be used to sit, slide or jump into the water as illustrated in **Figure 19**.



Figure 19 – Hard Landscapes – Wood Surfaces





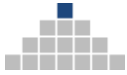
#### **3.4.2.4 Hard Landscape – Wood and Other Surfaces**

It is proposed that along the wooden pier there will be few openings with a net stretched over the water, creating a place for people to play and relax, while looking at the water below. Specially designed shaded seating areas are proposed to be provided, to relax, and contemplate the view, as well as provide seating for water sport competitions. On the western and eastern ends of the Pickering Waterpark, spaces will be designated for fully accessible public washrooms, change rooms and locker rooms. As mentioned before, there will be a bridge on the eastern side of the waterpark. The bridge's design will be accessible, pedestrian/bicycle friendly, playful and inspired on the "Wave Deck" in Toronto's Harbourfront (**Figure 20**).

The design vision has been presented as a conversation starter to initiate discussions for how the PHC landholdings can contribute to further planning initiatives for recreation opportunities within Pickering's waterfront community.

Figure 20 – Hard Landscapes – Wood and Other Surfaces





# 4.0

## The Proposal

The Subject Site at 591 Liverpool Road holds significant opportunities to help achieve the Guiding Principles for the PHC landholdings in the Pickering waterfront community as described above.

### 4.1 Subject Site Proposal

A development proposal has been prepared for the Site to create new opportunities for residential, retail and commercial and recreational uses as further described below.

#### 4.1.1 Land Uses

The proposed development aims to animate an underutilized site located at the centre of the City of Pickering's waterfront community through re-designation to *Mixed Use – Community Node* in the City of Pickering Official Plan and maintain the *Marina Mixed Use Area* and *Liverpool Road Corridor* designations in the Liverpool Waterfront Node Development Guidelines, with residential uses permitted, but remove the *Public Use/Parking and Boat Storage Area* designation.

*Marina Mixed Use Areas* are intended to: be designed with a high-quality built form that is sensitive to views of the water; provide a critical link for visual and physical public accessibility to the waterfront where appropriate; have an attractive pedestrian scale; and to build on existing neighbourhood patterns. The proposed

development includes a mix of uses, bringing more residential and commercial uses together in keeping with the nautical heritage of the community. *Marina Mixed Use Areas* allow marina-related uses as well as public open space, community and recreational uses and residential uses if they are able to create a significant public benefit. The provision of publicly accessible space at the water's edge is a significant public benefit. The proposed development strives to create more vibrancy and opportunities for activity at different times of the day and year-round in the Nautical Village community.

The *Liverpool Road Corridor* is planned for service and commercial uses to compliment the marina and recreational uses, including restaurants, offices, and community recreational uses to serve tourist, recreational, boating and community needs.

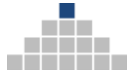
Proposed Building 1 and 2 include ground-floor commercial uses along Liverpool Road as a continuation of the existing Nautical Village commercial node along the *Liverpool Road Corridor* (**Figure 21**). There is also a pedestrian promenade proposed through the centre of the Site, envisioned as the community hub for future residents. This corridor is envisioned as a shared space for pedestrians and cyclists to engage with the proposed commercial frontages. Commercial uses such as restaurants, food stores and spa services are envisioned in the commercial units to serve the daily needs of the community and also to serve the tourist, recreational and boating needs. There is approximately 20,000 square feet of commercial proposed between the two buildings. The remaining floors are proposed as residential (**Figure 22**) which will contain a mix of bachelor, 1-bedroom, 2-bedroom and 3-bedroom units to provide a diversity of unit type and size in the City of Pickering market. There is a total of 498 units proposed in the 2 buildings. The exact mix of the unit breakdown is conceptual at this point in time. A portion of the proposed units will be designed as accessible units.

**Figure 21 – Commercial Frontages**



**Figure 22 – Residential Component**





#### 4.1.2 Built Form

The proposed development includes strategic massing, density and architectural elements to fit harmoniously into the existing Nautical Village community as further described below.

In terms of massing, building 1 has a podium height of five storeys, that steps back from 3 storeys at the street edge to the fourth and fifth storey. Building 1 has a point tower with a height of 23 storeys with some terracing ranging in heights from 7 to 11 storeys. Building 2 has a podium height of 4 storeys, that steps back from 3 storeys at the street edge. Building 2 also has a point tower with a height of 23 storeys with some terracing ranging in heights from 5 to 10 storeys. The point towers have been strategically located on site to maintain views and vistas to Lake Ontario from the Nautical Village commercial node on Liverpool Road and also from all single-detached houses with current views of Lake Ontario.

In terms of density, as the Subject Site is 24,248 sq. m. (2.42 hectares) in size, with a total developable area of 14,660 sq. m. (1.46 hectares), the Site has a total density of 340 unit per net hectare and an FSI of 4.4.

In terms of architectural design, transparent windows at street level, bird-friendly glazing, awnings and balconies, and natural elements in the façade such as wood and stone are some of the elements considered as part of the proposal. Buildings placement and orientation were defined by climate analysis and bioclimatic strategies have been used to promote indoor and outdoor thermal comfort, access to daylight and energy efficiency. The history of Frenchman's Bay was founded on the core concept of maintaining spatial and visual connections to the waterfront. The proposed development aims to transform an underused site to a unique place that builds on the Bay Ridges Neighbourhood community assets to ensure long-term success of the community. A combination of innovative design strategies helps to minimize the impact of a high-density development on the neighbourhood (**Figure 23**).

#### 4.1.3 Public Realm

The proposed development prioritizes the public realm through high quality landscape and urban design elements such as green spaces, permeable paving, gradual setbacks and the architectural streetscape elements discussed above. High quality landscape design from the public to private realm, from the ground floor to the upper levels has been incorporated into the design.

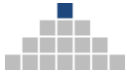
The proposed development's proximity to transit routes, waterfront, parks and trails represent an opportunity to promote active streetscapes. The proposed east-west pedestrian-oriented esplanade and the boardwalk design plays an important role in fostering active and attractive streetscapes in the Bay Ridges Neighbourhood. These spaces are envisioned as appropriate spaces to support future farmers' markets and community gatherings, to bring people together at the waterfront.

The proposed placement and orientation of buildings defines the public realm and creates places to walk, shop and spend time that encourages comfortable and positive experiences for people of all ages and abilities. The proposed development incorporates architectural design strategies such as the use of transparent windows at street level, and awnings to provide weather protection and outdoor thermal comfort.

The proposed connection through the Subject Site to the water's edge is made by two distinct open spaces: a proposed east-west pedestrian-oriented esplanade through the Site and a boardwalk along the waterfront edge. Both open spaces create visual and physical connections to the waterfront and its natural amenities (**Figure 24**). The proposed Concept Site Plan demonstrates the spatial relationships of these spaces from an aerial view (**Figure 25**).

#### **4.1.4 Parking**

Parking has been proposed on site in the form of underground and above ground parking within the built form. Two levels of underground parking are proposed with one level of above ground parking proposed at the main level. There will be one access from the private lane at the north end of the Site and one limited access point at the South on Liverpool Road. Parking has been proposed in accordance with the parking rates established through the City Centre Zoning By-law. The exact design of the parking floors have not been confirmed at this time. The proposed parking rates are further discussed in Section 5.8 of this Report.



**Figure 23 – Proposed Development Concept Diagram**





Figure 24 – Connected Waterfront + Active Streetscape



Source: Google Earth, 2019

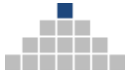
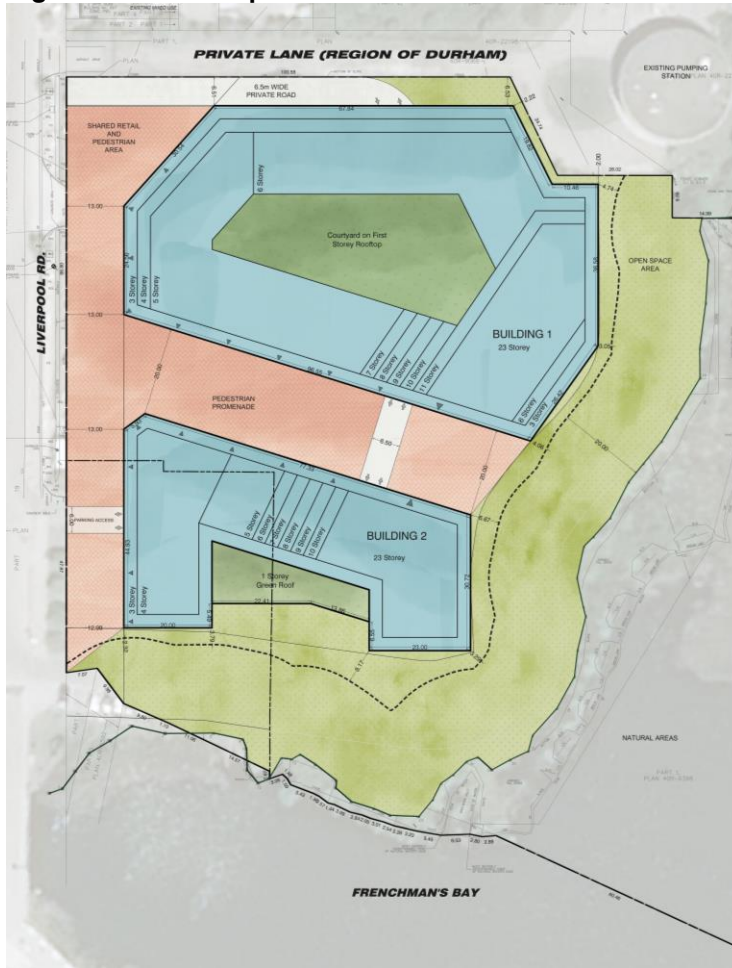


Figure 25 – Concept Site Plan



## 4.2 Required Approvals

With regards the proposed redevelopment of the Subject Site, it is our professional opinion that the proposed development conforms with the general intent of the City of Pickering Official Plan (2018). However, the City of Pickering Official Plan currently designates the property as *Natural Area* and *Marina Area*. 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.

The current zoning is *Waterfront Area, "(H) O3B-2"* in the City of Pickering Zoning By-law 2520. In order for development to occur, the "(H)" Holding Provision on the site will have to be removed through a Zoning By-law Amendment. A Zoning By-law Amendment is also required to rezone the Site to *Community Node ("CN") Zone* with site-specific permissions for increased height and density.

The proposed Official Plan Amendment and Zoning By-law Amendment are addressed in greater detail in Section 5.6.1 and 5.8 of this Report. The proposed Amendments have been attached under a separate cover.

# 5.0 POLICY CONTEXT AND PLANNING ANALYSIS

## 5.1 Overview

The proposed development has been reviewed in the context of the Provincial Policy Statement (2014), Growth Plan or the Greater Golden Horseshoe (2017), the Region of Durham Official Plan (2017) and the City of Pickering Official Plan (2018).

## 5.2 Provincial Policy Statement (2014)

The Provincial Policy Statement (“PPS”) was issued under Section 3 of the Planning Act, 1990 and provides overall direction on matters of provincial interest related to municipal planning decisions. The current PPS was issued by the Province of Ontario and came into effect on April 30th, 2014. The Planning Act requires that decisions on planning matters, including Zoning By-law Amendment applications, “shall be consistent with” the PPS.

The PPS encourages efficient land use and development patterns to support healthy, livable and safe communities by promoting

efficient development and land use patterns which support intensification and redevelopment within settlement areas to support the objectives for urban growth and efficiency (Policy 1.1.1 and 1.1.2). The PPS states that “settlement areas shall be the focus of growth and development and their vitality and regeneration shall be promoted”. 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 represents appropriate intensification in the settlement area that supports urban growth and efficiency. The proposed development provides increased density in South Pickering where there are existing services and therefore, the intensification of the Site will efficiently use resources, infrastructure and encourage active transportation.

With respect to housing, Policy 1.4.3 requires for provisions to be made for an appropriate range and mix of housing types and densities to meet projected requirements of current and future residents by: permitting and facilitating all forms of housing and residential intensification; directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available; promoting densities which efficiently use land and resources and support active transportation in areas where it exists; and, establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form.

The proposed development will contribute to a greater range and mix of housing types in the Bay Ridges neighbourhood, currently consisting of majority low-density development. The proposed development is located on Liverpool Road where existing infrastructure, in the form of servicing, public transportation, and active transportation routes, is readily available. The proposed development represents a compact built form and an increased



density that efficiently uses land and encourages the use of active transportation in close proximity to the Site.

With respect to public spaces and open space, Policy 1.5.1 provides that healthy active communities should be promoted by:

- planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity;
- planning and providing for a full range and equitable distribution of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources;
- providing opportunities for public access to shorelines; and
- recognizing provincial parks, conservation reserves, and other protected areas, and minimizing negative impacts on these areas.

The proposed development has been designed to foster social interaction and to promote community connectivity of the neighbourhood residents to the Pickering waterfront. The proposed development has been designed with a public boulevard, pedestrian promenade and boardwalk to encourage public access and views of the Lake Ontario shoreline. The proposed development has also been designed to respect the natural environment, with appropriate buffering provided to the Provincially Significant Wetland to the south and east of the Site as discussed in the Environmental Impact Study in Section 7.1 of this Report.

With regards to servicing infrastructure, the PPS states that municipal sewage services and municipal water services are the preferred form of servicing for settlement areas. Intensification and redevelopment within settlement areas on existing services should be promoted wherever feasible (Policy 1.6.6.2). With regards to transportation infrastructure, the PPS states that a land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation (Policy 1.6.7).

The proposed development can be connected to existing services on Liverpool Road in an efficient manner. The proposed development makes use of an underutilized parcel and will therefore support current and future use of transit and active transportation in the area.

With respect to long-term economic prosperity, Policy 1.7.1 of the PPS states that long-term economic prosperity will be supported by, among other items, optimizing the use of land, resources, infrastructure and public service facilities, encouraging a sense of place by promoting well-designed built form and cultural planning and providing opportunities for sustainable tourism development.

The proposed development seeks to optimize the use of a currently underutilized parcel on the Pickering waterfront that has existing connections to resources, infrastructure and public service facilities. The proposed development seeks to foster a sense of place through a thoughtfully designed built form and pedestrian environment that is inviting for people, including local residents and tourists.

With respect to energy conservation, air quality and climate change, Policy 1.8.1 of the PPS requires that planning authorities support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and climate change adaptation through land use and development patterns which: promote compact form and a structure of nodes and corridors; promote the use of active transportation and transit in and between residential, employment, institutional and other areas; and improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion.

The proposed development includes a compact built form while also providing a greater mix of housing choices for residents to live in the Bay Ridges neighbourhood in South Pickering. Given the proximity of the proposed development to the Pickering GO Station, active transportation will be encouraged. The development is a 28-minute walk and 6-minute bike ride to the Pickering GO Station

which provides regional connectivity to employment uses outside of Pickering.

Policy 2.1 on Natural Heritage features addresses the protection of natural features and areas for the long term. Development and site alteration shall not be permitted in significant wetlands (Policy 2.1.4). Further, development and site alteration shall be restricted in or near sensitive surface water features and sensitive ground water features so that these features and their related hydrological functions will be protected, improved or restored (Policy 2.2.2).

The proposed development has been designed to respect the natural heritage environment associated with the Creek and Lake Ontario which abut the Site. Appropriate buffers have been provided to the water's edge to ensure that the wetland system is protected.

### 5.2.1 Summary of Opinion

In summary, the proposed development is consistent with the PPS and supports its vision for strong communities supported by the efficient use of land, resources, and infrastructure. The proposed development is on lands located within an urban settlement area, which is to be the focus of growth and development. The proposed residential development will aid in increasing the current mix of residential uses in the neighbourhood to promote efficient development and land use patterns. The development incorporates intensification and redevelopment in South Pickering to aid in diversifying the existing housing supply. The development seeks to provide for an appropriate mix and range of residential typologies to meet long-term needs of future and existing residents. The development implements more compact form and a mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities and can provide direct access to forms of active transportation and transit. The proposed development also seeks to protect the long-term ecological function and biodiversity of natural heritage systems.

## 5.3 Growth Plan (2017)

The Growth Plan for the Greater Golden Horseshoe ("Growth Plan") was approved under the authority of the Places to Grow Act, 2005 by the Lieutenant Governor in Council of the Province of Ontario and came into full force and effect on June 16, 2006. The Growth Plan was further updated on May 17, 2017 and came into effect on July 1, 2017.

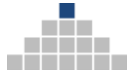
The Growth Plan provides a framework for managing growth in the Greater Golden Horseshoe including: direction on where and how to grow, the provision of infrastructure to support growth, and protecting natural systems and cultivating a culture of conservation. The Growth Plan carries forward many of 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 within close proximity to transit options.

Section 2 of Where and How to Grow, particularly Section 2.2.1 on Managing Growth states that the majority of forecasted growth will be directed to settlement areas that have a delineated built boundary, have existing or planned municipal water and wastewater systems, can support the achievement of complete communities and will be directed away from hazardous lands.

The proposed development directs growth within the delineated built boundary of the City of Pickering where there are planned municipal water and wastewater systems. The proposed



development will provide more housing options to aid in the diversification of the housing stock in the Bay Ridges neighbourhood.

Policy 2.2.2.1 of the Growth Plan seeks to accommodate a minimum of 60 percent of all residential development within the delineated built-up area by the year 2031. Policy 2.2.2.4 states that municipalities will develop a strategy to achieve the minimum intensification target and intensification throughout delineated built-up areas, which will: encourage intensification generally to achieve the desired urban structure; identify the appropriate type and scale of development and transition of built form to adjacent areas; and identify strategic growth areas to support achievement of the intensification target and recognize them as a key focus for development.

The City of Pickering has an ongoing South Pickering Intensification Study to address how intensification can be achieved throughout the delineated built-up area in the City of Pickering. The City of Pickering is currently in the process of establishing infill policies for sites that are appropriate for intensification. The proposed development will assist the City of Pickering in achieving the minimum intensification target identified by the Province.

Section 2.2.6 on Housing states that municipalities will support the achievement of complete communities by: planning to accommodate forecasted growth to the horizon of the Plan; planning to achieve the minimum intensification and density targets; considering the range and mix of housing options and densities of the existing housing stock; and, planning to diversify the overall housing stock.

The proposed development assists the City of Pickering in achieving its minimum intensification and density targets. Further, it provides increased housing options for residents in the Bay Ridges Neighbourhood to further diversify the existing housing stock and provide opportunities for residents looking for a bachelor, 1 bedroom, 2 bedroom or 3-bedroom apartment, whether it be

entry-level buyers, or existing residents in the neighbourhood looking to downsize and facilitate aging-in-place.

Section 3.2.2 addresses transportation system planning, land use planning and transportation investment. It states that transportation shall, among other matters, be planned to “offer a balance of transportation choices that reduces the reliance upon the automobile and promotes transit and active transportation”.

The Site is well-served by existing public transit facilities. The Site is located a 28-minute walk from the Pickering GO Station or 6-minute bike ride. The development is also served by DRT line 193 and 101. The Pickering GO Station provides regional connections for those looking to travel to neighbouring municipalities for employment or play.

Section 4.2.2 on Natural Heritage Systems provides that new development or site alteration will demonstrate that there are no negative impacts on key natural heritage features or key hydrologic features or their function.

The proposed development has been designed to provide appropriate buffers to the adjacent Provincially Significant Wetland as discussed in the Environmental Impact Study in Section 7.

Section 4.2.5 on Public Open Space provides that a system of publicly-accessible parkland, open space, and trails, including in shoreline areas, must demarcate where public access is not permitted, shall be based on a co-ordinated approach to trail planning and development and is based on good land stewardship practices for public and private lands.

The proposed development creates publicly-accessible open space on the Subject Site so that local residents and tourists can engage with the waterfront and its amenities also in addition to creating opportunities for connections to the existing trail system along Lake Ontario.

### 5.3.1 Summary of Opinion

In summary, the proposed development conforms to the Growth Plan. The proposed development directs growth to the built-up area in the City of Pickering through intensification to aid in achieving the 2031 population forecast projections allocated to the City of Pickering by the Region of Durham through the implementation of the Growth Plan. Through the design of the proposed development, it will encourage active, healthy living that complements the creation of a vibrant, thriving community and supports the Growth Plan's direction to develop complete communities. Its compact form is sensitive to the protection of surrounding natural heritage systems and water resources. The development will allow for the creation of additional public open space and provide opportunities for connections to the existing trail system along Lake Ontario in South Pickering.

## 5.4 The Region of Durham Official Plan (2017)

The Region of Durham Official Plan (office consolidation May 11<sup>th</sup>, 2017) (the "Regional OP") was approved by the Minister of Municipal Affairs and Housing on November 23, 1993. The Region of Durham Official Plan has been updated to include growth targets and policy directions established by the Growth Plan for the Greater Golden Horseshoe, which have been delegated to area municipalities. This Regional Official Plan Amendment (ROPA No. 128) was approved by Regional Council on June 3, 2009 and approved at the OMB on January 9, 2013.

The Subject Site is designated as *Waterfront Areas* in the Region of Durham Official Plan and is adjacent to the *Waterfront Place* identified on Frenchman's Bay. The lands are also located within close proximity to lands designated as *Living Areas* as identified for the South Pickering area (**Figure 26**).

Section 4 of the Regional OP on Housing provides that in the consideration of *development* applications, Regional Council shall

ensure that a wide range of housing is provided in Urban Areas (Policy 4.3.1). The Region shall support opportunities to increase the supply of housing in Urban Areas through intensification, taking into account the adequacy of municipal services and the physical potential of the housing stock. Housing intensification includes the creation of new residential units on vacant or underdeveloped lands through infilling in Urban Areas and the creation of residential units above commercial uses, with preference being given to development located adjacent to arterial roads and/or in close proximity to transit routes (Policy 4.3.2c and d).

Policy 4.3.9 on Area Municipal Official Plans states that councils of the area municipalities shall ensure the inclusion of policies and designations to implement the intent of the Regional Official Plan and the following: policies and implementation procedures required to meet the objectives of the PPS and this Plan, particularly with respect to housing types, density, *intensification* and affordability; policies for higher density, mixed use *development* in Regional local Centres and Corridors; maximum unit sizes (Policy 4.3.9a, b and c).

With regards to Infrastructure, Policy 5.2.3 states that the Region shall give priority to the provision of municipal water and sewage service within Urban Areas to *development* and *redevelopment* proposals which produce an intensive and compact form of development.



Figure 26 – Region of Durham Official Plan Schedule A – Map A4 – Regional Structure

### 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 9C FOR DESCRIPTION)
  - ◇ AGGREGATE RESOURCE EXTRACTION AREA (SEE TABLE E1 FOR DESCRIPTION)
  - COUNTRY RESIDENTIAL SUBDIVISION (SEE TABLE E2 FOR DESCRIPTION)
  - SHORELINE RESIDENTIAL

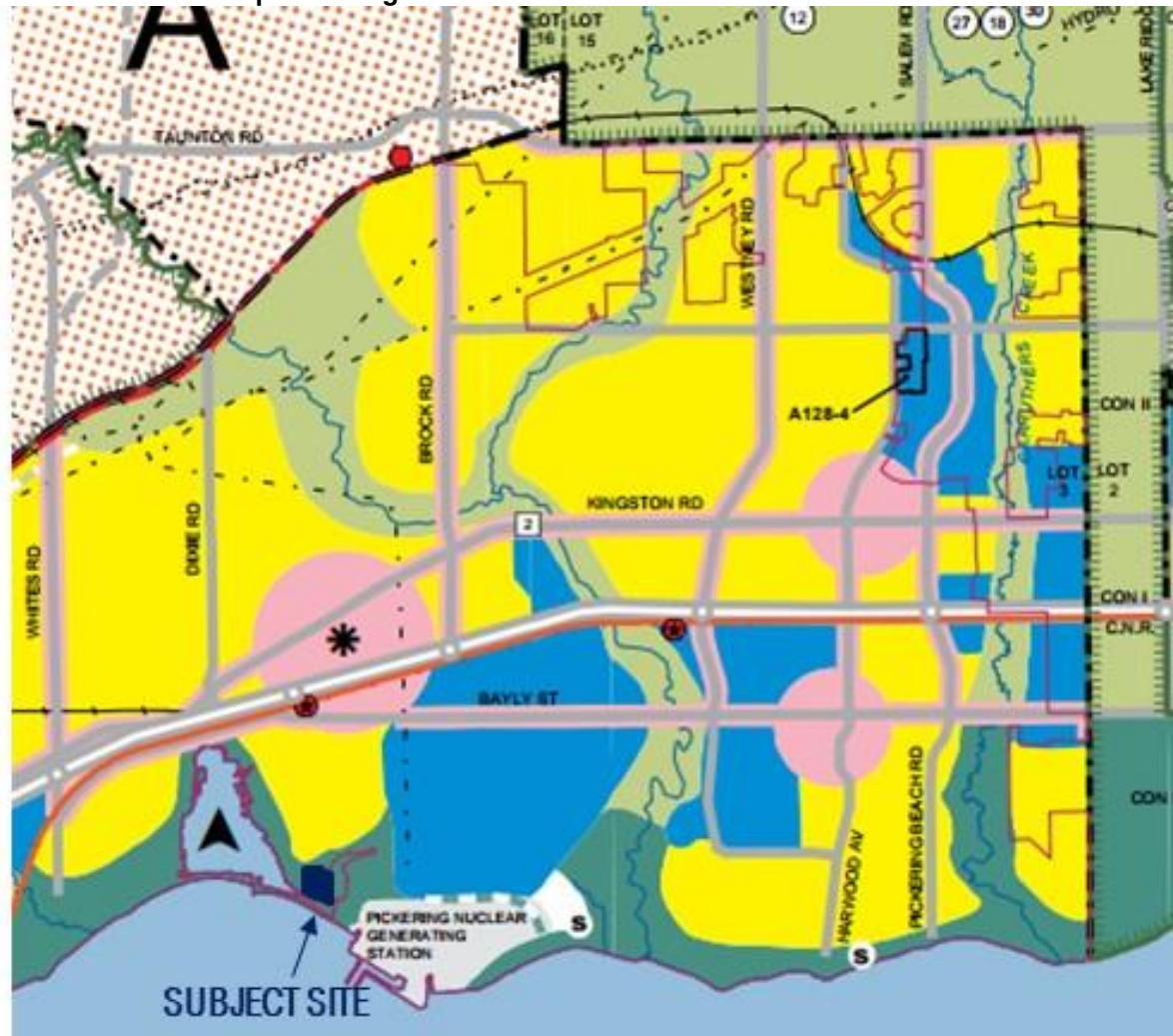
#### GREENLANDS SYSTEM

- 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 |               | ELITE |               |
|----------|---------------|-------|---------------|
| ▬        | ARTERIAL ROAD | ▬     | ARTERIAL ROAD |
| ▬        | FREEWAY       | ▬     | FREEWAY       |
| ▬        | INTERCHANGE   | ▬     | INTERCHANGE   |
| ▬        | GO RAIL       | ▬     | GO RAIL       |
| ●        | GO STATION    | ●     | GO STATION    |



Source: Region of Durham Official Plan, 2017



With regards to the Region's growth management objectives, Policy 7.3.3 of the Official Plan includes the Region of Durham's population forecast allocations for the area municipalities. The Region of Durham has a population forecast allocation for Pickering of 141,125 for 2016, 177,915 for 2021, 204,290 for 2026 and 225,670 for 2031. Policy 7.3.9 states that "urban areas shall be planned to achieve the following growth management objectives on a Region-wide basis: by 2015, and each year thereafter, accommodate a minimum of 40% of all residential development occurring annually through intensification within built-up areas in accordance with Schedule 'E' – Table 'E9'". Further, Policy 7.3.10 provides that the Region in conjunction with the area municipalities, shall investigate ways of increasing the densities of new residential *development* and *redevelopment* in Urban Areas to reduce the per capita cost of municipal services to utilize land more efficiently.

Statistics Canada has a census population for Pickering of 91,771 people as of 2016. The Region of Durham has a population forecast allocation for Pickering of 141,125 total population at 2016, 177,915 total population at 2021, 204,290 total population at 2026 and 225,670 total population to 2031. The City of Pickering is not growing at the rates afforded to it by the Region of Durham. The proposed development will help the City of Pickering to achieve more intensification within the existing built-up area and will utilize land efficiently where there are existing services to help to reduce the per capita cost of municipal service expansions.

With regards to intensification strategies, Policy 7.3.17 provides that area municipal intensification strategies shall be based on the growth management objectives of Policy 7.3.9: *intensification* in appropriate location throughout the built-up area; the identification of *intensification* areas; the recognition of *Waterfront Places* as the key focus for *intensification*; the identification of the appropriate scale of development in intensification areas; 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,

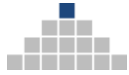
support transit, walking and cycling and achieve an appropriate transition to adjacent areas (Policy 7.3.17a, b, c, d, f, and h).

The Regional Official Plan designates Frenchman's Bay as a *Waterfront Place*. Sections 8A.2.11 and 10C.1 contains policies that address *Waterfront Places* and *Waterfront Areas*. Policy 8.1.12 states that *Waterfront Places* should be developed as focal points along the Lake Ontario waterfront. Policy 8.1.13 states that the historic integration of the shopping function with the other traditional functions, such as housing, employment, recreation, social activities and cultural facilities should be restored. Policy 8.1.14 states the *Urban Growth Centres*, *Regional Centres* and *Waterfront Places* should be linked with supportive *Corridors* focused on active transportation.

Policy 8A.2.11 states that Schedule A designates *Waterfront Places* along Lake Ontario, including, Frenchman's Bay. Policy 8A.2.12 of the Regional Official Plan states that lands designated as *Waterfront Places* should be developed as focal points along the Lake Ontario waterfront having a mix of uses, integrated with the Greenlands System. Uses may include residential, commercial, marina, recreational, tourist, and cultural and community facilities. The scale of *development* shall be based on and reflect the characteristics of each *Waterfront Place*. Where appropriate *Waterfront Places* shall be planned to support an overall, long-term density target of at least 60 residential units per *gross hectare* and a floor space index of 2.0. The built form should vary, and be developed in a manner that is sensitive to the interface with the natural environment, as detailed in area municipal official plans.

Policy 8A.2.13 states that area municipalities shall prepare plans to detail the boundaries and land uses of *Waterfront Places* in their respective official plans and that these plans should:

- *Consider environmental constraints and opportunities;*
- *Maximize access to Waterfront Places by a variety of transportation modes, such as roads, public transit, water and trails;*



- *Emphasize the unique landscape features and heritage resources of each Waterfront Place to strengthen community identity;*
- *Consider opportunities to develop east-west natural corridors to link Waterfront Places and natural areas along the waterfront, and to develop north-south corridors along creek valley systems;*
- *Consider opportunities for increased public access to lands because of their ecological, cultural or recreational value through acquisition or other means; and*
- *Assess how new growth will affect the natural environment and where possible enhance the function of Coastal Wetlands and other natural features.*

The proposed development is located within the *Waterfront Place* designation identified at Frenchman's Bay which is planned for intensification. While the City of Pickering has not delineated the limits of the *Waterfront Place* area in their Official Plan, they have identified the *Liverpool Road Waterfront Node* which contains similar policy language as further described in Section 5.5 of this Report. The Regional OP states that the *Waterfront Place* shall support an overall, long-term density target of 60 residential units per *gross hectare*. The Regional OP defines gross as an area that excludes significant natural heritage features and major infrastructure that is built under the Environmental Assessment Act (i.e. rights-of-ways, etc.). Based on our review, there is approximately 12.6 hectares of gross land within the *Liverpool Road Waterfront Node* and approximately 174 existing residences (13 residential units per gross hectare). With the additional 498 units of the proposed development, there is a total of 61 residential units per gross hectare. This density range is in line with the minimum target of 60 residential units per gross hectare as per Policy 8A.2.11. The proposed development helps to achieve intensification in this waterfront node, providing a range and mix of housing options from bachelor to 3-bedroom units, supporting vibrant neighbourhoods and providing high quality public open spaces that create attractive places to support transit, walking and cycling. The proposed mixed-use development will also help to restore the historic integration of

the shopping function with housing, recreation and social activities and cultural facilities.

Policy 8B.2.3 states that in the consideration of development applications in *Living Areas*, regard shall be had for the following: a compact urban form, including intensive residential, office, retail and service and mixed uses along arterial roads and in conjunction with present and potential transit facilities; good urban design principles including attenuation of noise and the design of buildings to maximize exposure to direct sunlight; the provision of convenient pedestrian access to public transit, educational facilities and parks; the provision and distribution of parks, trails, pathways and educational facilities, the types and capacities of the existing municipal services, infrastructure and the feasibility of expansion; and the balance between energy efficiency and cost.

The proposed development has been designed as a compact urban form to accommodate the population forecasts of the Regional OP, including a mix of residential, retail, and service uses in close proximity to transit facilities. The proposed development has been designed with good urban design principles through orienting buildings to maximize exposure to direct sunlight and to create comfortable pedestrian experiences in all seasons. The proposed development will have convenient access to public transit via-a-vis a DRT bus stop (approximately 300 metres from the Site) that is connected to the City Centre and also provides convenient access to the GO Station (a 28-minute walk). The Site is well served by South Pickering community services and facilities including schools, community centres and parks. The Site can be serviced by utilizing existing services located on *Liverpool Road*. This will ensure energy efficiency and reduced costs due to no need for intensive expansions or upgrades to the existing services.

Section 10 on Greenland System advises that components of the Greenlands System are designated on Schedule A and primarily consist of *Major Open Spaces*, *Oak Ridges Moraine Areas* and *Waterfront Areas* (Policy 10.3.1). These areas should be protected and preserved, including groundwater resources, air purification, habitats for plants, fish and wildlife, flood and erosion control and

scenic and recreational values (Policy 10.2.1). Prior to the consideration of any *development* proposals in the Greenlands System, the proponent shall provide evidence that the proposal is, and has been designed in keeping with the intent of Policy 10.2.1.

The Subject Site has been identified as a *Waterfront Area* in the Region of Durham Official Plan. An Environmental Impact Study (EIS) has been prepared by Beacon Environmental Ltd. to delineate the natural heritage features along the eastern and southern limits of the Subject Site and their associated buffers. The proposed development well respects these buffer zones, and thus preserves habitat for flora and fauna. The Environmental Impact Study provides further information on how the proposed development maintains the intent of Policy 10.21. See Section 7.1 for a more detailed review of the EIS.

Policy 10C.2.2 states that a continuous Lake Ontario waterfront trail is recognized as a primary method of providing public access to the waterfront and for connecting waterfront areas, such as *Waterfront Places*, and *Open Spaces*. Further, it states that Regional Council shall support the ongoing development of a continuous and coordinated Lake Ontario waterfront trail, and shall support the area municipalities, conservation authorities, Provincial agencies, community groups and the private sector in the development of the trail. The connection of the waterfront trail with other trails is encouraged for the purpose of forming a Region-wide trail network.

The vision for the Study Area seeks to further expand on the existing Lake Ontario waterfront trail to promote increased public access to the waterfront for Durham Region residents. The Pickering Waterpark vision as discussed in Section 3 of this Report includes a pedestrian and cycling trail to join the east and west sides of Frenchman's Bay as the current waterfront trail along the Bay is disjointed.

#### 5.4.1 Summary of Opinion

In summary, the proposed development conforms with the Region of Durham Official Plan. It 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.

## 5.5 The City of Pickering Official Plan (2018)

The City of Pickering Official Plan (the "OP") was approved by Durham Region on September 24, 1997. The current office consolidation came into force in October of 2018.

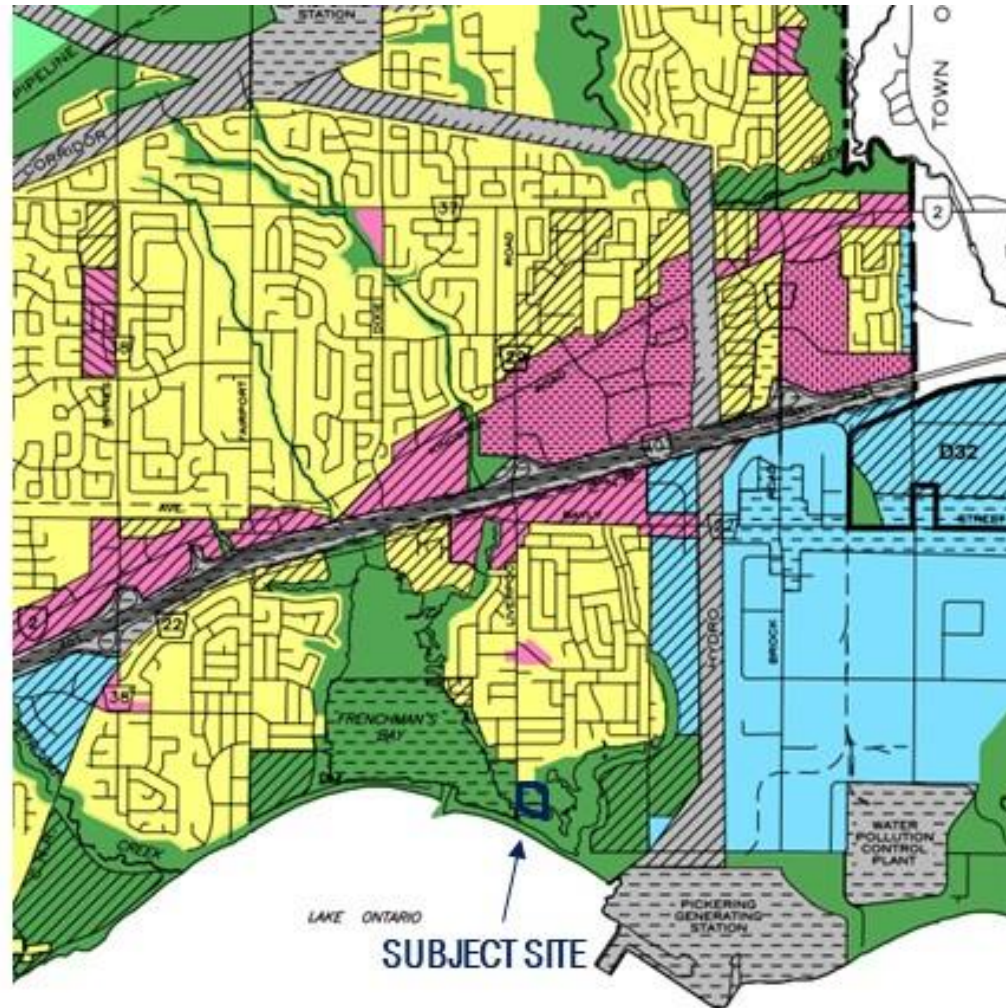
The Site is designated *Marina Areas* in the City of Pickering Official Plan Schedule I (**Figure 27**). The Site is also located within the *South Pickering Urban Area* and is within the *Bay Ridges Neighbourhood* as per Map 13 (**Figure 28**). The Site is within the planning area for the Liverpool Road Waterfront Node Development Guidelines (**Figure 29**). Liverpool Road is classified as a *Local Road* south of Annland Street and a *Collector Road* north of Annland Street as per Schedule II (**Figure 30**). The Site is abutting a *Natural Heritage System* as per Schedule III A (**Figure 31**) and a *Shoreline and Wetland* area as per Schedule III C (**Figure 32**). The following Sections will address how the proposed development conforms to the general intent of the City of Pickering Official Plan.



Figure 27 – City of Pickering Official Plan Schedule I – Land Use Structure

**Legend**

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



Source: City of Pickering Official Plan, 2018

### 5.5.1 Land Use Policies

Table 2 on Land Use Categories and Subcategories provides an overview of the land use categories in the City of Pickering and the criteria for determining subcategories and land use subcategories. The Site is designated as within the *Open Space System*, specifically, *Natural Area* and *Marina Area* per Schedule I of the Official Plan. Table 3 includes Open Space System Permissible Uses by Subcategory. The Table states that restrictions and limitations on the uses permissible, arising from other policies of this Plan, will be detailed in zoning by-laws. Permitted uses in *Marina Areas* and *Natural Area* are limited to conservation and environmental protection uses, as well as marinas, yacht clubs and marina supportive uses such as restaurants with limited retail uses.

The proposed development seeks to redesignate the property to *Mixed Use - Community Node* and to also confirm the boundary between the *Mixed Use - Community Node* land use designation and the *Natural Area* designation.

The criteria for determining the *Mixed Use* subcategories are based on the “location, scale and relative number of people served by the *Mixed Use Area*”. This criterion has been considered to determine the appropriateness of the redesignation from *Marina Area* to *Community Node*.

Table 5 provides a breakdown of permissible uses for *Mixed Use* subcategories as follows:

Community Nodes:

- *All uses permissible in Local Nodes, at a larger scale and intensity, and serving a broader area.*
- *Local Nodes:*
  - *Residential;*
  - *Retailing of goods and services generally serving the needs of the surrounding neighbourhoods;*
  - *Offices and restaurants;*
  - *Community, cultural and recreational uses.*
- *Community gardens;*

- *Farmers’ markets;*

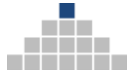
Further, Table 6 provides direction on the Densities and Floor Areas permissible by subcategory and as follows.

Community Nodes:

- *Maximum and Minimum Net Residential Density - Over 80 and up to and including 140 dwellings per hectare;*
- *Maximum Gross Leasable Floorspace for the Retailing of Goods and Services (in square metres) - up to and including 20,000*
- *Maximum Floorspace Index (total building floorspace divided by total lot area) – up to and including 2.5 FSI*

The City of Pickering Official Plan states that *Mixed Use Areas* are intended to have the widest variety of uses and highest levels of activities in the City. Performance standards for *Mixed Use Areas* should be determined in zoning by-laws. In establishing performance standards, restrictions and provisions for *Mixed Use Areas* shall have particular regard to encouraging development in an integrated manner for a wide variety of uses and purposes and encouraging intensification over time up to the maximum net residential density. Further, *Mixed Use Areas* shall be designed and developed to be consistent with the community design provisions of the OP in Chapter 9 or 14 and any development guidelines in Part 3 on Neighbourhoods (Policy 3.6 a, b, c, f).

The proposed development has been designed in accordance with the *Community Node* provisions of the Official Plan, to provide residential retailing of goods and services to serve the surrounding neighbourhood, restaurants and community and recreational uses. The proposed development of 498 units represents a density of 340 units per net hectare. Therefore, the proposed amendment will require a site-specific permission to allow for increased density on the Subject Site. The proposed density increase is a change to the current density permissions of the *Community Node* designation. However, the proposed development has been strategically designed to ensure appropriate setbacks and buffering from the existing neighbourhood. The proposed development will help



achieve the intensification target for *Waterfront Places* in accordance with the Region of Durham Official Plan which has allocated density for the City of Pickering in accordance with the Growth Plan. (Currently, the area has 13 units per hectare, well below the ROP target of a minimum of 60). This development will bring this neighbourhood in line with the intensification target set by the Region with the proposed development, resulting in 61 units per hectare).

Policy 3.9 on *Urban Residential Areas* provides that *Urban Residential Areas* are designated on Schedule I of the Official Plan and are to be used primarily for housing and related uses. The OP states that in order to ensure that these areas provide an appropriate degree of neighbourhood and community services, other uses are also permissible, including, schools, parks, libraries, places of worship, limited office development, limited retailing of goods and services, limited employment uses, and limited special purpose commercial uses. Urban residential areas are differentiated on the basis of net residential density (the number of residential dwellings per net residential hectare). Low, medium and high density areas are distinguished.

The area just north of the Subject Site and the majority of lands south of Liverpool Road and Bayly Street are designated as *Low Density Areas* in the City of Pickering Official Plan. There is a *Local Node Mixed Use Area* located at the intersection of Liverpool Road and Krosno Boulevard. The relationship to the existing *Low Density Area* north of the Site has been considered in the proposed design and built form as further discussed throughout this Report.

### 5.5.2 Housing Policies

Chapter 6 of the OP outlines the City's goals and objectives for housing in the Urban System. The City's housing strategy promotes opportunities for a wide variety of housing forms, tenure, and types to meet the evolving needs of the community.

Policy 6.3 states that the City will provide an adequate supply and mix of housing by:

- *maintaining a minimum 10 year supply of residentially designated lands to meet anticipated long term housing demands;*
- *encouraging the production of new residential dwelling units in accordance with housing targets for average annual production, unit mix, and location, as established in Appendix I - Quality of Life Indicators and Performance Targets; and*
- *obtaining the following distribution of housing forms throughout the municipality during the timeframe of this Plan,*
  - *57% single detached homes;*
  - *12% semi-detached homes;*
  - *19% attached homes; and*
  - *12% apartments.*

The diversity within the Liverpool Road *Waterfront Node* has been considered in accordance with this Policy direction. The majority of homes within this *Node* are single detached and attached homes. There is currently a serious lack of apartments within this area to provide options in terms of housing forms. The proposed development will help the City of Pickering achieve a more equitable distribution in terms of housing forms between single detached homes, attached homes and apartments.

The City of Pickering's Housing Goal is to encourage a broad diversity of housing by form, location, size, tenure, and affordability within the neighbourhoods so that the housing needs of existing and future residents can be met as they evolve over time (Policy 6.1). Infill, intensification and redevelopment are encouraged forms of new development within the South Pickering Urban Area to support the City's target to add 11,500 additional residential units (Policy 6.5). These developments should be directed to under-utilized or vacant blocks of land (Policy 6.5b) and should be designed as compact, cost-effective, quality architectural designed housing forms (Policy 6.5d).

The proposed development proposes a mix of bachelor, one-bedroom, two-bedroom and three-bedroom units to provide

increased options for size, tenure and affordability for new residents looking to reside in the South Pickering area as well as existing residents looking to downsize and age-in-place. The proposed development provides more variety to the existing surrounding neighbourhoods in terms of location and size, providing increased access for residences near the waterfront. The infill development proposes to revitalize a currently underutilized parcel of land with compact and cost-effective development that can be easily serviced by existing infrastructure. The proposed development will include high quality architectural design with an importance placed on ensuring a high quality public realm to encourage pedestrian use and public access to the waterfront.

### 5.5.3 Community Design Policies

The City of Pickering Official Plan contains policies on Community Design which consist of ten community design concerns, including: human scale, pedestrian comfort, mixed uses, permeability, context, building adaptability, places versus buildings, attractive public spaces, legibility, and natural heritage. These concerns have been translated into objectives which set out the City's overall approach to community design, and provide a means of identifying the strategic areas which Pickering must focus on in order to achieve design excellence. The community design strategy also involves fifteen specific detailed design considerations that are important in defining and establishing the City's image and form. These considerations are addressed in detail in Chapter 14 of the Official Plan.

The community design goal of the Official Plan is to promote developments at various scales which, through their adherence to principles of good, high quality community design, will produce built and natural environments that evoke a desirable image and sense of place for the City (Policy 9.1). The Community Design objectives in accordance with this main goal are as follows (Policy 9.2):

- “encourage the creation of an overall physical form for Pickering that is related to the scale and pace of pedestrians;

- encourage private and public developments that offer pedestrians and users a high level of comfort, enjoyment and personal protection;
- encourage private and public developments that provide an integrated mix of uses, activities and experiences;
- encourage the design of road patterns, buildings and the spaces between them in a manner that supports an efficient public transit system and makes it easy for both pedestrians and vehicles to move about in a variety of directions;
- encourage developments that are designed to fit their contexts by considering the mix of uses, and the massing height, scale, architectural style and details of existing, adjacent buildings;
- encourage developments that create spaces between and along buildings that are of high architectural and landscape quality, and contribute to and enhance the overall quality of Pickering's public realm;
- encourage the design of buildings and places that can be used for a variety of purposes, and are capable of adapting over time to changing circumstances and opportunities;
- encourage the use of colour, decoration and variation in material to create buildings, and the spaces around buildings, that are attractive for people to look at and use; and,
- encourage developments that establish appropriate relationships between built and natural environments, that ensure sensitive natural systems are protected and where possible enhanced, and celebrate significant aspects of the natural and cultural landscape.”

The proposed development conforms with the Community Design objectives of the Official Plan. The Vision that was created to guide the proposal for the development of the Subject Site at every stage and scale draws heavily on these objectives, and formed the basis for our Vision for the Subject Site. The development includes a large pedestrian boulevard along Liverpool Road, a pedestrian promenade through the Site and a public boardwalk along the water's edge. These areas will include thoughtful landscaping and



a high quality public realm, including street trees and benches, to create comfort and enjoyment for pedestrians. The built form has been designed with a pedestrian-friendly frontage along Liverpool Road, with proposed commercial uses and restaurant patios are envisioned. The proposed development includes a mix of uses, including residential and commercial as well as open space. This mix of uses allows for opportunities for the building to be adapted over time to support evolving uses and needs. The proposed development will utilize existing public transit, and also provides appropriate delineation between vehicles and pedestrians on Site to ensure safety of all road users. The proposed design has been considered in terms of height, scale, and architectural style to fit harmoniously into the existing neighbourhood context. Heights and massing, combined with appropriate setbacks ensure existing views and vistas are maintained within the neighbourhood as well as to ensure minimal shadow impacts. The proposed development has been sited to provide appropriate buffers to the natural heritage lands to the south and east of the Site, along the water's edge.

#### 5.5.4 Detailed Design Considerations

Chapter 14 of the Official Plan contains detailed design considerations for effective community design.

Policy 14.2 addresses Community Image which is discussed in Section 5.5.5 with regards to the Bay Ridges Neighbourhood and Section 5.7 on the Liverpool Road Waterfront Node Development Guidelines.

Policy 14.4 on Design with Nature contains policies for protecting mature trees and natural features when new development is proposed. Plant materials are encouraged to define open spaces and to create visual variety on the basis of their form, colour and texture. Landscaping is encouraged to provide shade, screening in all seasons, buffering of wind, etc. and native plant species are encouraged.

Policy 14.6 on Views and Vistas contains policies that recognize significant views of open spaces at the scales of neighbourhoods

and streets. New *development* proposals should be evaluated for their opportunity to maximize, create or enhance views and vistas. Views of natural features, including bodies of water and open spaces should be maintained.

Policy 14.7 on Public Open Spaces states that public open spaces should support and complement the uses and activities generated by surrounding buildings and uses. The provision of public open spaces for community uses and activities such as festivals and other public gatherings should be promoted. Smaller outdoor spaces should also be encouraged. Elevated open spaces should be considered as possible vantage points that provide panoramic views of the surrounding landscape from which people may better appreciate and understand Pickering's image. Open spaces should consider the user's sensory experiences of light, sound, smell, water and temperature. The design of private space adjacent to public streets and open space areas should be encouraged to support the function and enhance the appearance of adjacent public streets or areas. Water features such as foundations and reflecting pools should be encouraged in publicly accessible open spaces.

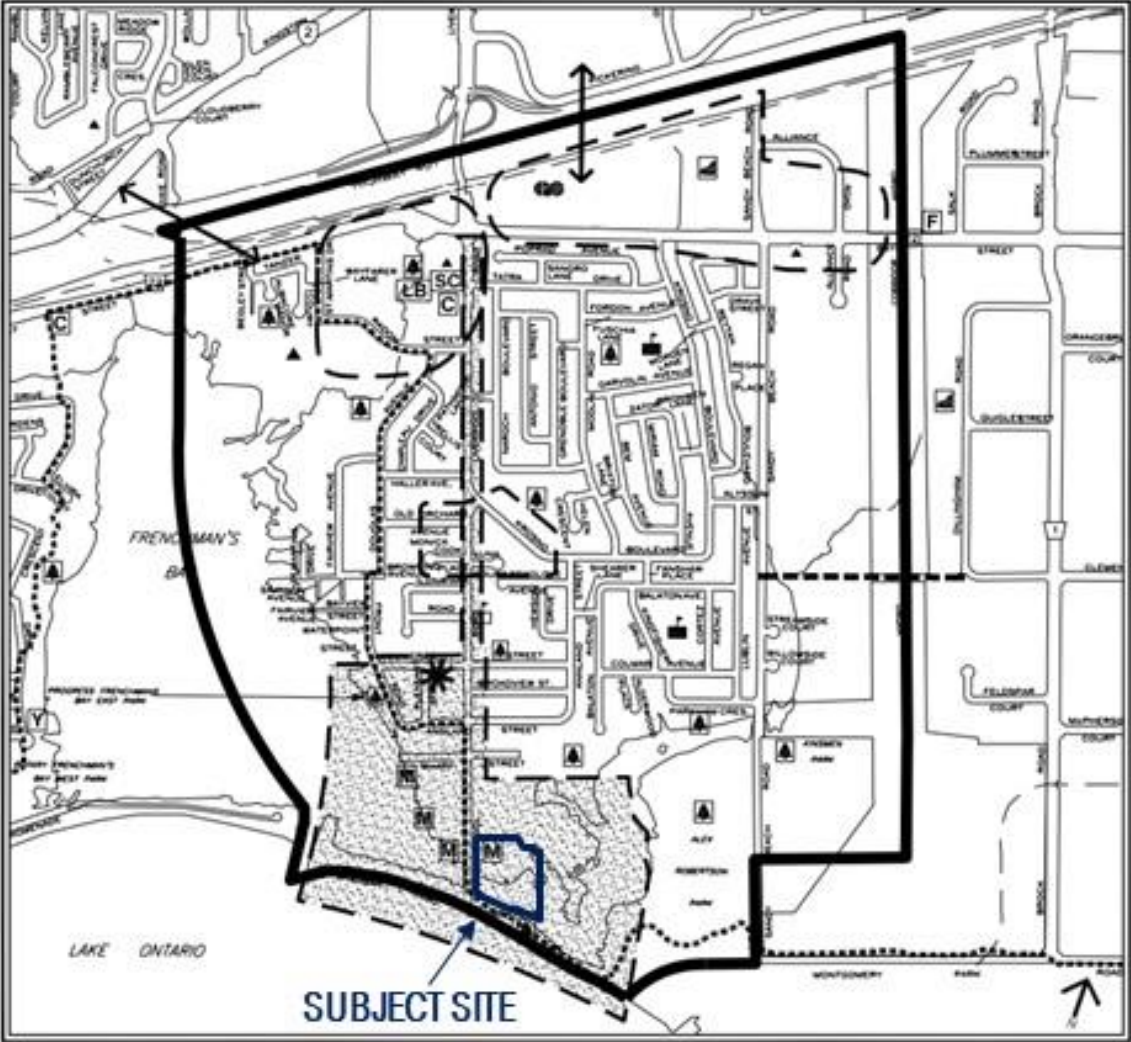
Policy 14.8 on Streetscapes states that planted boulevards and median strips, street lighting and furniture are encouraged. Landscape design should complement adjacent buildings and open spaces and provide shade in summer and visual interest in all seasons. The use of sidewalks and adjacent publicly-accessible open spaces as outdoor patio restaurants should be supported. A decorative treatment for sidewalks within strategic areas in community nodes should be considered. Detailed design considerations for light fixtures, utility locations etc. are also discussed in detail.



Figure 28 – 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



Source: City of Pickering Official Plan, 2018



Policy 14.9 on Human Scale states that building designs should capitalize on the use of grade level windows and doors to permit visibility and to ensure reasonable sunlight on the street. Continuous horizontal projections within the first few storeys are encouraged to establish human-scaled visual and physical references. Heights that are related to the width of the street they front are encouraged to create a sense of enclosure and ensure reasonable sunlight. Finally, trees and shrubs are encouraged in large open spaces.

Policy 14.10 on the Design of Buildings states that where new development is proposed within an existing neighbourhood or established area, encourage building designs that reinforce and complement existing built patterns such as form, massing, height, proportion, position relative to street, and building area to site area Ratios.

Policy 14.11 on Personal Security states that publicly-accessible spaces should be located near public roads, transit stops and other high activity spaces to enable public surveillance. Developments should be designed to provide users a choice of routes between parking areas, public streets or walkway systems and building entrances and exits.

Policy 14.12 on Barrier Free Access states that the main travelled portions of pedestrian routes should be kept free of obstructions such as street furniture, signs or building projections.

Policy 14.13 on Public Art states that public art should be encouraged in a broad range of media, themes and formats in order to engage the observer, foster civic identity and promote social interaction.

Policy 14.14 on Lighting and Policy 14.5 on Signage contain policies for further consideration during the detailed design stage.

Policy 14.16 on Pedestrian and Cycling Safety states that for pedestrians, separation from vehicular traffic should be provided to enhance a sense of safety. For cyclists, bikeway opportunities that

minimize the potential for conflict with vehicular traffic should be considered included off-road multi-use trails and dedicated bikeway lanes.

These policies are meant to be further considered through the area specific Development Guidelines, therefore, the proposed development's conformity to the policies relating to Detailed Design has been further considered in Section 5.5.5 with regards to the Bay Ridges Neighbourhood and Section 5.7 on the Liverpool Road Waterfront Node Development Guidelines.

### 5.5.5 Bay Ridges Neighbourhood Policies

Section 12.5 of the Official Plan contains policies on the development of the Bay Ridges neighbourhood (**Figure 28**) in South Pickering. The Bay Ridges Neighbourhood is bounded by the mid-line of Frenchman's Bay, Highway 401, the hydro transmission corridor, and Lake Ontario. It includes significant parkland adjacent to Lake Ontario and at the south end of Sandy Beach Road. In terms of residential uses, the neighbourhood consists of a mix of 1960s (and later) detached, semi-detached, townhouse and apartment dwellings and an older village development (Village of Fairport) near the Bay from the early 1900s. In terms of community uses, the neighbourhood contains: three elementary schools, four neighbourhood parks, three places of worship, a community/seniors' centre, a lawn bowling facility, a library, an arena, a GO Transit station, and marinas. The neighbourhood has community shopping located on Bayly Street west of Liverpool Road; neighbourhood shopping on Krosno Boulevard near Liverpool Road, and on Bayly Street at Sandy Beach Road. Bay Ridges Neighbourhood has *general* and *prestige employment areas* located north and south of Bayly Street, east of Sandy Beach Road. Finally, there are environmentally sensitive areas associated with Frenchman's Bay and the Lake Ontario waterfront. City Council adopted Development Guidelines for the area called the "Liverpool Road Waterfront Node" in the early 2000s.

Policy 12.5(a) states that the area generally situated from Commerce Street stretching south to the Lake Ontario shoreline, on

either side of Liverpool Road, exhibits a unique mix of built and natural attributes that establishes the area as the *Liverpool Road Waterfront Node*.

Policy 12.5(b) states that the *Waterfront Node* should be promoted as a boating, tourism and recreational area. Policy 12.5(c) states that development should capitalize on the unique waterfront attributes of Frenchman's Bay, Lake Ontario, the Hydro Marsh, City parks, Millennium Square, marine activities, and the historic Village of Fairport. Building form and public space should be of high quality design with a Great Lakes Nautical Village theme as detailed in the Council-adopted *Liverpool Road Waterfront Node Development Guidelines*, to create a vibrant pedestrian environment (Policy 11.5(d)).

Policy 12.5(e) states that lands within the Waterfront Node should be identified as *Marina Mixed Use Area*, where appropriate, including the primary marina precinct and the northern two-thirds of the former 'Coolwater Farms' property (the Subject Site), extending west across Liverpool Road to Frenchman's Bay, and stretching north to Annland Street excluding the Liverpool Road frontage as identified on the Tertiary Plan contained within the Council-adopted Liverpool Road Waterfront Node Development Guidelines (**Figure 29**).

Policy 12.5(f) states that *Marina Mixed Use Areas* shall only have permissible uses that strengthen and complement the existing working marinas and cater to the Pickering community and boating public and shall include:

- marinas, yacht clubs, and mooring facilities;
- marina supportive uses;
- restaurants;
- limited retail and office uses; and,
- those uses permissible in Open Space System – Natural Areas and Recreational Areas.

A sub-area of land located south of Wharf Street, 31 metres from the edge of Frenchman's Bay, permits residential uses up to a maximum density of 55 units per net hectare, provided that:

- a functional marina operation can be maintained on the remaining lands;
- a publicly-accessible space to the water's edge of Frenchman's Bay is provided; and,
- other applicable policies of the Plan are complied with (Policy 12.5(f)ii).








The development includes residential development that satisfies the intent of Policy 12.5(f)ii, proposing publicly-accessible space along the water's edge while ensuring that the functional marina operation will remain. The proposed development has been designed to compliment the existing marina uses. The Frenchman's Bay Marina operation will continue despite the proposed redevelopment of the lands currently holding its office and boat storage at 591 Liverpool Road. The existing office will be relocated to other landholdings held by the Pickering Harbour Company.

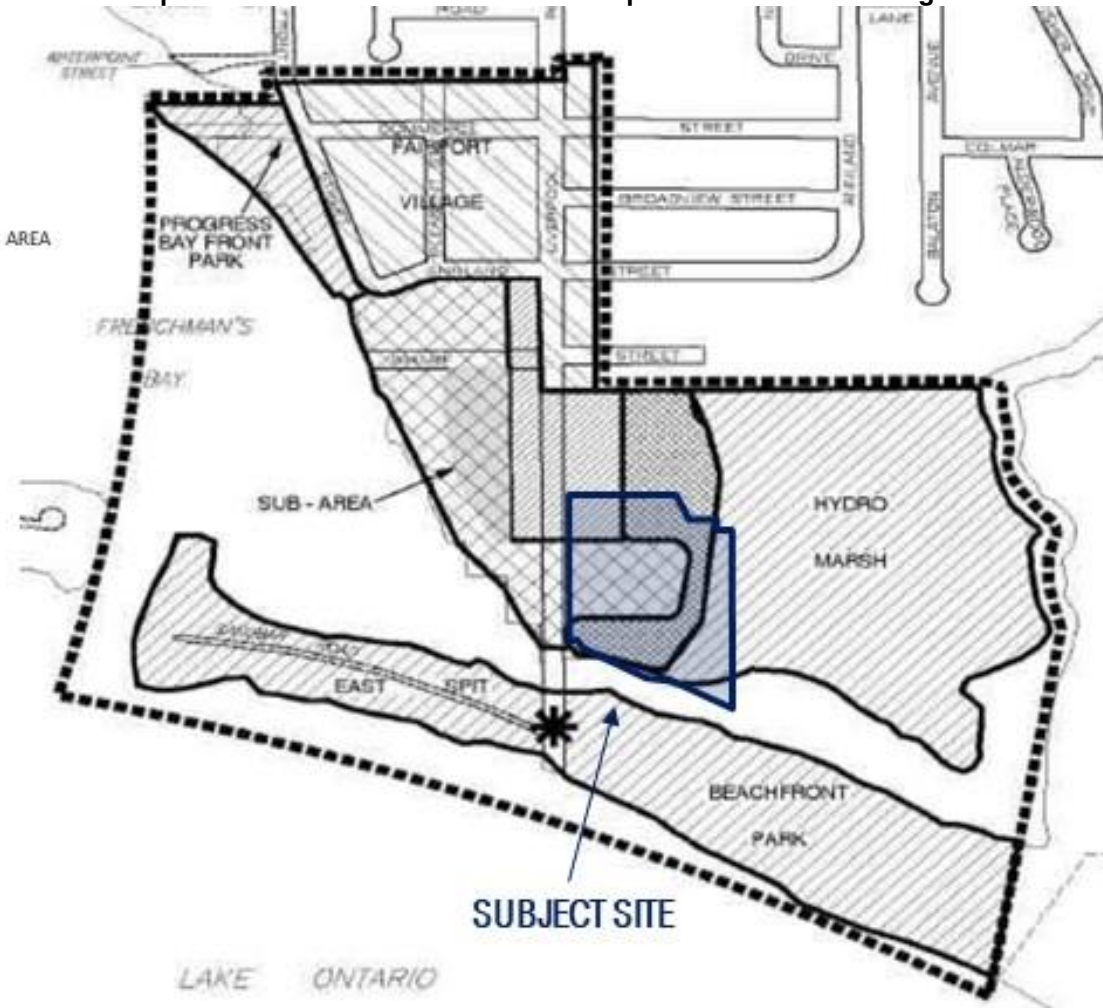
Policy 12.5(g)i states that Lands located along the *Liverpool Road Corridor* shall include tourism and service commercial use area to complement the marina and recreational uses. Policy 12.5(h)i states that permissible uses on these lands will be limited to the retailing of goods and services, restaurants, offices, and community, cultural and recreational uses, to serve the tourist, recreational, boating and other community needs. Further, residential uses, up to a maximum density of 55 units per net hectare, are permitted subject to conditions. City Council, in considering rezoning applications for residential development for lands in the *Liverpool Road Corridor*, shall be satisfied that a significant public benefit is achieved through the design and construction of the dwellings to allow the ground floors facing the street to be easily converted to accommodate a range of uses including the retailing of good and services and offices.



Figure 29 – 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



Source: City of Pickering Official Plan, 2018

A smaller portion of the northwest corner of the Subject Site is identified within the *Liverpool Road Corridor* designation of this Plan. The development includes commercial ground floor uses, where restaurant uses are envisioned, as well as recreational uses in the form of the public boulevard proposed along the water's edge. This proposed public boardwalk along with the proposed pedestrian promenade through the Site creates a significant public benefit to create an active streetscape with retail and service uses to serve the needs of area residents and a boulevard to provide recreational opportunities for those looking to walk along the water's edge and enjoy views of Lake Ontario and the Wetland area to the east of the Site.

For lands within the *Waterfront Node*, *Public Use/Parking* and *Boat Storage Area* lands are identified which are intended for public uses, parking and boat storage areas. Permitted uses on these lands shall include conservation, environmental protection, restoration, education, and passive recreation uses; also permit parking and boat storage on the southern third of the former 'Coolwater Farms' property in consultation with the Toronto and Region Conservation Authority (Policy 12.5(i) and 12.5(j)).

The proposed development will maintain the public parking uses that exist on these properties, through the provision of additional public parking through parking within the proposed buildings. The existing public parking lot contains 72 parking spaces and there is a total of 200 parking spaces proposed on Site to serve the public to promote increased access for the public to the Pickering Waterfront.

With regards to further design considerations for lands south of Wharf Street, Policy 12.5(l) states that buildings along Liverpool Road should have a minimum building height of two storeys and should reflect the Great Lakes Nautical Village theme by incorporating design details such as balconies, decks, front porches, wider doorways, street level access, awnings and window boxes. Lands for public parking shall be secured to serve the area (Policy 12.5(n)). Opportunities to rejuvenate the historic village of Fairport as a "lakefront village" should be considered via site-

specific rezoning applications to permit in conjunction with residential uses, activities such as tea rooms, craft shops, professional offices, etc. providing that the scale is compatible, appropriate off-street parking is available, and other matters (Policy 12.5(o)). Publicly accessible spaces should be provided adjacent to the water's edge, where feasible and appropriate (Policy 12.5(q)), and the use and operation of the Lake Ontario Waterfront Trail and future connections shall be encouraged in a manner sensitive to the interests of the neighbouring residents (Policy 12.5(r)).

The proposed development has been designed with a setback of 13 metres from Liverpool Road to ensure that the intent of the maximum permitted height of 2 storeys along Liverpool Road is maintained. Appropriate step-backs in height have also been considered to ensure that all views and vistas along Liverpool Road and from the surrounding neighbourhood are maintained to Lake Ontario. Further design considerations will be addressed through Architectural Control Guidelines to ensure that the proposed development conforms to the Nautical Village theme of the neighbourhood. Lands for public parking have been secured on Site, through the provision of 200 public parking spaces to serve area residents and tourists. The proposed development represents an opportunity to rejuvenate the historic Village of Fairport as a lakefront village that provides for a mix of residential and commercial uses to allow residents to live, work and play in the neighbourhood. Further, publicly accessible spaces have been proposed on Site, including the public boardwalk and pedestrian promenade to engage residents and visitors with Lake Ontario and creating connectivity with the Lake Ontario Waterfront Trail.

### **5.5.6 Transportation Policies**

Chapter 4 of the City of Pickering Official Plan provides policy direction for the City's transportation system and recognizes the diverse needs of businesses and residents, including private automobiles, public transit, cycling and walking for users with various levels of personal mobility (Policy 4.2).



Schedule II – Transportation System identifies existing and future roads. Liverpool Road is identified as a *Collector Road* that provides direct connection to Bayly Street a *Type A Arterial Road*. East and west of Liverpool Road are *Collector* road systems including Annland Street/Front Road/Douglas Avenue/Radom Street/St Martins Drive to the west of the Liverpool Road and Annland Street/Krosno Boulevard/Modlin Road/Tatra Drive to the east of Liverpool Road. These collector road systems provide access to Bayly Street as well (**Figure 30**).

Policy 4.4 on Integrated Transportation Systems recognizes the interrelationships between freeways, Go Transit lines, arterial and collector roads, transit spines, local roads, pedestrian and bicycle connections, and trails (Policy 4.4a). The City shall endeavour to enhance the quality, safety and convenience of the transportation system by requiring neighbourhood, site and road designs that support pedestrians, permit cycling and encourage local transit use, while accommodating vehicular traffic (Policy 4.4.c). Local road, bikeway and trail connections in the urban and rural areas should be provided to link people, places and activities (Policy 4.4.e).

The proposed development has been designed to utilize the existing transportations system while prioritizing the design of pedestrian friendly environments on Site. The Subject Site has been designed with a grand public boulevard with 13 metres of width to continue the pedestrian friendly environment along Liverpool Road and improve the existing conditions of the street. Liverpool Road is under the jurisdiction of the City of Pickering and is a north-south collector road with a posted speed limit of 40 km/h within the study area. It has a two-lane urban cross section with sidewalks on both sides. Liverpool Road provides access for pedestrians and cyclists to Bayly Street and the Pickering GO Station.

### 5.5.7 Economic Development Policies

Chapter 5 of the OP states that Pickering’s economic development strategy should focus on increasing the number and quality of local jobs. The City’s economic strategy is therefore directed at promoting Pickering as a major business and employment centre

for Durham Region, increasing the number, diversity and quality of local jobs, building on existing businesses, and embracing positive opportunities arising from regional, national and global interconnections.

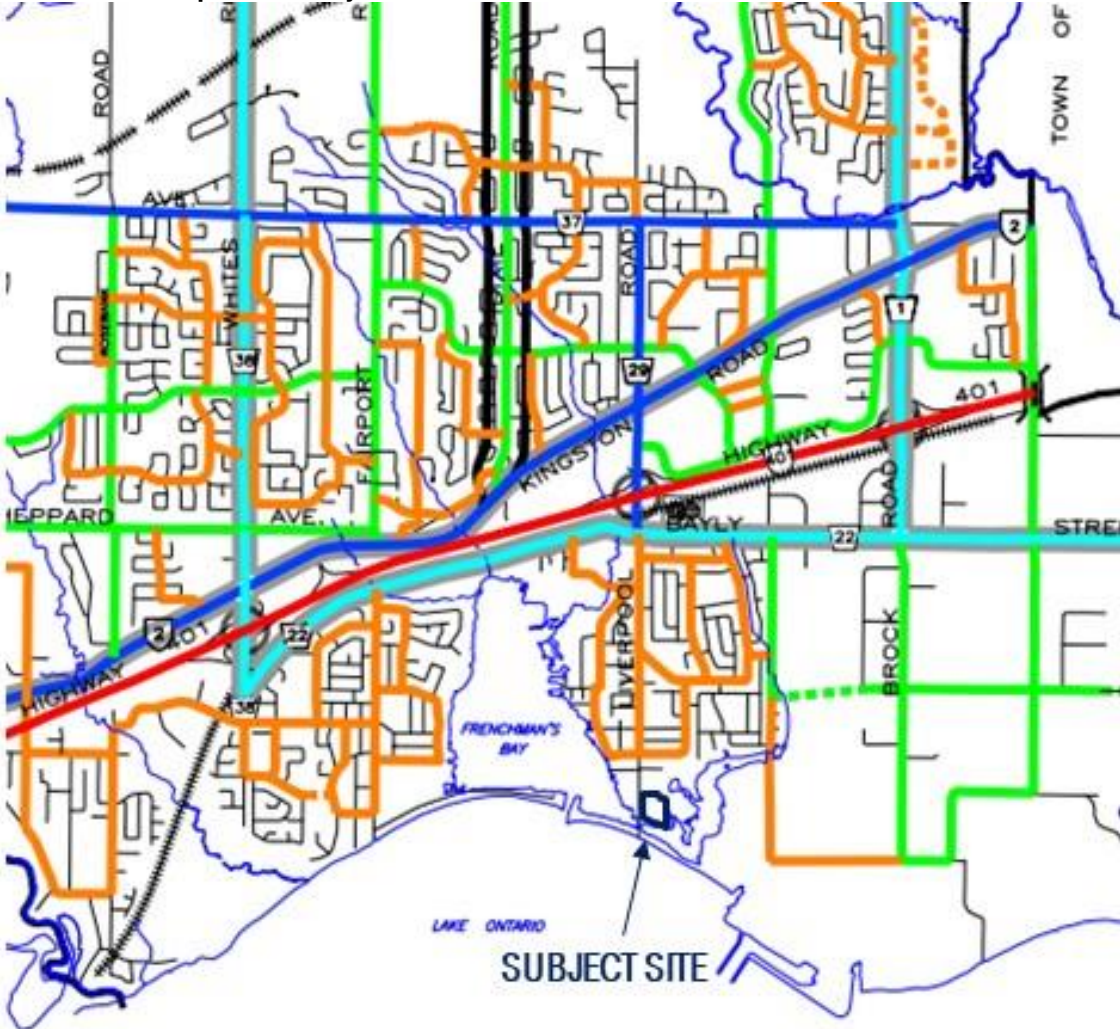
Policy 5.1 provides the Economic Goals for the City, including the goal to increase the number, diversity and quality of local jobs, to help balance the residential to commercial/industrial tax assessment ratio and to reduce out-commuting (Policy 5.1.c). Policy 5.2 provides the Economic Objectives which include: supporting local businesses, creating more local jobs, and diversifying the City’s economic base (Policy 5.2.a), and to provide a wide range of locations for economic activities (Policy 5.2.c).

Through the creation of a mixed-use hub on the City of Pickering’s waterfront, the proposed development will provide commercial uses where residents of the community can live, work and play. The commercial units will allow for increased local job opportunities, to help balance the residential to commercial mix and help to reduce out-commuting. Further, this proposed development is a significant placemaking opportunity for the City of Pickering. By leveraging the unique natural beauty of the Waterfront and Frenchman’s Bay, and building on the existing nautical village area, the creation of this vibrant, bustling mixed-use hub, with commercial and recreational opportunities and spaces for community events will contribute to creating a community where people want to live and interact with their surroundings. It is these kinds of places that attract employers and employees.

Figure 30 – City of Pickering Official Plan Schedule II Transportation System

**Legend**

<b>EXISTING</b>		<b>FUTURE</b>
	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	



Source: City of Pickering Official Plan, 2018



### 5.5.8 Cultural Heritage Policies

The City of Pickering Official Plan contains policies on Cultural Heritage and its preservation. As Pickering evolves over the next twenty years, it is important that people maintain a sense of continuity with the past. The Cultural Heritage Goal is to respect the City's cultural heritage and conserve and integrate important cultural heritage resources from all time periods into the community (Policy 8.1). It is important for development to protect and enhance important cultural heritage resources (Policy 8.2.e).

Even though there is nothing of cultural heritage value located on the Site, the Site represents a long history of the Pickering Harbour Company and its interactions with the Pickering waterfront. This cultural history is important to the proposed development as it is prefaced on bringing more people to the waterfront. The proposed development seeks to uphold this legacy to welcome increased opportunities for residents and visitors to enjoy this Waterfront community. The waterfront community holds significant opportunity to evolve into a community where it is possible to live, work and play.

### 5.5.9 Resource Management – Chapter 10

The City of Pickering Official Plan contains policies on resource protection and enhancement and environmental risk management, including policy direction for Watershed Planning (Policy 10.5), Natural Heritage Systems (Policy 10.6), Stream Corridors (Policy 10.7), Stormwater Management (Policy 10.8), Water and Energy Conservation (Policy 10.11), Key Natural Heritage and Key Hydrologic Features (Policy 10.12), Areas of Groundwater Protection (Policy 10.13), Lake Ontario Waterfront and Frenchman's Bay (Policy 10.17), the Former Lake Iroquois Shoreline (Policy 10.18), and Shorelines, Significant Valleylands, Stream Corridors, and Hazardous Lands (Policy 10.22). As mentioned, the Site is abutting a *Natural Heritage System* as per Schedule III A (**Figure 31**) and a *Shoreline and Wetland area* as per Schedule III C (**Figure 32**).



With regards to the Natural Heritage System and associated features, the Official Plan states:

- Protect the Natural Heritage System to support ecological integrity, including healthy terrestrial and aquatic ecosystems. Lands with the highest concentration of the most sensitive and/or key natural heritage and key hydrologic features and functions, are identified on Schedules IIIB, IIIC and IIID (Policy 10.6).
- protect watercourses and significant valleylands and stream corridors in an open and natural state as a key component of the Open Space System (Policy 10.7.b);
- manage the quality and quantity of stormwater runoff being released, as well as erosion control and water balance for groundwater recharge and natural features in the City (Policy 10.8.a);
- require, where development is proposed within or adjacent to a sensitive groundwater recharge area, the preparation of a hydrogeology and water budget study to the satisfaction of the City, the relevant conservation authority and the relevant Provincial Ministry, and a mitigation strategy to ensure no loss of water recharge quantity or quality (Policy 10.13.b);
- the City shall identify shorelines, significant valleylands, and stream corridors (which may include hazardous lands) to increase awareness of these features (see Schedule IIIC) (Policy 10.22.a); and,
- protect the safety of the public by directing development or site alteration to locations outside of hazardous lands and hazardous sites and their associated minimum vegetation protection zones (Policy 10.22.c);



Figure 31 – City of Pickering Official Plan Schedule III A Resource Management – The Natural Heritage System

**Legend**

-  Natural Heritage System
-  Greenbelt Natural Heritage System



Source: City of Pickering Official Plan, 2018



An Environmental Impact Study has been prepared by Beacon Environmental Ltd. to identify the limits of the Provincially Significant Wetland to the south and east of the Site to determine its limits and to ensure an appropriate buffer is maintained to these lands. A Functional Servicing Report has been prepared by Sabourin Kimble and Associates to address site servicing and stormwater management requirements to ensure that the proposed development can be serviced effectively by existing municipal services while also ensuring that stormwater management practices promote integration of quality and quantity controls. The Functional Servicing Report also review and confirms the Floodplain limits on the Site. A Hydrogeological Investigation, Geotechnical and Slope Stability Study have been prepared to address the groundwater, soils and slope at the water's edge. The findings of these Reports have been summarized in Section 7 of this Report.

With regards to energy efficiency and conservation, the Official Plan states:

- encourage the construction of water conserving and energy efficient buildings (Policy 10.11.a);
- encourage the maintenance or establishment of tree cover which provides winter shelter and summer shading, reduces the heat island effect, and reduces stormwater runoff (Policy 10.11.b);
- encourage the placement of buildings to optimize passive solar energy gain to the building site and adjacent lands (Policy 10.11.c);
- encourage stewardship practices where key natural heritage and key hydrologic features are located on lands held in private ownership and require recommendations of Environmental Reports to be implemented (Policy 10.11.c and d);

The proposed development has been designed with a focus on energy conservation. A naturalized boardwalk is proposed along the south and east limits of the Site to promote infiltration and to create tree cover to promote shade while also reducing stormwater runoff. Buildings have been sited strategically to optimize on

passive solar energy gain to optimize sunlight in all units and to ensure minimal shadow impacts. Stewardship practices of the waterfront area and the natural heritage features associated with the Provincially Significant Wetland to the east of the Site will be promoted and mitigation measures recommended through the Environmental Impact Studies will be achieved.

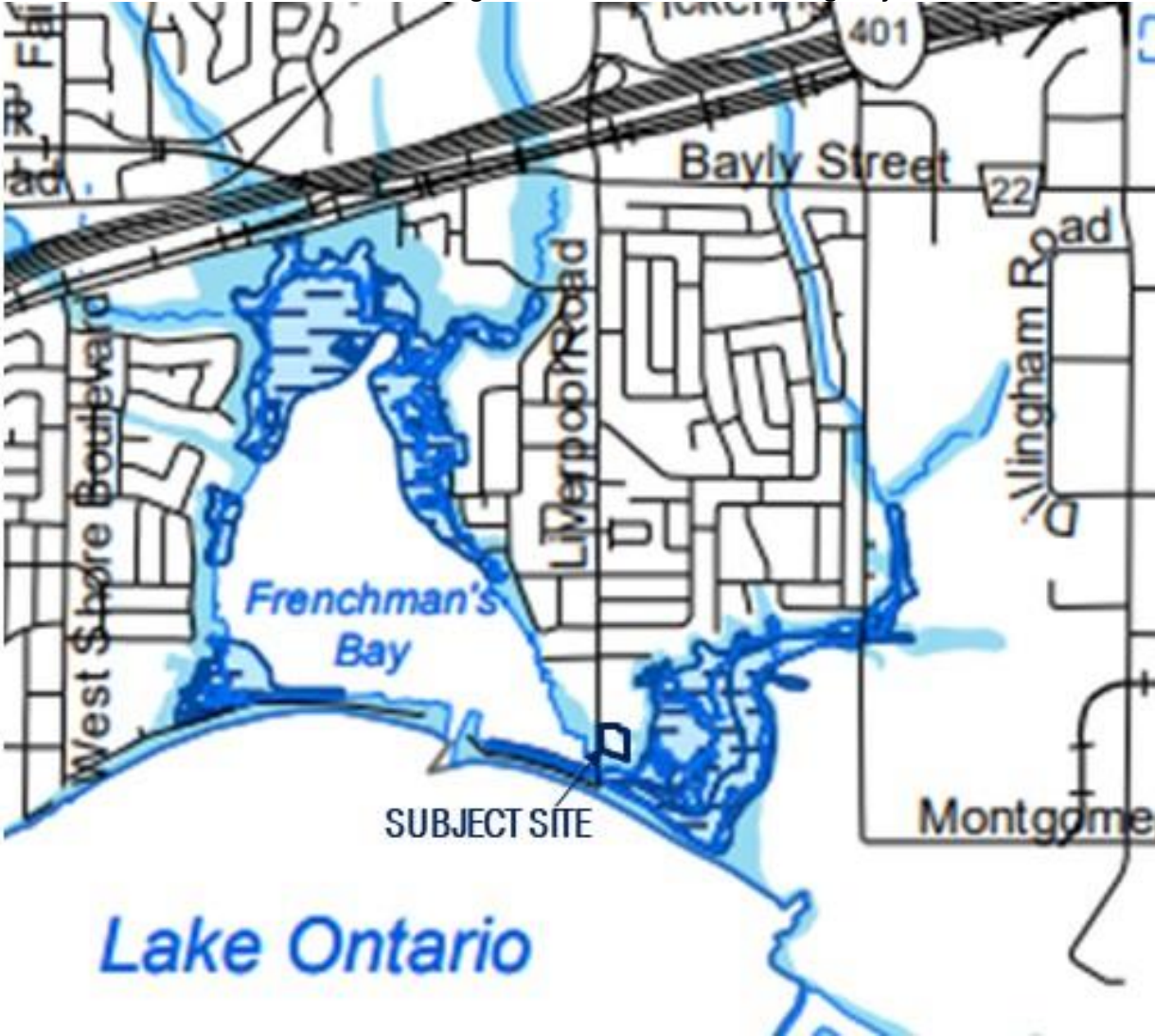
With regards to the Lake Ontario Waterfront and Frenchman's Bay Shoreline, the Official Plan states:

- protect the shoreline of Frenchman's Bay and the Lake Ontario Waterfront using all available resources including identifying the major portion of these areas as part of the Natural Heritage System (see Schedule IIIC) (Policy 10.17.a);
- permit uses and activities along and adjacent to Frenchman's Bay and the Lake Ontario Waterfront that promote the area as attractive, healthy and accessible, while protecting and/or enhancing ecological systems and the character of abutting neighbourhoods (Policy 10.17.b); and,
- the Former Lake Iroquois Shoreline is an important geological and geomorphological feature that is generally associated with significant natural areas comprising groundwater discharge, recharge and storage areas, significant woodlands and wildlife habitats; accordingly, Council shall designate the approximate location of the Former Lake Iroquois Shoreline to increase awareness of this feature (see Schedule IIIB); and, require, where appropriate, the recommendations of an Environmental Report to be implemented (see Section 16.8) (Policy 10.18.a and b).

The Environmental Impact Study discusses the buffer implemented on Site from the shoreline and the naturalized buffer provided. Future residents will be educated on the need to preserve this important natural resource and also the Former Lake Iroquois Shoreline through information packages upon occupancy, a standard practice.

Figure 32 – City of Pickering Official Plan Schedule III C Resource Management – The Natural Heritage System

- Legend**
- Shorelines, Significant Valley Lands and Stream Corridors (May include Hazardous Lands)
  - Wetlands
  - Fish Habitat
  - Watershed Boundary
  - Flood Plain Special Policy Areas
  - Permanent & Intermittent Streams



Source: City of Pickering Official Plan, 2018



### 5.5.10 Official Plan Review

A comprehensive review of the City of Pickering Official Plan is underway, and is proceeding through a series of individual amendments addressing key topic areas. The series of amendments includes the Growth Strategy for the urban, City Centre and newly developing areas in the City of Pickering to implement the policies of the Growth Plan.

The City has initiated a Growth Strategy Program to implement the Provincial Growth Plan and the Region of Durham Growth Plan conformity amendment (Amendment 128). The Provincial Growth Plan emphasizes intensification and the use of existing land supply to accommodate future growth.

The City's program will determine the appropriate locations for intensified development, establish guidelines that will ensure transitions to established neighbourhoods and provide recommendations supporting a sustainable Pickering that promotes walkable neighbourhoods, accessible parks, public transit, and unique and distinctive communities.

On July 14, 2014 Council approved Amendment 26 and adopted the implementing by-law for the Pickering City Centre. On March 4, 2015 Ontario Municipal Board approved Amendment 26. Council also adopted urban design guidelines for the City Centre to assist in the preparation of development proposals.

In January 2015 the City initiated the South Pickering Intensification Study to identify where and to what extent growth and development should occur in South Pickering, outside the City Centre. In Phase 1 of the Study, community input was sought on where intensification is suitable. Phase 2 of the Study (the Kingston Road Corridor and Specialty Retailing Node Intensification Study) kicked-off in November 2017 and is due for completion this year. Staff have advised that the next Phase of the Study, Phase 3, will look into additional opportunities for infill development in the South Pickering area including the waterfront.

### 5.5.11 Summary of Opinion

The proposed development seeks to redesignate the property to *Mixed Use - Community Node* and to also confirm the boundary between the *Mixed Use - Community Node* land use designation and the *Natural Area* designation. No site-specific permissions are required to the permitted uses on the Subject Site. However, site-specific permissions are required to the Table 6 Density and Floor Area permissions. A site-specific permission is required to allow for 340 units per hectare and a Floor Space Index of 4.4.. The proposed Official Plan Amendment is appropriate for the reasons discussed in Section 5.5 and through the further analysis presented in Section 5.8 of this Report.

## 5.6 City of Pickering Zoning By-Law

The current zoning is *Waterfront Area* – (H) O3B-2 in the City of Pickering Zoning By-law 2520. In order for development to occur, the “(H)” Holding Provision on the site will have to be removed through a Zoning By-law Amendment. A Zoning By-law Amendment is also required for the development of a site-specific zoning by-law, aside from changing the zoning category, which will establish the development performance standards for each of buildings on the subject site. The site-specific zoning by-law will be in accordance with the provisions of the *Mixed-Use Community Node* designation of the Official Plan.

### 5.6.1 Proposed Zoning By-law Amendment

The proposed development will be developed as a condominium and therefore, the Zoning By-law Amendment will be developed in accordance with one site-specific zoning category to address the regulations required for each of the individual buildings on a site-level. The appropriate zone category for the proposed development would be the *Community Node* (“CN”) Zone as established through the Seaton Zoning By-law 7634/14.

#### Permitted Uses

Permitted Uses in the *Community Node* Zone include but are not limited to:

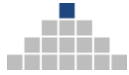
- Apartments;
- Live work units;
- Commercial Uses:
  - Animal Care Establishment;
  - Art gallery;
  - Bake shop;
  - Financial Institution;
  - Café/restaurant;
  - Medical office,

- Commercial fitness/recreation centre;
- Convenience store;
- Day Care Centre;
- Dry-Cleaner's;
- Home improvement centre;
- Tavern/bar/pub;
- Office;
- Personal service establishment;
- Retail store;
- Supermarket; and,
- Veterinary clinic.

The *Community Node* Zone Standards are described in **Table 1** along with the required site-specific permissions.

**Table 1 - Proposed Zoning By-law Amendment – Community Node Zone**

Regulation	Provision	Proposed
Permitted Uses	In accordance with the list above.	The total list of permitted uses will be scoped generally in accordance with the uses described above.
Minimum Lot Area	No Requirement	N/A
Minimum Lot Frontage	45 m	86.8 m
Minimum Front Yard	0 m	0 m
Maximum Front Yard	4.5 m (2) 25 percent of the building facing the street can have a greater yard.	13 m *required due to servicing easement



	(3) Except that for an underground garage the minimum setback is 0 metres.	
Minimum Interior Side Yard	6 m (3) Except that for an underground garage the minimum setback is 0 metres.	6.5 m
Minimum Flankage Yard	0 m min./2 m Max. (2) 25 percent of the building facing the street can have a greater yard. (3) Except that for an underground garage the minimum setback is 0 metres.	N/A
Minimum Rear Yard	7.5 m (3) Except that for an underground garage the minimum setback is 0 metres.	0 m
Minimum Amenity Area	No Requirement	N/A
Minimum Front Landscaped Open Space Area	No Requirement	N/A
Maximum Building Height	10.5 m min./20 m max.	23 storeys (exact height to be determined)
Min. Net Density	40 units per hectare and 1 FSI	N/A
Max. Net Density	140 units per hectare and up to and including 2.5 FSI	340 units per hectare and 4.4 FSI
Min. Balcony Depth	1.5 m	1.5 m + proposed

Min. Ground Floor Height where commercial is provided	4.5 m floor to floor	4.5 m
Max. Building Width	60 metres	60 metres
Stepback	A minimum pedestrian perception step-back of 1.5 metres shall be required above the 4th storey.	1.5 m provided from 3 <sup>rd</sup> to 4 <sup>th</sup> and 4 <sup>th</sup> to 5 <sup>th</sup> storeys
Angular Plane	Where the rear yard or side yard of a lot containing an apartment building abuts a lot in the Low Density or Medium Density zone, the building height above 12.0 metres shall be limited by a 45-degree angular plane measured from a height of 12.0 metres at the 7.5 metre setback from adjoining Low Density or Medium Density Zones.	N/A
Parking Rate – Residential	0.8 spaces per dwelling unit and an additional 0.15 spaces per dwelling unit for visitors (per City Centre Zoning By-law 7553/17)	473 spaces proposed (498 units * 0.95 = 473 required)
Parking Rate - Commercial	3 spaces per 100 sq. m. of commercial (average taken from City Centre Zoning By-law 7553/17)	66 proposed (57 required)

The proposed development requires site-specific permissions to this designation to allow for increased height, density and FSI. The appropriateness of the proposed Official Plan Amendment and Zoning By-law Amendments are addressed in Section 5.8 of this Report.

## 5.7 Design Guidelines

The Liverpool Road Waterfront Node Development Guidelines for the waterfront area in the Bay Ridges Neighbourhood have been adopted by City Council in the early 2000s. Section 12.5 of the Official Plan contains policies relating to the Development Guidelines.

The Liverpool Road Waterfront Node is defined as the lots on the north side of Commerce Street southerly to Lake Ontario along both sides of Liverpool Road, extending west to include all of the properties having access to, and exposure to, Frenchman's Bay, including the water lots under the Bay. The Node includes the historic Village of Fairport.

The Guidelines states that the Node's history is closely linked with its waterfront location. Over the years, numerous marinas, boat storage, and marine service businesses have operated in the area, and a number continue to operate. A sewage pumping station operates on the east side of Liverpool Road. Additionally, the Node offers opportunities for formal and informal recreational activities with natural open space, park areas, and trails.

The Guidelines state that at the time of their adoption, it was realized that some parts of the area exhibit a somewhat unkempt, or disused appearance, while others exhibit extreme attention to detail, design and maintenance. Investment and attention by municipal, other government and non-government organizations, by individuals, and by private landowners, residents and business operators, will help polish this "diamond in the rough".

### 5.7.1 Guiding Vision

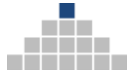
The Guiding Vision for the Great Lakes Nautical Village node is a mix of uses and an ambiance that is inviting. The Village should be an interesting place to live, work, and visit; will provide seasonal marina facilities with some opportunities for visiting boaters; and, will be geared toward pedestrian comfort, including street amenities.

The planned character of the Great Lakes Nautical Village will:

- be established by its series of small blocks with frequent and regular views out to the water;
- have streets that form view corridors and act as public open space;
- have a well-connected network of public open space and streets, which exhibit a high level of streetscape design and quality, further reinforces the character of the Village;
- have streets that provide pedestrian-friendly spaces;
- be influenced by the "nautical heritage" due to the proximity of the Bay and the relatively intense marina uses established in this area. These marinas have been a focal point and a key character-setting element for many years;
- feature a variety of marine-related activities, and in some instances public amenities, for the lands adjacent to the Bay, Krosno Creek and Hydro Marsh; and,
- offer a variety of other uses that provide opportunities for people to live, work, shop and play within the area. These additional uses include residential development subject to certain restrictions, retail operations like craft stores, boutiques and bookshops, as well as other uses such as restaurants, art studios, and offices.

### 5.7.2 Land Use Objectives

The Land Use Objectives (Section C1.3) have been identified in a Tertiary Plan (**Figure 29**) and the objectives are as follows for this node:



### **Natural Areas and Open Space (Section C1.3.1):**

- Four areas are found within this land use: Progress Bay Front Park; East Spit; Beachfront Park; and, the Hydro Marsh.
- The two parks are anticipated to include a mix of active and passive recreational areas, as well as vehicle parking within or near the parks.
- The “Millennium Square” – a public gathering place, is situated at the foot of Liverpool Road, adjacent to Beachfront Park.
- The Hydro Marsh is an environmentally sensitive wetland in which development is not permitted.
- Development adjacent to the wetland must be designed in a manner, which mitigates detrimental impacts on the wetland.
- The East Spit exhibits the characteristics of a dynamic beach. Public uses are appropriate on the Spit, as are a limited number of use supportive buildings (washrooms, landmarks, canteens, etc.).
- Vehicular access to the East Spit and Beachfront Park shall be restricted to emergency vehicles and maintenance equipment.

The Subject Site is just west of what is identified as the “Hydro Marsh” in the Guidelines. An Environmental Impact Study has been prepared to delineate the limits of this feature, a Provincially Significant Wetland, and the findings have been summarized in Section 7 of this Report.

### **Established Built Area (Section C1.3.2):**

- This area consists largely of the historic Village of Fairport.
- Of interest is protecting the character of the historic village while providing an opportunity for revitalizing a “village” function by permitting such activities as tearooms, craft shops, art studios, and offices.
- The additional uses would be subject to the consideration of site-specific rezoning applications.

### **Marina Mixed Use Area (Section C1.3.3):**

- These lands will develop in a manner that creates a high quality built form that is sensitive to views of the water, provides a critical link for visual and physical public accessibility to the waterfront where appropriate, has an attractive pedestrian scale, and builds upon existing neighbourhood patterns.
- The mix of uses will relate to the area’s nautical heritage, and the mix may vary depending on the location of the lands within the area.
- This area is the primary marina area. Throughout the area, permissible uses consist of: marinas, yacht clubs, mooring facilities, and ancillary facilities; marina-supportive uses and facilities; restaurants, limited retail; public open space; and community, cultural and recreational uses. The retailing may be limited in both the type and size.
- For lands shown as a shaded sub-area within *the Marina Mixed Use Area*, residential uses may be permitted subject to conditions. These conditions include the requirement that a functional marina operation is maintained on the remaining lands and that a significant public benefit is provided. The provision of publicly-accessible space at the water’s edge would qualify as a significant public benefit as part of a redevelopment project.
- The inclusion of residential as a possible use introduces a greater mix of uses, creates more vibrancy and opportunities for activity at different times of the day. In addition, there are opportunities for cross-marketing of new residential uses with the marina facilities.

### **Liverpool Road Corridor (Section C1.3.4):**

- Development along Liverpool Road will achieve a high level of design and architectural quality, featuring a vibrant pedestrian environment.
- This area represents the tourism and service commercial uses that complement the marina, recreation and waterfront trail uses within the Waterfront Node.



- Residential uses within the *Liverpool Road Corridor* will be permitted provided that a significant public benefit is provided.
- To qualify as a significant benefit for residential development, the ground floor of the residential units fronting on Liverpool Road must be designed and constructed in such a way that the ground floor can be easily converted in the future to accommodate a range of uses.
- Only eight residential units fronting on the west side of Liverpool Road, south of Wharf Street, have to incorporate the conversion features.
- Over time, the area will offer a mix of uses including residential, commercial, retail, and office, which contribute to an inviting public realm at street level.

#### **Public Use/Parking and Boat Storage Area (Section C1.3.5):**

- This area includes the City's parking lot, and lands directly east of the City's parking lot on the 'Coolwater Farms' property (currently proposed for off-season boat storage), the Region of Durham's sewage pumping station and the lands currently owned by Ontario Power Generation located behind the 'Hilts' property.
- These lands represent an area where the City is investigating the opportunity for additional public parking facilities, alone or in partnership with other landowners. Landowners may be permitted winter boat storage.
- A public walkway may also be pursued along the western limit of this area.
- These uses complement the marina function and waterfront recreational opportunities associated with the Millennium Square, the Waterfront Trail, and the emerging Waterfront Node.

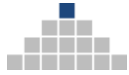
The Subject Site holds three different categories per Figure A of the Guidelines, including, *Marina Mixed Use Area* along the southern limits, *Liverpool Road Corridor* for the portion of the Site fronting Liverpool Road and *Public Use/Parking and Boat Storage Area* for the rear portion of the Site. The proposed redevelopment envisions

the *Liverpool Road Corridor* and *Marina Mixed Use Area* designations across the entire Site. Public and private parking will be provided on Site, through underground parking structures to assist in the revitalization of the *Liverpool Road Corridor* and to achieve a better pedestrian-oriented environment through creating safe separations between the pedestrian environment and vehicular traffic.

The proposed development has been designed with a high quality built form that is sensitive to the views of the water through maintaining significant vistas as further discussed below. The proposed siting of the buildings on the Site provides a link for visual and physical public access to the waterfront through two different corridors on the Site. The proposed development includes an attractive pedestrian scale that builds on the existing character of the Great Lakes Nautical Village, maintaining the commercial corridor along Liverpool Road. A mix of uses is proposed to achieve the historic mix and integration that existed in the Village of Fairport. Residential uses are proposed along with the public benefit of a public boardwalk and pedestrian promenade on the Site to attract people and provide access to the views of Lake Ontario.

### **5.7.3 Development Standards**

The Guidelines state that Chapters 9 – “Community Design” and 13 – “Detailed Design Considerations” of the Pickering Official Plan provide a comprehensive “toolkit” of urban design principles, which are to be employed throughout the City. The Development Standards Section (Section C..1.4) of the Development Guidelines follows from the discussion on the “Great Lakes Nautical Village” vision, and applies the Official Plan's design “tools” to the Waterfront Node. This direction includes such matters as placement of new streets, massing and siting of buildings, and streetscape design. Detailed design matters, such as architectural themes, landscaping, and design of public roads and trails, are discussed in Appendix A – Detailed Architectural, Landscape and Streetscape Guidelines. These detailed Architectural, Landscape and Streetscape Guidelines will be further reviewed and considered at a future Site Plan Approval stage.



#### **Views and Vistas (Section C.1.4.1):**

- The existing open views to Frenchman's Bay from Liverpool Road, south of Wharf Street, should be maintained as they provide a sense of place to the waterfront location.
- These views are considered to be of primary importance to the establishment and preservation of a sense of place.
- To preserve, enhance and maximize opportunities for views from the area towards Frenchman's Bay and Lake Ontario, is of primary importance and shall be a key consideration in the review of any development proposal.
- The views and vistas conceptualized in Figure B of the Guidelines will help to maintain this area's link to the waterfront as well as protect and enhance Liverpool Road South's unique sense of place.

Existing views and vistas have been explored and have been maintained through the proposed positioning of buildings on the Site. The main view corridors have been maintained through appropriate setbacks and building placement as further discussed in Section 5.8 of this Report.

#### **Transportation Network (Section C1.4.2):**

- A complete transportation network consists of three primary levels. Roadway surfaces are designed to accommodate vehicular and bicycle traffic, sidewalks are designed to adequately and safely accommodate pedestrians, and a trail system provides other critical links in the vicinity.
- This Section contains Guidelines for the design and management of the existing roadways within the Node, including considerations for the design of new streets, sidewalks, pedestrian considerations, etc.

The proposed development does not include any new public streets, just one internal private road to access the proposed underground parking. There is also a pedestrian promenade proposed through the centre of the Site. While technically this right-of-way will be considered private lands and maintained by the condominium corporation, it is intended for public use and access and to provide

a connection to the public boardwalk proposed along the eastern and southern limits of the Site.

#### **Street and Block Pattern (Section C1.4.3):**

- There are established block patterns that currently exist along Liverpool Road north of Wharf Street.
- It is these streets that provide the framework from which an area is experienced.
- New driveways or streets, if required and access points should continue this traditional block pattern.
- Extension of the small blocks will provide additional street edges, greater permeability within the neighbourhood, and frequent views to the water.
- Applying the existing block pattern to lands south of Wharf Street will create three blocks on each side of Liverpool Road.
- These lands provide areas of opportunity for the development of new City blocks.
- Existing blocks to the north and east have already been fully developed and will remain in their current built form conditions.
- The new blocks facilitate implementation of the land use objectives for these areas.

The proposed development, although a private development with no public streets, has been designed to ensure building massing mimics the neighbourhood blocks, providing a break in massing at the mid-point of the Site's frontage along Liverpool Road. The built form and massing are discussed further in Section 5.8 of this Report.

#### **Built Form (Section C1.4.4):**

- New buildings should be designed to be welcoming and friendly to pedestrians.
- This should be accomplished through features such as front porches, high quality landscaping of front yards, large windows on the ground floor, and signage of an appropriate character.
- All architectural design must be of a high quality.

- Methodologies that include various design elements for reducing the bulk of a building's appearance should be developed as part of the architectural design.
  - Enhanced flankage elevations will be required for corner lots.
  - The materials, rooflines, design elements and details of new buildings should harmonize with the Great Lakes Nautical Village theme.
  - The design of buildings directly adjacent to the street will be an important part of the creation of a cohesive design theme for the streets in the area.
  - A continuous street wall (occasionally interrupted to maintain views of the Bay), is ideal for this kind of street treatment.
  - Buildings along Liverpool Road shall be built close to the street without too much variation in setbacks. This form will help to provide containment to the street. Ample fenestration on the front face of buildings will assist in creating a safe, inviting environment along the street.
  - Buildings along Liverpool Road must be designed in a manner that they can accommodate a range of uses over time. Ground-level rooms will be highly visible, feature ample fenestration, and be easily accessible from the street and should be able to easily convert to accommodate a range of commercial-type uses.
  - Exteriors should reflect the Great Lakes Nautical Village theme by incorporating design details such as balconies, decks, covered entrances, pedestrian scale doorways, awnings and window boxes.
  - Front balconies are encouraged to be as deep as possible to allow for covered patios for future storefronts. Signage for any businesses located here must be discreetly located and consistent with the architectural theme of the building.
  - The design of the public right-of-way between the curb edge and private property is considered to be critical to the successful development of this area.
  - Special attention will be given to developing a cohesive streetscape treatment that can be applied to private development and the public realm throughout the corridor.
  - The streetscape treatment will include paving material, lighting, signposts and street furniture (seating, waste receptacles and drinking fountains), which will be located in distinct areas adjacent to the sidewalk for easy pedestrian access.
  - To foster variety and interest along the street, new development should be freehold tenure, or a form of condominium that cannot place restrictions on the commercial uses encouraged for the area.
  - Detailed streetscape guidelines are included in Appendix A – Detailed Architectural, Landscape and Streetscape Guidelines.
- The proposed development has been designed to achieve the built form and streetscape Guidelines through providing for a continuous street wall with a setback of 13 metres to provide a grand pedestrian walkway. Buildings have been designed with ground floor commercial uses so that this corridor can accommodate a range of uses over time, including patios, markets, and other outdoor animations of the street. The exterior has been designed with light colours to reflect the Great Lakes Nautical Village theme with balconies and pedestrian scale doorways with awnings and landscaping features. The pedestrian environment between the public right-of-way and the development has been designed to include thoughtful landscaping, including street trees, benches, and patios to create a lively and active streetscape for pedestrians. Further considerations for the detailed design of the built form and streetscape will be considered during a future Site Plan Approval application.

**Fairport Village (C.1.4.5):**

- The Fairport Village area once featured a variety of small commercial operations that offered goods and services to the local residents. Provided the character of the area is not affected, it is desirable to reintroduce this type of activity within the Village on a limited basis.

The proposed development has been designed to help achieve the historic mix of uses that previously existed in the Fairport Village



community through offering a mix of residential and commercial uses on the Subject Site.

### 5.7.4 Parking Strategies

Section C1.5 of the Guidelines includes parking strategies and states that creative parking arrangements, not previously employed in Pickering, are required for this area. Opportunities for parking include:

- securing additional lands on the Coolwater Farms property for public parking at the foot of Liverpool Road;
- requiring that all new residential development provide appropriate off-street parking;
- permitting on-street parking on one side of Liverpool Road north of Wharf Street, on one side of other streets north of Wharf Street, on both sides of Liverpool Road south of Wharf Street, and one side of any new east-west streets south of Wharf Street;
- consider permitting commercial parking lots and off-site parking under long-term leases;
- consider accepting cash-in-lieu of parking in this area, particularly for the small-scale commercial developments anticipated along Liverpool and in Fairport Village;
- encouraging Sandy Beach Road as an alternative access route and overflow parking destination;
- accommodating event parking at nearby schools and the GO station; and
- exploring opportunities to partner with Ontario Power Generation on additional parking behind the 'Hilts' lands.

The Subject Site will provide sufficient public parking to serve the area. The existing 72 public parking spaces have been replaced with 200 public parking spaces in the underground and above ground parking on Site.

### 5.7.5 Environmental Management

Section C1.5 of the Guidelines includes Environmental Management strategies and states that development proposals within the Node must comply with all relevant resource management policies of the Pickering Official Plan. The following matters are of particular interest:

- No development or filling should be permitted within the Hydro Marsh;
- Environmental Reports are required for development proposed within 120 metres of the Hydro Marsh wetland boundary to determine appropriate development limits and edge management strategies;
- proposals for bay-filling should represent the best environmental impact as determined by the Toronto Region and Conservation Authority, is limited in scale and designed to ensure the protection of the aquatic environment along the shoreline (including fish habitat); proposals must be accompanied by extensive Environmental Impact Statements, and be subject to all relevant approvals;
- additional progress should be made on the "Frenchman's Bay Watershed Management Strategy" (preliminary report received by Council in 1998);
- the impacts of boating activities on the natural environment should be considered in the review of any new docking facilities;
- on-going initiatives for the restoration of Krosno Creek, Hydro Marsh and Frenchman's Bay should be continued; and
- opportunities to outfit all storm sewers that outlet to Frenchman's Bay with oil/grit separators should be pursued.

An Environmental Impact Study has been prepared to delineate the natural heritage features along the eastern and southern limits of the Subject Site and their associated buffers. The Environmental Impact Study provides further information on how the proposed development maintains the intent of Policy 10.21.

### 5.7.6 Servicing

Section C1.7 on Servicing includes Guidelines for Water and Sewage and Stormwater Management as follows:

- The Region of Durham Works Department indicates that ample capacity exists with water supply to service new development in the Liverpool Road Waterfront Node.
- Sanitary servicing constraints have been identified for major new residential development and commercial uses generating high volumes of waste.
- The Region has identified both interim and long-term solutions to address these limitations.
- Applicants should consult with the Regional Works Department in this regard.
- All new development must incorporate stormwater “best management practices” to ensure that post-development flows are of equal or superior quality and quantity to that of predevelopment flows.

A Functional Servicing Report has been prepared by Sabourin Kimble and Associates to address site servicing and stormwater management requirements to ensure that the proposed development can be serviced effectively by existing municipal services while also ensuring that stormwater management practices promote integration of quality and quantity controls. The Functional Servicing Report also review and confirms the Floodplain limits on the Site.

### 5.7.7 Implementation

Section C1.8 states that Council and City staff will rely on the direction provided by the Official Plan and these Development Guidelines in the review of all development applications in the Liverpool Road Waterfront Node.

## 5.8 Proposed Amendments Analysis and Justification

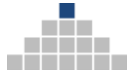
The proposed Official Plan Amendment and Zoning By-law Amendments relate specifically to a change in land use, increased height and increased density/FSI. The following sections provide further justification and analysis in support of the proposed amendments in light of the policy context provided throughout Section 5 of this Report.

### 5.8.1 Land Use

The proposed development aims to animate an underutilized Site located at the centre of the City of Pickering’s waterfront community through re-designation to *Mixed Use – Community Node* in the City of Pickering Official Plan and maintain the *Marina Mixed Use Area* designation and *Liverpool Road Corridor* designations in the Liverpool Waterfront Node Development Guidelines, with residential uses permitted, but remove the *Public Use/Parking and Boat Storage Area* designation.

The City of Pickering Official Plan states that *Mixed Use Areas* are intended to have the widest variety of uses and highest levels of activities in the City. *Mixed Use Areas* shall have particular regard to encouraging development in an integrated manner for a wide variety of uses and purposes and encouraging intensification over time up to the maximum net residential density. *Mixed Use Areas* shall be designed and developed to be consistent with the community design provisions of the OP in Chapter 9 or 14 and any development guidelines in Part 3 on Neighbourhoods (Policy 3.6 a, b, c, f).

The Subject Site’s current land use relates to its historic use a marina related use. The proposed amendment to *Mixed Use – Community Node* is in keeping with the intent of the designations for the Site in the Liverpool Waterfront Node Development Guidelines.



The proposed development has been designed in accordance with the *Community Node* provisions of the Official Plan, to provide residential retailing of goods and services to serve the surrounding neighbourhood, restaurants and community and recreational uses. The proposed development has been designed in accordance with the Community Design policies of the Official Plan as demonstrated through Section 5.7 of this Report through the proposed development's conformity to the Liverpool Road Waterfront Node Development Guidelines.

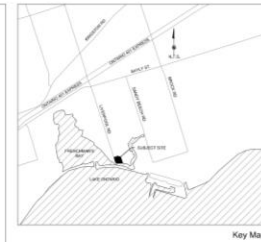
The Liverpool Road Waterfront Node Development Guidelines state that *Marina Mixed Use Areas* are intended to: be designed with a high-quality built form that is sensitive to views of the water; provide a critical link for visual and physical public accessibility to the waterfront where appropriate; have an attractive pedestrian scale; and to build on existing neighbourhood patterns. The proposed development includes a mix of uses, bringing more residential and commercial uses together in keeping with the nautical heritage of the community. The proposed development has a strategically designed built form that is sensitive to waterfront views, while also providing links for visual and public access to the waterfront through the proposed pedestrian promenade and boardwalk. The proposed development prioritizes the pedestrian scale through thoughtful landscaping, including street trees, benches, and patios to create a lively and active streetscape for pedestrians that maintains the Great Lakes Nautical Village theme. Further considerations for the detailed design of the built form and streetscape will be considered during a future Site Plan Approval application.

*Marina Mixed Use Areas* allow a mix of commercial and residential uses if they are able to create a significant public benefit. The provision of a high-quality, publicly accessible space at the water's edge is a significant public benefit that does not currently exist. The proposed development strives to create more vibrancy and opportunities for activity at different times of the day and year-round in the Great Lakes Nautical Village community through incorporation of these pedestrian-oriented environments and encouragement of activation of public spaces on the Site. **Figure**

**33** is the Landscape Master Plan Vision created for the Subject Site which demonstrates the public realm elements envisioned for the Site, including patios, water features, and thoughtful landscaping. It is envisioned that the proposed mixed-use development will help to restore the historic integration of the shopping function with housing, recreation and social/cultural activities through a well-planned public realm connecting the residential and commercial spaces.

From the beginning, the overall development of the Subject Lands has been guided by the City of Pickering's Vision for the waterfront area. Through this report, it is concluded that the proposed land use change on the Subject Site conforms with the vision for the Liverpool Road Waterfront Node.

Figure 33 – Landscape Master Plan Vision



Clients/Owner:

Legend

- Proposed Deciduous Tree
- Proposed Coniferous Tree
- Property Line
- Prop. Scodded Area Typ.
- Prop. Water Feature
- Prop. Unit Paving Type 1
- Prop. Unit Paving Type 2
- Prop. Unit Paving Type 3
- Proposed Planting Area
- Proposed Boardwalk
- Proposed Sand

Notes:

Notes:

05	Issued for Review	04/05/19
04	Revised per Site Plan	04/03/19
03	Revised per Site Plan	02/26/19
02	Issued for Review	08/18/17
01	Issued for Coordination	06/23/17

No. Revision Date

North:

Stamp:

Project:  
**Proposed Mixed Use Development**  
 501 Liverpool Road,  
 Pickering, Ontario

Scale: 1:300 Date: June 2017  
 Drawn By: D.R. Checked By: L.M.  
 Drawing Title:  
**Landscape Master Plan**

Project No. 17118  
 Sheet No. L1-01

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## 5.8.2 Density

The *Mixed Corridors - Community Nodes* designation in the City of Pickering Official Plan states that this designation should permit a maximum of 140 units per net hectare and an FSI of 2.5. The *Community Node* zone also permits a maximum of 140 units per net hectare and an FSI of 2.5. A site-specific permission is required to permit the increased density proposed of 340 units per net hectare and an FSI of 4.4 in both the Official Plan and the Zoning By-law.

The proposed density on Site has been assessed in terms of the need to satisfy density requirements from the Region of Durham OP for *Waterfront Places*. The ROP states that *Waterfront Places* shall be planned to support an overall, long-term density target of at least 60 residential units per *gross hectare* and a floor space index of 2.0. While the City of Pickering has not delineated the limits of the *Waterfront Place* area in their Official Plan, they have identified the Liverpool Road Waterfront Node where intensification has occurred at Pickering's waterfront. Based on our review, there is approximately 12.6 hectares of gross land within the Liverpool Road Waterfront Node and approximately 174 existing residences (a rate of 13 residential units per gross hectare, less than a fifth of what is required by the Regional OP). With the additional 498 units of the proposed development, there would be a total of 61 residential units per gross hectare. This density range is in keeping with the minimum target of 60 residential units per gross hectare set by the Regional OP, as per Policy 8A.2.11.

While the proposed development seeks to employ densities above the maximum permission for *Community Nodes* in the City of Pickering Official Plan, the Subject Site is a unique Site with opportunities to implement higher densities due to the significant setbacks and buffers that can be achieved to existing residential, in order to maintain their views and vistas of Lake Ontario and ensure minimal shadow impacts. **Figure 34** demonstrates how the existing views and vistas identified in the Liverpool Road Waterfront Node Development Guidelines (Section C.1.4.1 – Figure B) have been maintained due to the siting of the buildings in the proposed development. The proposed view corridor through the centre of the

Site will be slightly modified due to the angle of the proposed buildings which have been oriented to limit shadow impacts. The findings of the shadow impact analysis are further discussed in Section 5.8.3 and Section 7.5 of this Report.

Further, the proposed development can be appropriately serviced by existing infrastructure. The proposed development also helps to achieve other policies in the Official Plan related to a mix of uses, mix of residential unit sizes and types, and creates development supported by high-quality public spaces and recreation opportunities.



Figure 34 – Views and Vistas Analysis





### 5.8.3 Height

The proposed redesignation of the Site to *Mixed Corridors* in the Official Plan does not require a site-specific permission for height as there is currently no height restrictions for this designation in the Official Plan, rather maximum units per net hectare and FSI permissions which ultimately have the effect to limit height and have been addressed in Section 5.8.2.

However, the proposed Zoning By-law Amendment proposes a zoning category in conformity with the existing *Community Node* zone created through the Seaton Zoning By-law 7364/14. While the neighbourhood context is different, this zoning category has been referenced due to similar development form. A site-specific provision is required to permit the proposed height.

With regards to the applicable policy context that addresses the appropriateness of height, Section 9.2 of the Official Plan on Community Design objectives states that developments should be encouraged to be designed to fit their contexts by considering the mix of uses, and the massing height, scale, architectural style and details of existing, adjacent buildings. The proposed development seeks to contribute to a greater mix of uses in the waterfront node, through incorporating more neighbourhood-servicing commercial along the Liverpool Road frontage with apartment units which are currently very limited in this community. Massing, height and scale have been considered to ensure that the proposed towers are appropriately sited to avoid blocking prominent views and vistas and to provide significant setbacks from the existing three storey residential along Liverpool Road.

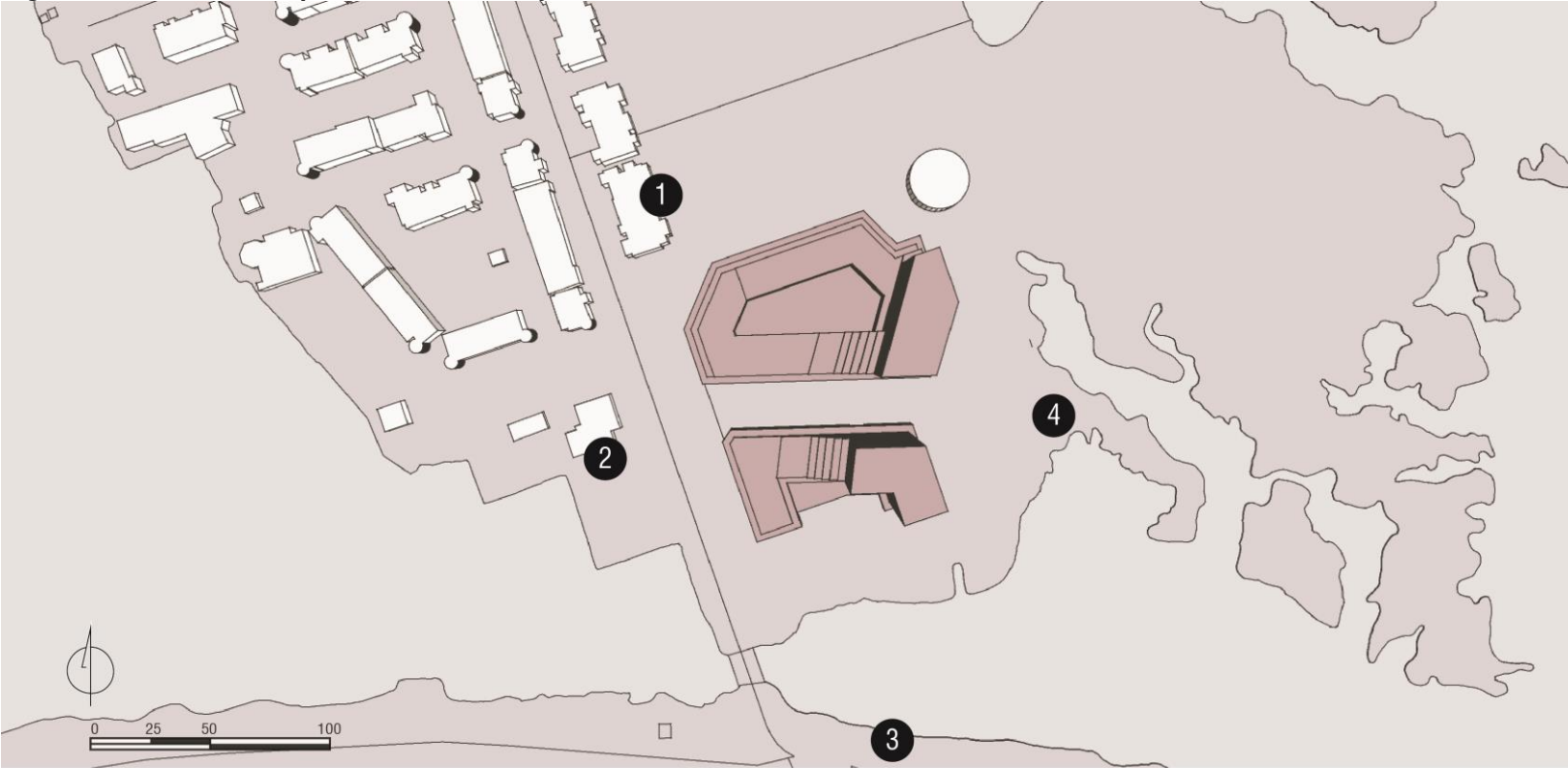
The existing buildings have been considered in terms of shadow impacts on the adjacent medium density development. **Figure 35** includes the massing and heights of the proposed development. This model has been used in the Sun and Shadow Study analysis. The Sun and Shadow Study analysis has been used as a tool to determine what heights would provide minimum impact to the existing medium density residential in close proximity to the Site. This Report has been submitted under a separate cover. The Report

concludes that Liverpool Road has sidewalks and buildings with total access to the sunlight after 11:18AM on all days analysed.

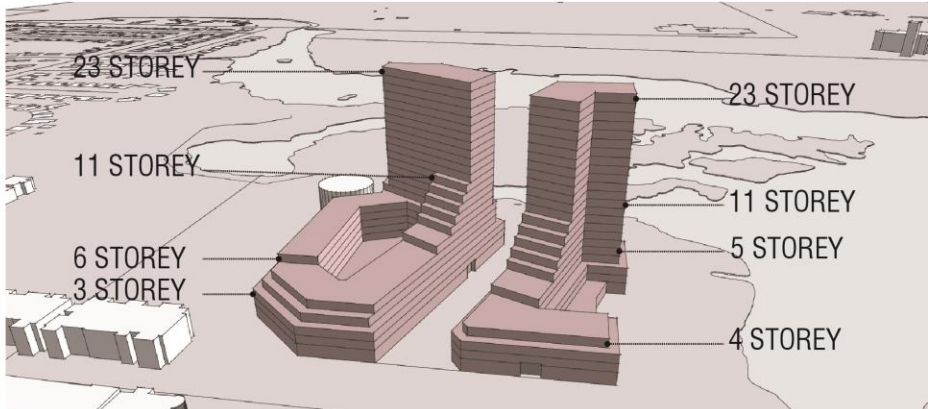
Section 12.5 of the Official Plan relates specifically to Bay Ridges neighbourhood policies. With regards to design considerations for lands south of Wharf Street, Policy 12.5(l) states that buildings along Liverpool Road should have a minimum building height of two storeys and should reflect the Great Lakes Nautical Village theme by incorporating design details such as balconies, decks, front porches, wider doorways, street level access, awnings and window boxes.

The proposed height of the development is appropriate in that it maintains the existing heights along Liverpool Road, proposing three storeys along the Liverpool Road frontage to maintain a continuous street edge. This frontage will be designed to maintain the Nautical Village theme through incorporating light colours, wide doorways with street level access and awnings. The residential portion of the development has been designed with balconies to provide overlook to the street as well.

Figure 35 – Context Map for Shadow Analysis



- 1 Nautical Village
- 2 Waterfront Bistro Restaurant
- 3 Millenium Park
- 4 Wetland Complex





## 5.8.4 Parking

The proposed development utilizes the parking ratios established through the City of Pickering City Centre Zoning By-law 7553/17. The total parking proposed on site includes 200 public parking spaces to replace the existing 72 public parking spaces in the city-owned parking lot. There is a total of 779 parking spaces proposed for private use, including 473 for residential and visitor and 66 for commercial use. The parking rate for residential apartment dwellings has been referenced due to the similar built form proposed on this Site. Apartment dwellings required 0.8 spaces per dwelling unit and an additional 0.15 spaces per dwelling unit for visitors. With 498 units on Site, a total of 473 parking spaces are required, 398 for residents and 75 for visitors. Commercial parking has been proposed at a rate of 3 spaces per 100 square metres of commercial space. There is a total of 1900 square metres of commercial proposed on Site, therefore, 57 parking spaces are required and 66 are proposed. An average of the non-residential uses has been referenced to arrive at the proposed rate of 3 spaces per 100 square metres of commercial space. For example, offices require 2.5 spaces per 100 square metres of Gross Leasable Floor Area, and food stores require 3.5 spaces per 100 square metres of Gross Leasable Floor Area. It is expected that the parking rates proposed on Site will adequately serve the future residents and commercial uses.

The Traffic Impact Study prepared by HDR Corporation also further addresses Traffic Demand Management Measures including cycling, walking and transit use.

The minimum number of bicycle parking spaces requirement for apartment dwellings is 0.5 spaces per dwelling unit and 1 space for 1,000 square metre of Gross Leasable Floor Area of commercial space. As a result, the proposed development will provide 214 and 4 bicycle parking spaces, respectively, for residents and retail customers to meet the City's By-law requirement. A maximum of 50% of the required bicycle parking spaces will be vertical spaces and the remaining will be horizontal spaces. In addition, a minimum of 25% of total spaces will be located within a building with a secure

area such as a supervised parking lot or enclosure, or bicycle lockers.

A transit stop is located in close proximity to the Site, approximately 300 metres to the north of Site. However, opportunities for a dedicated shuttle bus to serve the site from the Pickering GO Station is also considered and would help further alleviate traffic congestion in the area.

On-site carshare and bikeshare can be considered for the proposed development as well. Coordination with providers will be required to determine its feasibility. A carshare parking space can result in a net reduction of auto trips and parking spaces.

All of these measures are discussed in greater detail in the Traffic Impact Study and will help to decrease dependence on vehicles for future residents.

# 6.0 Initiatives, Plans and Studies

## 6.1 City of Pickering Recreation and Parks Master Plan (December 2017)

The City of Pickering created the Recreation and Parks Master Plan to identify the City's needs and priorities at a high level as they pertain to Pickering's recreation and parks opportunities.

The Plan states that the Recreation and Parks Master Plan ("Master Plan") is intended to guide decision-making for matters related to the provision of recreation and parks facilities, programs, and services in Pickering over the next 10 years. This Master Plan is an update to the 2002 Recreation, Parks & Cultural Services Master Plan, which was meant to provide the City with an up to date understanding of community needs, priorities, and perspectives, as well as effective ways to provide facilities and deliver programs on a go-forward basis. A Staff Task Force and the Consulting Team have collaborated in the development of the Master Plan based upon a Terms of Reference developed by the City of Pickering.

The scope of this Master Plan focuses on indoor and outdoor recreation facilities, parks, and municipal service and program delivery. Arts and culture, active transportation, and nonmunicipal service providers are beyond the scope of this Master Plan. Pickering has a Cultural Strategic Plan, which provides direction

within this sector. An Integrated Transportation Master Plan is being completed by the Region of Durham, which will guide the development of active transportation infrastructure in the City. The Master Plan is based on several inputs and has been prepared through a four step process, including: a context review, consultation, draft master plan and finalized master plan. The recommendations contained in the Master Plan are built upon a number of inputs including demographics and trends, consultation, and facility and program inventory to ensure that they are responsive to the needs of Pickering's residents.

The Master Plan states that based on a parkland supply of 274.6 hectares and an estimated 2017 population of 96,000, Pickering is achieving an overall parkland service level of 2.9 hectares per 1,000 residents. This level of service is slightly lower when compared to parkland service levels provided in other municipalities across the Province, where targets typically range between 3.0 to 4.0 hectares per 1,000 persons (excluding woodlots, ravines, etc.). That said, the City has access to a considerable quantum of passive and naturalized outdoor space, as well as non-municipal lands that can be used for recreational enjoyment, which augments Pickering's parkland supply. The Plan recommends that on an opportunity basis, the City shall pursue opportunities to acquire parkland over and above the 34.8 hectares planned for acquisition by the year 2026 to address the needs of areas under growth pressures and service gaps, through use of parkland development strategies identified in this Master Plan. The acquisition and development of future parkland shall have regard for the natural heritage system and as necessary, consultation with the TRCA is encouraged.

The parkland hierarchy is discussed in the Plan and is described as allowing the public to understand what amenities a park might include and position parks to be compatible with adjacent land uses. The City's existing parkland hierarchy system is contained in the previous Recreation, Parks and Cultural Services Master Plan, which is now 15 years old. A separate parkland hierarchy specifically for the Seaton Urban Area is articulated in Section 11.13 of Official Plan Amendment No. 22, which was approved in 2014. During the next Official Plan Review, the Plan recommends that the



City adopt a single parkland hierarchy to guide future parkland development for all of Pickering. The revised parkland hierarchy provides greater direction with respect to locational characteristics, service catchment areas, permitted uses, and other pertinent details. This will ensure that the City has a robust classification system that offers greater clarity in terms of how parks are used and will respond to the needs of current and future residents.

*Waterfront Parks* are described as:

- Serves the entire City of Pickering and visitors from other municipalities.
- Primarily used for waterfront enjoyment, supported by active and passive facilities including boardwalk, trails, playground, and more.
- Implementation of waterfront parks shall be guided by a Design Master Plan and phasing plan.
- May include unique natural heritage and physical features, and naturalized greenspaces.

The Master Plan (2017) has informed this Report in terms of providing an understanding of the current needs for open space and recreation in the City of Pickering. This understanding has supported the Vision and Guiding Principles for the Subject Lands, and has encouraged the proposed uses presented in the Pickering Waterpark vision.

## 6.2 Ontario Power Generation Repurposing Pickering – Exploring the Possibilities for New Uses and Reuses on the Pickering Nuclear Site (December 2015)

The Pickering Nuclear Generating Station is located approximately 600 metres to the east of the Subject Site, and holds a significant presence along Lake Ontario in the City of Pickering. The Pickering Nuclear Generating Station is planned to cease commercial operations over the next decade, and therefore, Ontario Power Generation (OPG) presented the 'Repurposing Pickering Report' in December of 2015 to explore future uses for the Pickering Nuclear Generating Station as part of planning for the end of commercial operations. The Study states that a list of over 600 ideas for potential uses was generated through public and stakeholder engagement activities. After consolidation and assessment of the ideas presented, the options that were deemed to be suitable for implementation during the decommissioning period relate to four land use categories: power, industrial, institutional and recreational. Public input/ideas primarily related to power (33%) and recreational (31%) land uses, followed by institutional (19%) and industrial (14%). It should be noted that the Study states that the remaining three categories – office, residential and retail – all received negligible public support (around 1% each), and in the case of residential uses, about the same number of people explicitly said that they are against as those who said that they were for it.

OPG owns approximately 500 acres of land and 250 acres of water lots at or adjacent to the Pickering Nuclear Generating Station. The majority of the lands are part of the Station's 'Exclusion Zone'. The Exclusion Zone is "the land within or surrounding a nuclear facility on which there can be no permanent dwelling and over which a licensee has the legal authority to exercise control". The current Exclusion Zone applied to the Pickering Nuclear Generating Station

is listed as a condition in the Nuclear Power Reactor Operating License (PROL 48.00/2018) issued by the Canadian Nuclear Safety Commission. This condition specifically requires that:

*“The licensee shall ensure that the use and occupancy of land within the exclusion zone does not compromise the safety and control measures in the licensing basis. Specifically, the licensee must consider emergency preparedness and ALARA [refers to dose limits “as low as reasonably achievable”] with respect to land use within the exclusion zone.”*

The current Pickering Nuclear Exclusion Zone in relation to the Subject Site, extends 914 metres (3000 ft) from the exterior of each nuclear reactor. The Exclusion Zone currently captures the majority of the Subject Site.

The Pickering Nuclear Generating Station consists of eight CANDU® (CANadian Deuterium Uranium) reactors. Construction on the site began in 1966, and by 1971 the station began to generate power. Six of the eight reactor units currently remain in service. The two reactors that have been taken out of service permanently (Units 2 and 3) have been placed in a safe shutdown state (referred to as safe storage). The Report provides that the remaining six reactors were planned for shut down at approximately 2020, however, OPG submitted its licence renewal application to the Canadian Nuclear Safety Commission (CNSC) in August of 2017. Following a two-part hearing, on August 8, 2018, the CNSC renewed the Nuclear Power Reactor Operating Licence for Pickering Nuclear from September 1, 2018 until August 31, 2028. The renewed licence allows for continued operation to 2024, followed by safe storage activities such as removal of fuel and water between 2024 and 2028. Through correspondence with OPG, and from various news sources, we have been informed that OPG’s business model includes the shut down of reactor 1 and 4 in 2022 with the remaining 4 reactors planned to operate until 2024.

The City of Pickering has advised that they are in discussions with OPG with regards to when the Exclusion Zone will be amended and if it will be amended when reactors 1 and 4 are shut down. Once

reactor 1 and 4 are shut down and the Exclusion Zone is amended, the Subject Site will no longer fall within the Exclusion Zone limits.

For the purposes of the Study, the Pickering Nuclear site has been divided into eight planning zones as illustrated in **Figure 36**. The Report states that each of the zones encompasses land areas with common features or constraints. And as such, the areas within each zone are likely to become available for repurposing around the same time and for similar types of land uses. The Study states that in practice some land use options may be appropriate to implement over two or more abutting zones – and conversely, one zone may be able to host two or more new land use options. The repurposing potential included a full list of land uses recommended for further study in each category, including:

**Power:**

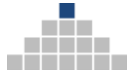
- Natural gas power generation
- Solar power generation
- Non-generation options that contribute to improving the use and stability of the power grid (such as, energy storage and transformer station)
- Power-related innovation, such as, smart grid testing and development of emerging technologies (including small-scale nuclear demonstration)

**Industrial:**

- Data centre
- Film studios
- Manufacturing, including food production
- Medical isotope production, nuclear materials testing and other non-power related nuclear applications
- Cooling, leasing out space to other companies (indoor and/or outdoor) and other business support services

**Institutional:**

- Post-secondary education
- Professional training
- Research and development



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- Continued or enhanced public information services (including considering a nuclear themed museum and/or public tours)
- Community centre and other community-related services

**Recreational:**

- Enhancing recreational uses on and near the waterfront
- Complementing existing sports fields, including small indoor sports facilities

Based on the findings of the study, the aim of OPG is to explore the above land uses in further detail. This includes assessing commercial viability and ease of implementation, as well as continuing to work with the City of Pickering and Region of Durham to ensure alignment with their visions for the site. OPG notes that they will also remain mindful of provincial energy policy and how it might influence future developments on the site.

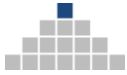
The future development of the OPG lands is an important consideration when considering all development applications within the South Pickering area as the future amenities on these lands will help support the population growth of the City.



Figure 36 – Planning Zones Defined for the Repurposing Pickering Land Assessment



Source: Ontario Power Generation, 2015



# 7.0

## SUPPORTING DOCUMENTS

Various supporting documents have been prepared in support of the proposed development as requested through the Pre-Consultation meeting that occurred with City of Pickering Staff. A summary of the findings of these Reports is provided below.

### 7.1 Environmental Impact Study

An Environmental Impact Study (“EIS”) has been prepared by Beacon Environmental dated March 2019.

Beacon Environmental conducted a background review and field investigations in order to prepare the Environmental Impact Study for the proposed development of the Site. The EIS notes that the proposed plan has been developed to achieve conformity with applicable natural heritage policies as set out in the PPS, Region of Durham Official Plan and City of Pickering Official Plan.

The limits of the natural features (PSW, Hydro Marsh) that are located on the eastern and southern portions of the subject property have been subject to seasonally appropriate field investigations and have been staked with the MNR and TRCA. Development is not proposed within these features and an appropriate buffer has been applied to protect the features and their ecological function.

TRCA regulates the wetlands, shorelines and waterbodies on the Subject Site, therefore proposed development or site alteration within those portions of the Site encumbered by the above noted natural features, namely the PSW, Hydro Marsh, and the adjacent regulated areas; will need permits pursuant to Ontario Regulation 166/06 under the Conservation Authorities Act.

Mitigation measures have been recommended to address any potential negative impacts on the natural features, including natural feature protection and buffering, low impact development techniques, timing windows, and erosion and sediment controls during construction.

Please refer to this Report for additional information.

### 7.2 Functional Servicing Report

Sabourin Kimble and Associates prepared a Functional Servicing Report for the proposed development dated March 26, 2019.

The Report concludes that:

- Storm drainage from the site will be collected in a storm sewer system and conveyed south, discharging to Krosno Creek via the existing headwall.
- Overland flow from the landscape/amenity area behind the proposed buildings will sheet drain to the existing wetland adjacent to Krosno Creek.
- Stormwater quantity control will not be necessary since the post-development contributing area is less than the pre-development contributing area.
- Stormwater quality control will be provided by conveying drainage through an Oil and Grit Separator (OGS) system.
- Low impact development measures will be implemented to retain 5mm of runoff and to provide a treatment train approach. These measures will include a green roof for at least a portion of the buildings and a bioretention swale with plantings within the landscape/amenity.

- Relocation of the existing overflow sanitary sewer will be required for the proposed development.
- Existing downstream sanitary sewers have sufficient capacity to convey sanitary drainage from the subject site.
- Existing watermains are available to service the site. The site can be graded in accordance with City of Pickering criteria.
- Adequate sedimentation control measures should be provided during the construction program.

Please refer to this Report for additional information.

### **7.3 Traffic Impact and Parking Justification Study**

A Transportation Impact Study was prepared by HDR dated March 2019.

The Report found that the proposed development can be accommodated by the existing transportation network. A summary of the discussion and minor impacts is provided below.

The eastbound one lane approach at the existing unsignalized intersections of Liverpool Road/Tatra Drive and Liverpool Road/Radom Street will experience some longer delays triggered by the increase in background traffic, but these will operate well below the capacity, and the addition of traffic generated by the proposed development will not exacerbate this condition.

Only the southbound left-turn 95<sup>th</sup> percentile queue at Liverpool / Bayly will exceed the available storage length and this is triggered by existing and background traffic. The proposed development will not add traffic to this movement. The existing southbound left-turn storage lane cannot be extended north without significant impacts to the bridge over the Lakeshore East GO Rail and Highway 401. However, City can consider some potential realignment of the southbound lane markings to accommodate the full queue length

of southbound left traffic at Liverpool Road/Bayly Street without significant road and operations impacts.

Therefore, no geometric improvements to the existing road network are recommended, with the exception of new traffic signals at the Krosno Boulevard and Liverpool Road intersection by 2027.

Future residents of the subject development are expected to use the existing transit service on Liverpool Road. In addition, there is an opportunity to work with Durham Region Transit and Metrolinx to provide shuttle buses to/from the site to connect with the GO Station or increased frequency of the DRT 101 and DRT 193, which will further reduce the forecast auto-vehicles that have been estimated and documented in this report. The additional shuttle bus or bus trips will not impact the operations of the road network.

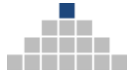
We have also been in discussions with City of Pickering Staff regarding the opportunity for a future road connection between Liverpool Road and Sandy Beach Road, in the vicinity of the terminus of Liverpool Road, in order to improve connectivity.

The proposed building entrance will be connected to the existing sidewalk on Liverpool Road for pedestrians with good access to the rest of the neighbourhood. The site will also provide 214 and 4 bicycle parking spaces, respectively, for residents and customers, to meet the City's By-law requirement. Combined with other potential TDM measures, the subject development will likely result in generating less vehicular traffic based on the available active transportation and transit

Please refer to this Report for additional information.

### **7.4 Wind Study**

A Pedestrian Wind Assessment was prepared by RWDI dated March 26, 2019. To provide an opinion on the overall wind conditions expected on and around the proposed development, RWDI reviewed the long-term meteorological data for the area,



conditions expected on and around the proposed development, RWDI reviewed the long-term meteorological data for the area, drawings of the proposed development, and information regarding the surroundings. These data, in conjunction with RWDI's experience in the area and their engineering judgment, allowed them to predict the expected wind conditions on the project site, as summarized below:

- The placement of podiums of both buildings of the proposed development on the west side and their stepped nature are positive design features, which will reduce the impact of the strong prevailing southwesterly to westerly winds on the western building perimeter and sidewalks. Appropriate wind conditions are expected at the sidewalks along Liverpool Road throughout the year.
- Setbacks of the towers at levels 4 and 7 on the east side are also positive features that help to reduce the impact of the northeasterly winds downwashing off these toward to the ground on the east side of the site. However, these setbacks are small and therefore wind speeds on the east side of the tower are still expected to be high. Since this area is an outdoor amenity intended to be used for passive activities during the summer, wind speeds would be higher than desired. Therefore, RWDI recommends including dense hard and soft landscaping elements in this area to reduce the wind speeds. Wind speeds are also expected to be high at the open space to the south of the site due to exposure to the prevailing winds; therefore, RWDI recommends dense hard and soft landscaping elements in this area to reduce the wind speeds. Calmer wind conditions are expected at the small recessed area to the south of Building 2.
- The two towers are positioned in a way that the prevailing southwesterly and northeasterly could channel between them. This could result in high wind speeds at along the pedestrian promenade, where winds could be uncomfortable during the winter. Trees with underplanting and porous windscreens throughout this promenade can help to improve the wind conditions. A canopy or trellis structures over the promenade between the two towers

would also be beneficial. If there are entrances along this promenade, we recommend recessing them from the main façade or installing porous windscreens on both sides of them.

- Channelling of winds between the two buildings and the acceleration of the east-northeasterly winds down the tall east facades and around the tower corners will create wind conditions at the southeast and northeast corners of Buildings 1 and 2 that are potentially uncomfortable during the winter. RWDI recommends installing porous windscreens or coniferous landscaping at these areas and reducing pedestrian access to these areas and avoiding having entrances there.
- Due to exposure to the prevailing westerly winds, wind speeds at the outdoor amenity areas and terraces facing west are expected to be higher than desired during the summer. Tall parapets, landscaping and trellises in these areas will help to reduce the wind speeds. Wind speeds at the courtyard of Building 1 are expected to be calm as it is protected by the podium and the tower from the prevailing winds.
- The Biglieri Group Ltd. has confirmed that the design recommendations provided above can be accommodated in the proposed design. Wind tunnel testing will be required at later design stage in support of the SPA submission to quantify the predicted wind conditions and evaluate the effectiveness of the recommended mitigation measures.

Please refer to this Report for additional information.

## 7.5 Shadow Study

TBG prepared a Shadow Study for the proposed development dated April 04, 2019. This Study concludes that:

- The shadow impacts of the proposed development on the surroundings as shown in this study is minimized by the orientation and position of the buildings.

- A gradual increase in height on the west-east direction and the tall buildings oriented to the south created more access to the sun inside and outside the property.
- During the days/times showed in this study, Liverpool Road has sidewalks and buildings with total access to the sunlight after 11.18AM on all days analysed.
- The promenade proposed on-site has at least one side (north) with access to the sun for more than 5 hours a day. In the summer (June 21<sup>st</sup>), shadow on the south side of the promenade creates more comfortable spaces on hot days.
- Therefore, it is our professional opinion that the proposed heights of the proposed development are appropriate given the findings of this Study.

Please refer to this Report for additional information.

## 7.6 Archaeological Assessment

A Stage 1 and 2 Archaeological Assessment was prepared by AECOM dated July 24, 2017. The Report did not result in the identification of any archaeological resources and determined that the entirety of the study area have been previously disturbed as a result of residential, recreational, and urban development. In light of these results, no further archaeological work is required for the study area land at 591 Liverpool Road.

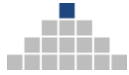
The Ministry of Tourism, Culture and Sport provided a clearance letter advising that based on the information contained in the report, the ministry was satisfied that the fieldwork and reporting for the archaeological assessment are consistent with the Ministry's 2011 Standards and Guidelines for Consultant Archaeologists and the terms and conditions for archaeological licences. This report has been entered into the Ontario Public Register of Archaeological Reports.

## 7.7 Phase I and II Environmental Site Assessment

A Phase I Environmental Site Assessment (ESA) Report has been prepared dated March 17, 2017. A Phase II ESA Report has been prepared by Haddad Geotechnical dated May 11, 2017.

The Phase I ESA recommended a Phase II ESA which found that:

- Based on the results obtained from chemical analysis of soil and groundwater samples, the subject property is in conformance with Ontario Ministry of the Environment (MOE), "Soil, Ground Water and Sediment Standards for Use under Part XV.1 of the Environmental Protection Act", April 15, 2011, Table No. 2, "Full Depth Generic Site Condition Standards in Potable Ground Water Condition", for residential/park land/institutional uses, with the exception of one location, BH5, where conductivity of 1.1 mS/cm exceeds the Table 2 SCS of 0.7 mS/cm. This exceedance may be attributed to use of salt on the parking area of the site, for control of snow and ice.
- Based on the results obtained from chemical analysis of soil and groundwater samples, the subject property is in conformance with Ontario Ministry of the Environment (MOE), "Soil, Ground Water and Sediment Standards for Use under Part XV.1 of the Environmental Protection Act", April 15, 2011, Table No. 1, "Background Site Condition Standards", for residential/park land/institutional uses, with the exception of several locations where conductivity and petroleum hydrocarbons, F2 and F4 phases. The Table 1 SCS is applicable to the portion of the site within 30m of the existing natural area to the east of the property. Only one of the above-noted exceedances, at borehole BH14, where lies within the 30m setback of the existing natural area to the east of the site, one location, BH5, where only petroleum hydrocarbons F4 phase of 1190 µg/g exceeds the Table 1 SCS of 120µg/g.
- On the above basis, excavation and removal of soils found to exceed the applicable site condition standard in each



area of the site, followed by confirmatory sampling will be required prior to submission of a Record of Site Condition for the property.

## 7.8 Noise Report

Valcoustics Canada Ltd. prepared a Noise Report in support of the proposed development, dated March 27, 2019.

The purpose of the Report was to address the potential noise impact from the existing environment onto the proposed residential development.

The significant transportation noise source in the vicinity is road traffic on Liverpool Road. The significant stationary noise source in the vicinity is the Liverpool Road Pumping Station. Note, there is a wind turbine at Pickering Nuclear Generating Station which is located approximately 450 m from the proposed development. This wind turbine has been included in the assessment.

The sound levels on site have been determined and compared with the applicable Ministry of the Environment, Conservation and Parks (MECP) noise guideline limits to determine the need for noise mitigation.

To meet the applicable transportation noise source guideline limits:

- there are no ventilation requirements for noise control purposes;
- the applicable indoor noise guidelines at all dwelling units are predicted to be met without any special wall and window upgrades beyond the minimum non-acoustical requirements stated in the Ontario Building Code (OBC); and
- sound barriers are not required for traffic noise control purposes.

The sound levels from the emergency generator at the pumping station are predicted to meet the stationary noise source guideline

limits. Thus, additional mitigation measures are not required for the pumping station.

The sound levels from the wind turbine are predicted to meet the applicable MECP noise guideline limits. Thus, noise mitigation measures are not required for the wind turbine.

Please refer to this Report for additional information.

## 7.9 Arborist Report

An Arborist Report has been prepared by David Andrew White dated April 2, 2019.

The Report states that to allow for the proposed development lands at 591 Liverpool Road twelve (12) onsite trees over 15 cm DBH would be removed. There are seven (7) road allowance trees that may require protection during the work on the site. There are nineteen (19) trees over 15 cm DBH in the adjacent shoreline area that would be less than their drip-lines from the worksite. At least one tree on a neighbouring property could be at some risk of injury, during the development on the site.

- Twelve (12) privately owned trees over 15 cm DBH within the development area would be removed.
- One (1) neighbouring tree over 15 cm DBH would be less than its drip-line from the worksite. The tree could be at some risk of injury
- Nineteen (19) trees over 15 cm DBH near the shoreline have drip-lines that extend into the worksite area. The trees could be at some risk of injury.
- Seven (7) road allowance trees would be may require protection during work on the site.

All of the trees to be retained would be protected by barriers and sediment control fences during the demolition and construction work on the site.

A Landscape Plan has been prepared by MSLA for the proposed redevelopment of the 591 Liverpool Road property. At least twelve (12) new trees need to be accounted for as replacements for the trees that would be removed.

Please refer to this Report for additional information.

## 7.10 Hydrogeological Investigation

A Hydrogeological Investigation was prepared by Golder and Associates dated January 31, 2019.

The Report concludes that the geological conditions at the Site, as reported by Haddad Geotechnical in the Geotechnical Report, consisted mostly of layers of native sandy clayey silt, silty sand, gravelly sand, gravelly silty sand and sand and silt. These native soil types are consistent with soil conditions described in available water well records within 500 m of the Site. These deposits are consistent with modern river deposits. Shale bedrock was encountered at six boreholes at the Site between 7.7 m and 107. M (66.2 masl to 69.4 masl).

The static water level at the Site is between 74.8 masl and 75.2 masl, which corresponds to between 1.9 mbgs and 2.3 mbgs. This is consistent with measurements recorded for the available overburden water well records reviewed as part of this assessment; however, could be influenced by the wet spring. One off-Site well was identified installed in shale bedroom and the water level recorded at this well located approximately 275 north of the Site is 4.0 m or at a relative elevation of 74.9 masl. No bedrock well was installed at the Site.

Given the geometric mean hydraulic conductivity of the native silty sand and sandy clayey silt materials, it is anticipated that any groundwater that may be encountered during construction may be managed using sump pump techniques.

The Report recommends that given the two levels of proposed underground parking, one monitoring well should be installed and sealed in bedrock to measure the static water level in the bedrock aquifer.

Presently, it appears that a MECP Permit to Take Water ("PTTW") will be required for the Site. Once the shallow bedrock monitoring well is installed and a single well response test is completed, the determination of whether a MECP Category 2 or Category 3 PTTW will be required with the latter allowing more water taking than Category 2.

Please refer to this Report for additional information.

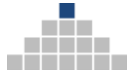
## 7.11 Geotechnical Investigation/Slope Stability

A Geotechnical Investigation/Slope Stability Report has been prepared in support of the proposed development, dated February 05, 2019.

The purpose of this Report was to:

- provide subsurface information with regards to the types, thicknesses and variability of the subsoils underlying the area of the proposed development.
- Establish groundwater conditions.
- Assess stability of the slope in existing condition, effect of the proposed construction on the stability of the existing slope, position of long-term stable top of slope line.
- Provide information for the design and construction of foundations, excavation, earthworks, permanent drainage provisions, floor construction, erosion control, sediment protection, etc. for the proposed buildings.

Please refer to this Report for additional information on the findings and recommendations.



## **7.12 Public Consultation Strategy**

TBG has prepared a Public Consultation Strategy under a separate cover which outlines in detailed the proposed engagement strategies to ensure effective public consultation with stakeholders.

Please refer to this document for additional information.

## **7.13 Sustainable Development Checklist**

The Sustainable Development Checklist has been prepared by TBG dated April 04, 2019. This Checklist provides an overview of the sustainability initiatives that will be incorporated into the proposed design. More detailed considerations will be included at the detailed design stage.

Please refer to this document attached as Appendix A for additional information.



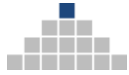
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## CONCLUSION

The proposed development has been reviewed in the context of all applicable policy documents, including the Provincial Policy Statement (2014), the Growth Plan for the Greater Golden Horseshoe (2017), Durham Regional Official Plan (2017), and City of Pickering Official Plan (2018). Based on this assessment, it is our opinion that the proposed Official Plan Amendment and Zoning By-law Amendment conforms to and is consistent with the applicable policy framework and represents good planning because the proposed development:

- Is consistent with the PPS as it:
  - provides intensification and redevelopment within a settlement area to support urban growth and efficiency;
  - provides a range and mix of housing types to meet current and future needs; and,
  - promotes densities and land uses that efficiently use land, resources, infrastructure, public service facilities and support active transportation.
- Conforms with the Growth Plan as it:
  - provides increased residential opportunities to support the achievement of complete communities to meet people's needs for daily living through an entire lifetime; and,
  - proposes intensification that makes efficient use of land and infrastructure and supports transit;
- Conforms with the Region of Durham Official Plan in that it:
  - Proposes intensification of an underutilized parcel of land within the current urban boundary of the City

- of Pickering to help meet the intensification target set for *Waterfront Places* (as the City of Pickering has not yet completed the conformity exercise to conform to the Regional OP);
  - proposes a compact built form with a mix of residential, retail, and service uses to serve future residents and the surrounding neighbourhood;
  - includes an internal site design and layout to ensure appropriate traffic movement and sharing between pedestrians, cyclists and vehicles.;
  - includes a mix of housing types, including bachelor to three-bedroom units to serve resident needs throughout an entire lifetime;
  - 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;
  - will improve access to the waterfront through providing a public boardwalk along the southern limits of the Site; and,
  - can be serviced efficiently by utilizing only existing services.
- Conforms with the City of Pickering Official Plan in that it:
    - 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;



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- o provides ground-related neighbourhood commercial uses to serve the daily needs of residents;
- o 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;
- o 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,
- o can be accommodated by the existing infrastructure, including transportation and servicing.

Vivian Gomes, BArch, MS, MES Planning  
Urban Designer

For all of the foregoing reasons, it is our professional opinion that the proposed development is an appropriate and desirable development, represents good planning and warrants the support of staff and of Council.

Respectfully submitted,  
**THE BIGLIERI GROUP LTD.**

Anthony Biglieri, MCIP, RPP  
Principal

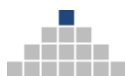
Melinda Holland, M.Pl.  
Planner

# APPENDIX A - SUSTAINABLE DEVELOPMENT GUIDELINES

## Guideline #2 – Plan of Subdivision, Site Plan, Rezoning and Building Permit Guidelines

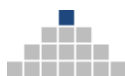
The following analysis will provide an overview of how the proposed development will comply with the City of Pickering's Sustainable Development Guidelines. The proposed development achieves a Level 2 classification, obtaining a minimum of 41 optional points (54 achieved). The chart below outlines the required and optional criteria that the proposed development will achieve through its design. Further consideration will be given to the proposed sustainability measures at the detailed design stage.

GUIDELINE	REQUIRED/OPTIONAL (POINTS)	DESCRIPTION
<b>2.0 ENVIRONMENTAL PROTECTION</b>		
<b>2.1 WATERSHED AND SUBWATERSHED PLANNING</b>	REQUIRED	The proposed development is conscious of the watershed associated with the Frenchman's Bay Provincially Significant Coastal Wetland Complex and Hydro Marsh located on the eastern and southern portions of the Site. The Environmental Impact Study prepared demonstrates how the proposed development provides appropriate buffers to mitigate from any potential impacts to the watershed.
<b>2.2 MASTER ENVIRONMENTAL SERVICING PLAN</b>	REQUIRED	A Master Environmental Servicing Plan has not been prepared for the area, as there is existing infrastructure in place that serves the Nautical Village area. The proposed development can be appropriately serviced as demonstrated through the Functional Servicing Report and has been designed to respect the natural heritage features associated with the Provincially Significant Wetland complex to the south and east of the Site.
<b>2.3 CONSERVATION AUTHORITY REGULATIONS</b>	REQUIRED	The proposed development conforms with TRCA's regulations as demonstrated through the Environmental Impact Study.
<b>2.4 OAK RIDGES MORAINES PLAN</b>	REQUIRED	N/A
<b>2.5 GREENBELT PLAN</b>	REQUIRED	N/A



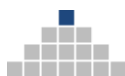
2.6 CONFORMANCE TO PROVINCIAL POLICY STATEMENT (PPS) FOR BUILDING STRONG COMMUNITIES	REQUIRED	The proposed development conforms to the PPS as discussed in the Planning and Urban Design Rationale Report.
2.7 CONFORMANCE TO PPS FOR WISE USE AND MANAGEMENT OF RESOURCES	REQUIRED	The proposed development conforms to the PPS as discussed in the Planning and Urban Design Rationale Report.
2.8 CONFORMANCE TO PPS FOR PROTECTING PUBLIC HEALTH AND SAFETY	REQUIRED	The proposed development conforms to the PPS as discussed in the Planning and Urban Design Rationale Report.
2.9 STORMWATER QUALITY	REQUIRED	A Functional Servicing Report and Stormwater Management Report have been prepared in support of the proposed development and demonstrates that stormwater run-off can be maintained from a quantity and quality perspective on Site.
2.10 MAINTAIN OR REDUCE STORMWATER RUNOFF RATES	REQUIRED	A Functional Servicing Report and Stormwater Management Report have been prepared in support of the proposed development and demonstrates methods utilized to minimize stormwater runoff.
2.11 WATER BALANCE AND SOURCE WATER PROTECTION	REQUIRED	The proposed development will meet the targets for water balance as defined in the Stormwater Management Report.
2.12 GROUND WATER PROTECTION PLAN	REQUIRED	A Hydrogeological Investigation has been prepared to demonstrate how groundwater will be managed with the proposed development.
2.13 INTEGRATED ENVIRONMENTAL SYSTEMS PROTECTION	<b>OPTIONAL 3 POINTS</b>	The proposed development will incorporate public spaces in the form of trails and pedestrian connections with views of the natural heritage features and waterfront on and adjacent to the Site. The development also proposes permeable pavers to help maintain the water balance targets. The natural heritage features along the eastern and southern limits of the Subject Site and their associated buffers will be appropriately protected.
2.17 REQUIRED RESIDENTIAL SITE DESIGN TO MAXIMIZE PERMEABILITY	REQUIRED	The proposed development is characterized as mixed-use containing ground floor commercial with the remaining floors containing residential units (condominium). All parking is proposed underground with permeable pavers proposed in the pedestrian promenade area with naturalized landscaping proposed along the east and south border of the Site. These increased areas of permeability will protect water balance by increasing infiltration and reducing irrigation water needs.
2.18 OPTIONAL RESIDENTIAL SITE DESIGN TO MAXIMIZE PERMEABILITY	<b>OPTIONAL 2 POINTS</b>	The proposed development will incorporate permeable materials for paved areas that achieve 25% increase in permeability relative to conventional

		methods to protect natural water balance and increase infiltration/reduce irrigation water needs.
<b>2.19 REQUIRED COMMERCIAL/EMPLOYMENT/ INSTITUTIONAL SITE DESIGN TO MAXIMIZE PERMEABILITY</b>	REQUIRED	The proposed development provides over 25% of the site area not occupied by a building as permeable unpaved area.
<b>2.20 REQUIRED COMMERCIAL/ EMPLOYMENT/INSTITUTIONAL SITE DESIGN TO MAXIMIZE PERMEABILITY</b>	REQUIRED	The proposed development uses permeable materials for paved areas that achieves a 25% increase in permeability relative to conventional methods.
<b>2.21 NATIVE SPECIES &amp; PLANTING</b>	<b>OPTIONAL 4 POINTS</b>	The proposed development will strive to use native species for 100% of the landscaped area.
<b>2.22 LANDFORM CONSERVATION</b>	REQUIRED	The proposed development will consider at detailed design opportunities to minimize substantial re-grading of natural topography, while conforming with the Municipality's requirements for site drainage and grading.
<b>2.24 PESTICIDE AND FERTILIZER USE</b>	<b>OPTIONAL 2 POINTS</b>	The proposed development will consider strategies to implement a minimal use of pesticides and fertilizers on public/private lands.
<b>2.25 MINIMIZE CONSTRUCTION RELATED ENVIRONMENTAL IMPACTS</b>	REQUIRED	The proposed development will minimize construction related environmental impacts beyond the proposed building footprint.
<b>2.27 EROSION AND SEDIMENTATION CONTROL</b>	REQUIRED	The site plan application will be supported by a sedimentation and erosion control plan specific to the proposed development to demonstrate prevention of soil loss during construction.
<b>3.0 LOCATION OF DEVELOPMENT/SELECTION OF LANDS</b>		
<b>3.1 SITE TYPOLOGY</b>	<b>OPTIONAL 3 POINTS</b>	The proposed development is located on previously developed lands at a higher density and therefore directs development within the existing built boundary in accordance with the Growth Plan.
<b>4.0 DESIGN OF DEVELOPMENT – LAND USE DISTRIBUTION</b>		
<b>4.1 DIVERSITY OF USES</b>	REQUIRED	The subject lands are approximately 2.42 hectares in size and include residential and commercial uses on Site to allow for a diversity of uses, and promoting increased opportunities for area residents to live and work in the area.
<b>4.2 CONSTRUCTION PHASING</b>	REQUIRED	The proposed development is mixed-use containing commercial on the ground floor and residential for the remaining levels that are planned to be constructed at the same time.
<b>4.3 RESIDENTIAL &amp; NON-RESIDENTIAL PHASING</b>	<b>OPTIONAL 3 POINTS</b>	The plan includes both a residential and a non-residential component being constructed at the same time, and the non-residential component consists of additional neighbourhood amenities provided in the proposed mixed use node.



4.4 PROXIMITY TO SCHOOLS	REQUIRED	The proposed development is not adjacent to a school, however, there is an elementary school located 800m north east; within walking distance of the proposed development.
4.5 PROVISION OF MIXED USES AND COMMERCIAL STREETScape ENVIRONMENTS	REQUIRED	The proposed development contains commercial uses that may contain retail uses, entertainment, educational facilities, government services (or other civic buildings), offices, medical facilities, and/or recreational facilities in the future.
4.6 ENHANCED ACCESS TO AMENITIES	OPTIONAL 5 POINTS	The proposed development will be within 400 metre walking distance of retail, entertainment, educational, offices and recreational facilities with the potential of hosting these amenities and more on the Subject Site through the proposed commercial component.
4.7 ENHANCED HOUSING DIVERSITY	REQUIRED	The proposed development provides residential housing types with bachelor, one-bedroom, two-bedroom and three-bedroom units to offer diversity in housing types for the surrounding area.
4.9 RETAIL PARCEL SIZE	REQUIRED	The proposed development contains ground floor commercial uses to improve the neighbourhood distribution of retail uses to foster pedestrian environments.
4.10 COMMERCIAL CONCENTRATION	REQUIRED	The proposed development locates the commercial uses on the ground floor of the buildings as street-related retail.
4.11 MIXED USE COMMERCIAL CONCENTRATION	OPTIONAL 3 POINTS	Street related retail components are provided at the ground floor of mixed-use multi-storey structures with residential at upper storeys.
4.12 PROXIMITY TO PUBLIC SPACES	REQUIRED	The proposed development contains public space in the form of a pedestrian promenade and boardwalk on Site.
<b>5.0 DESIGN OF DEVELOPMENT – DENSITY AND COMPACT BUILT FORM</b>		
5.1 RESIDENTIAL DENSITY	REQUIRED	The proposed Official Plan Amendment seeks permissions to allow for increased residential density on the Subject Site.
5.2 INCREASED RESIDENTIAL DENSITY	OPTIONAL 6 POINTS	The plan exceeds the average net net density for residential areas by achieving over 120 uph for high density designated areas. The proposed development represents a net residential density of 340 units per hectare.
5.3 COMMERCIAL DENSITY	REQUIRED	The proposed development contains commercial uses at the ground floor. The mixed-use development proposal achieves a minimum combined residential/commercial density of 4.4 FSI with a minimum of FSI of 0.15 for the commercial component.
5.5 FUTURE INTENSIFICATION	REQUIRED	N/A

<b>6.0 DESIGN OF DEVELOPMENT - CONNECTIONS</b>		
<b>6.1 OPEN AND CONNECTED COMMUNITIES</b>	REQUIRED	The proposed development includes the design of streets, sidewalks and public spaces that are available for the general public, and not enclosed in a gated enclave.
<b>6.2 PROTECT LINKED OPEN SPACE SYSTEM</b>	REQUIRED	The proposed development implements a linked open space system allowing pedestrian, bicycle and other recreational activity to be continuously linked throughout the community.
<b>6.3 PROVISION OF INTERCONNECTED TRANSPORTATION NETWORK</b>	REQUIRED	The plan supports the neighbourhood plan for alternative methods of transportation by supporting pedestrian, transit, cycle and vehicular traffic. The proposed development delineates between pedestrian/cyclist and vehicle environments by separating cars to the underground parking area.
<b>6.4 SUPPORT FOR ALTERNATIVE TRANSPORTATION</b>	<b>OPTIONAL 5 POINTS</b>	The proposed development has the potential to incorporate recharging facilities in the underground parking facility for electric vehicles and can potentially host neighbourhood serving electric vehicles in the underground public parking area.
<b>6.5 STREET NETWORK</b>	REQUIRED	The proposed development incorporates connections to the neighbourhoods street network for pedestrians and bicycles.
<b>6.6 BLOCK PERIMETER</b>	REQUIRED	Although the proposed development does not include public streets, the proposed design has been considered to ensure that the proposed built form blocks are bounded by publicly accessible walkways.
<b>6.8 CYCLING NETWORK</b>	REQUIRED	The proposed development includes paths for bicycles to travel and will connect to the larger cycling network.
<b>6.10 TRANSIT ORIENTED COMPACTNESS</b>	<b>OPTIONAL 3 POINTS</b>	The proposed design of the street pattern and walkway connections ensures that all residents at the proposed development will be within 250 metres walking distance of a transit stop.
<b>6.11 PARKING MANAGEMENT</b>	<b>OPTIONAL 2 POINTS 2 POINTS</b>	The development utilizes transit proximity, and pedestrian and cycling modes of transportation to encourage alternate modes of transportation allowing reduction of vehicular parking requirements. Transportation modelling that supports such reductions has been provided in the Traffic Impact Study prepared by HDR Inc. Cash in lieu of parking would also be considered as part of the development proposal.
<b>6.12 PARKING LOCATION</b>	REQUIRED	No surface parking is proposed in the proposed development.
<b>6.13 CORRIDOR FRONTAGE</b>	REQUIRED	N/A
<b>7.0 DESIGN OF DEVELOPMENT – PEDESTRIAN ORIENTED COMMUNITY</b>		
<b>7.1 AMENITIES IN PROXIMITY</b>	REQUIRED	The proposed development contains commercial uses at the ground floor.



7.2 PEDESTRIAN NETWORK	REQUIRED	The plan provides sidewalks with a minimum width of 1.5m throughout the proposed development. The pedestrian promenade through the centre of the Site has a total width of 20 metres.
7.3 PEDESTRIAN SAFETY AND COMFORT	REQUIRED	The plan's streets and pedestrian walkways have been designed to achieve functional requirements while promoting an intimate pedestrian scale, and optimizing land use efficiency and safety for pedestrians. The plan will also implement street trees, pedestrian scaled street lighting and curb cuts at intersections for accessibility throughout the site. The design and placement of buildings has also been considered to minimize adverse wind conditions and promote adequate air circulation at-grade, specially during the summer months.
7.4 PEDESTRIAN ORIENTED STREETSCAPES	REQUIRED	The proposed development has been designed to ensure an appropriate relationship with the buildings in the Freshman's Bay Neighbourhood.
<b>8.0 RESOURCE EFFICIENCY</b>		
8.1 ENERGY PERFORMANCE FOR RESIDENTIAL BUILDINGS	OPTIONAL 2 POINTS	The proposed buildings will be Energy Star with a minimum Energuide 80 score.
8.3 ENERGY EFFICIENT APPLIANCES	OPTIONAL 3 POINTS	The builder will provide the purchaser with options for Energy Star appliances.
8.4 PASSIVE SOLAR GAIN	REQUIRED	The proposed development has incorporated design for passive solar gain as demonstrated in the building orientation to maximize units facing the east-west orientation.
8.5 PRIVATE OUTDOOR LIGHTING	REQUIRED	At the Site Plan Approval stage, a lighting plan will be prepared to assess the appropriateness of outdoor lighting and will provide an analysis of light intrusion.
8.6 REQUIRED WATER EFFICIENCY IN BUILDINGS	REQUIRED	The proposed development will implement measures to maximize water efficiency.
8.8 WATER MANAGEMENT OPERATIONS	REQUIRED	At detailed design, a waste management plan will be prepared demonstrating best practices of residential waste management through on-site separation and storage.
8.9 WASTE REDUCTION CONSTRUCTION	REQUIRED	The proposed development will follow best practices for on site construction waste management and material/recycling/salvage with on-site separation. At a minimum this will include: <ul style="list-style-type: none"> <li>- Developing a Waste Audit and Waste Reduction Plan as defined in Ontario Regulation 102/94; and</li> <li>- Divert from landfill a minimum of 50% of all waste generated on site.</li> </ul>
8.10 REQUIRED MATERIAL SELECTION	REQUIRED	The proposed development will design and construct according to requirements of Material Selection (Attachment A) for applicable building types (Part 3 or Part 9).



<b>8.11 OPTIONAL MATERIAL SECTION</b>	<b>OPTIONAL 3 POINTS</b>	The plan will incorporate eight optional items from the Materials Selection found in Attachment A to be determined at the detailed design stage.
<b>8.12 GREEN UPGRADES AVAILABLE TO HOME BUYERS</b>	<b>OPTIONAL 3 POINTS</b>	The builder will offer an upgrade to LED lighting for 20% of all fixtures, implement other energy saving methods relating to heating and cooling, and provide a homeowner's guide with information on the variety of green upgrades.
<b>TOTAL OPTIONAL POINTS ACHIEVED</b>	<b>54 POINTS</b>	<b>LEVEL 2 ACHIEVED – ALL REQUIRED ELEMENTS, PLUS A MINIMUM OF 41 POINTS.</b>

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