



City of  
**Peterborough**

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**To:** **Members of the Planning Committee**

**From:** **Jeffrey Humble, Director, Planning and Development Services**

**Meeting Date:** **October 30, 2017**

**Subject:** **Report PLPD17-051  
Site Plan Approval for Arena and Aquatic Complex at 2475  
Pioneer Road**

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## **Purpose**

A report to recommend the conditional approval of a site plan package for the proposed Arena and Aquatic Complex at 2475 Pioneer Road.

## **Recommendations**

That Council approve the recommendations outlined in Report PLPD17-051 dated October 30, 2017, of the Director, Planning and Development Services, as follows:

That the Site Plan Application submitted by the Community Services Department for the construction of an Arena and Aquatic Complex with a gross floor area of 15,056 square metres (162,061 square feet) at 2475 Pioneer Road be approved, subject to the following conditions:

- a) The conveyance of road widening day-lighting triangle at the corner of Nassau Mills Road and Pioneer Road to the satisfaction of the City's Utility Services Department;
- b) The submission of further clarification and technical information regarding storm water management and biological particulars to the satisfaction of the Otonabee Region Conservation Authority;

- c) The submission of a terms of reference and a monitoring plan for the wetland compensation aspect of the development to the satisfaction of the Otonabee region Conservation Authority;
- d) The creation of contingency in the budget for the project in the amount of \$100,000, funded from the project's budget, should the proposed wetland compensation not function as intended;
- e) The submission of all the additional technical information and revisions to drawings and reports to the satisfaction of the Director of Planning and Development Services and the Director of the Utility Services Department.

## Budget and Financial Implications

There are budget and financial implications arising out of the recommendation to approve the site plan package submitted for the subject property related to the scope of site work required and the need to adequately budget to fund the terms of reference and a monitoring plan for the wetland compensation aspect of the development and to provide contingency funding in the amount of \$100,000, funded from the project budget, should the proposed wetland compensation not function as intended.

## Background

The subject property is situated at the south-east corner of Nassau Mills Road and Pioneer Road where a ball diamond, Trent University's maintenance facility and a natural area, including a wetland exists. The property was re-zoned in 2016 to UC.1 – University and College District, to include uses such as an arena, skating and curling rink as well as a recreational (aquatic) centre.

Due to the existence of a wetland, the property is regulated by the Otonabee Region Conservation Authority (ORCA) and is subject to Ontario Regulation 167/06 and the ORCA Watershed Planning and Regulations Policy (ORCA, 2015). As a result, an Environmental Impact Study (EIS) that describes the development, its potential impacts to existing natural heritage features and wildlife, outlining environmental protection and mitigation measures were required for review by ORCA and form part of the submission package for Site Plan Approval.

Following ORCA's review of the EIS, a Wetland Compensation and Protection Plan was requested. The requirements of the Wetland Compensation and Protection Plan include:

- 1) A net gain in wetland function;
- 2) Maintaining existing hydrological and ecological linkages by locating the compensation wetland within the same drainage area as the impacted wetland;

- 3) Inclusion of wetland buffers to both the existing and compensated wetland areas; and
- 4) The creation of additional wildlife habitat (turtle nesting areas) within the compensation wetland area.

## Site Plan Features

The area of the site is 9.164 hectares (22.64 acres), which also includes a significant wetland area. The coverage of the building only amounts to approximately 12% of the site with another 15% attributed to parking and internal driveways. In keeping with good principles of urban design, the aquatic component of the complex displays well to the corner of Nassau Mills Road and Pioneer Road, while the twin pad area component fronts on Pioneer Road. Large curtain walls of floor to ceiling glazing are shown along a curved exterior wall providing architectural interest in the transition between the two building components.

Vehicular access to the site is attained by way of a driveway from Nassau Mills Road and a driveway from Pioneer Road. People wishing to access the aquatic centre are more likely to use the Nassau Mills Road driveway and people who want to go to the arena portion of the building are more likely to use the Pioneer Road driveway. A two-way driveway across the frontage of the building connects the two driveway entrances. Drop-off lay-bys are included for coach buses and City transit buses on this inter-connecting driveway as well as a loop for regular vehicle drop-offs directly in front of the building's main entrance. Barrier-free parking spaces for persons with disabilities, scooter and bicycle parking, as well as additional parking spaces are also included along the front driveway.

## Accessibility

The Site Plan package was circulated to the City's Accessibility Compliance Coordinator and reviewed for compliance with the Integrated Accessibility Standards Regulation 191/11 (IASR), The Ontario Building Code and the Zoning By-law. The project coordinator will be expected to implement all the recommendations in the accessibility review memo.

## Parking

With proximity to the aquatic component of the building, there are 115 parking spaces provided. Without having specific parking requirements in the Zoning By-law for aquatic centres, staff investigated typical parking demand for similar facilities. With the aquatic centre including 300 seats, it has been determined that providing parking at a rate of one space per three seats and approximately one space per staff should be sufficient.

With proximity to the twin pad arena component of the building, there are 405 parking spaces provided. The arena pads have a total of 975 seats with a board room included in the plan on a second floor mezzanine. With the amount of turn-over that occurs with the use of arena pads and the experience gained with the operation of the twin pad complex at the Evinrude Centre, staff are of the opinion that adequate parking is being provided.

There is restaurant floor area shown in the front of the twin pad arena component of the building. Fourteen parking spaces are shown directly in front of the restaurant. However, the amount of assembly floor area or the number of seats is not known at this time. The Zoning By-law requires the greater of ten parking spaces or 1 per 3 seats, plus 1 per 4 square metres of assembly area. Estimating from the amount of gross floor area shown for the restaurant, the provision of 14 parking spaces plus the potential to overflow into the parking spaces shown along the east side of the building should be sufficient.

In total, there are 554 vehicle parking spaces, 67 bicycle spaces and 2 scooter spaces provided on the proposed Site Plan.

## Traffic

A Traffic Impact Study was prepared, which included a review and analysis of the existing traffic deficiencies without consideration of the proposed development. Without taking into consideration the proposed development, the consulting traffic engineer is recommending the installation of semi-actuated traffic control signals at the Nassau Mills Road and Armour Road intersection.

An estimate of the amount of traffic that would be generated by the subject site was prepared and assigned to the study area roads and intersections including an intersection operational analysis under total 2026 volumes. The following summarizes the results and recommendations of the analysis:

- 1) Nassau Mills Road / University Road: A north-bound right turn lane with a 30 metre parallel length and 55 metre taper length is recommended. Additionally the installation of semi-actuated traffic signals is recommended, it being noted that the traffic signal infrastructure should be placed with consideration for the future road widening identified in the Class EA for the area.
- 2) Nassau Mills Road / West Access: North-bound right turn lane is recommended, it being noted that the specific configuration of the north-bound right turn lane on Nassau Mills Road at the West Access and Pioneer Road should be evaluated as part of the Class EA for the area and;

The above recommendations are to be implemented with the TAC minimum stopping sight distances. With these infrastructure improvements, the Traffic Impact Study concludes that the Arena and Aquatic Complex will not add significant delay or congestion to the local roadway network.

## **Landscape**

A Landscape Plan including a “Naturalization Plan” was prepared by a licensed Landscape Architect for the development. In addition to these plans, an Arborist Report was prepared along with detailed Tree Inventory and Preservation Plans. These plans and reports respond to the impact of the development of the building and impervious surfaces, as well as address the disturbance of the wetland by introducing native plants, initiating zones for habitat creation and re-establishing the edges of the wetland zones.

## **Storm Water Management**

The Storm Water Management Plan includes the construction of a storm water management pond at the south-west corner of the site as well as a numerous low impact development (LID) storm water management features throughout the site. LID features are incorporated where practical for better overall storm water management for all Site Plan Applications to the City. LID storm water management features are engineered systems that encourage the percolation of storm water into the ground effectively decreasing the amount directed into drains and pipes. The Ministry of the Environment has issued guidelines for the incorporation of LID features in development proposals.

## **Wetland Compensation Design**

An area of the existing wetland equal to 1,102 square metres (11,862 square feet) will be filled to enable the construction of the Arena and Aquatic Complex. An additional 52 square metres (560 square feet) will be disturbed in order to hydraulically connect the compensation wetland area to the existing wetland and for flood attenuation. A Planting Plan has been prepared and forms part of the Site Plan package, which includes the selection of species compatible with the various hydrologic regimes. The plantings include imported and transplanted native species representative of the local ecology.

Upon completion of the compensation wetland area’s construction, a monitoring program to be completed by a qualified biologist will be required and will continue for five years following the completion of the project. Areas where the performance standards are not obtained as described in the annual monitoring reports must be remediated to the satisfaction of the consulting biologist and ORCA.

ORCA has requested that adequate funds be set aside and remain in the budget for the project should the implementation of the wetland compensation package not function as intended. The wetland monitoring program will determine if the wetland compensation component of the project is functioning as intended, so the funds set aside to implement potential remedial measures must remain in place for as much as five years after the project’s completion.

## Notice

Notice of the Application was circulated to all abutting property owners, as well as concerned City departments, agencies and utilities. The additional technical information and revision work requested by the Otonabee Region Conservation Authority, Planning and Utility Services Departments are not of a magnitude to prevent the application going forward for conditional approval.

## Summary

The Site Plan package for the Twin Pad Arena and Aquatic Centre Complex has been carefully conceived to include an attractive building with access and parking arranged to accommodate visitors and suit its operation. In consideration of the site's environmental sensitivities, the site plan package has responded comprehensively and responsibly. Accordingly, the Site Plan has been recommended for conditional approval.

Submitted by,

Jeffrey Humble, MCIP, RPP  
Director, Planning and Development Services

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### Attachments:

Exhibit A: Land Use Map  
Exhibit B: Site Plan

**Exhibit A – Land Use Map, Page 1 of 1**

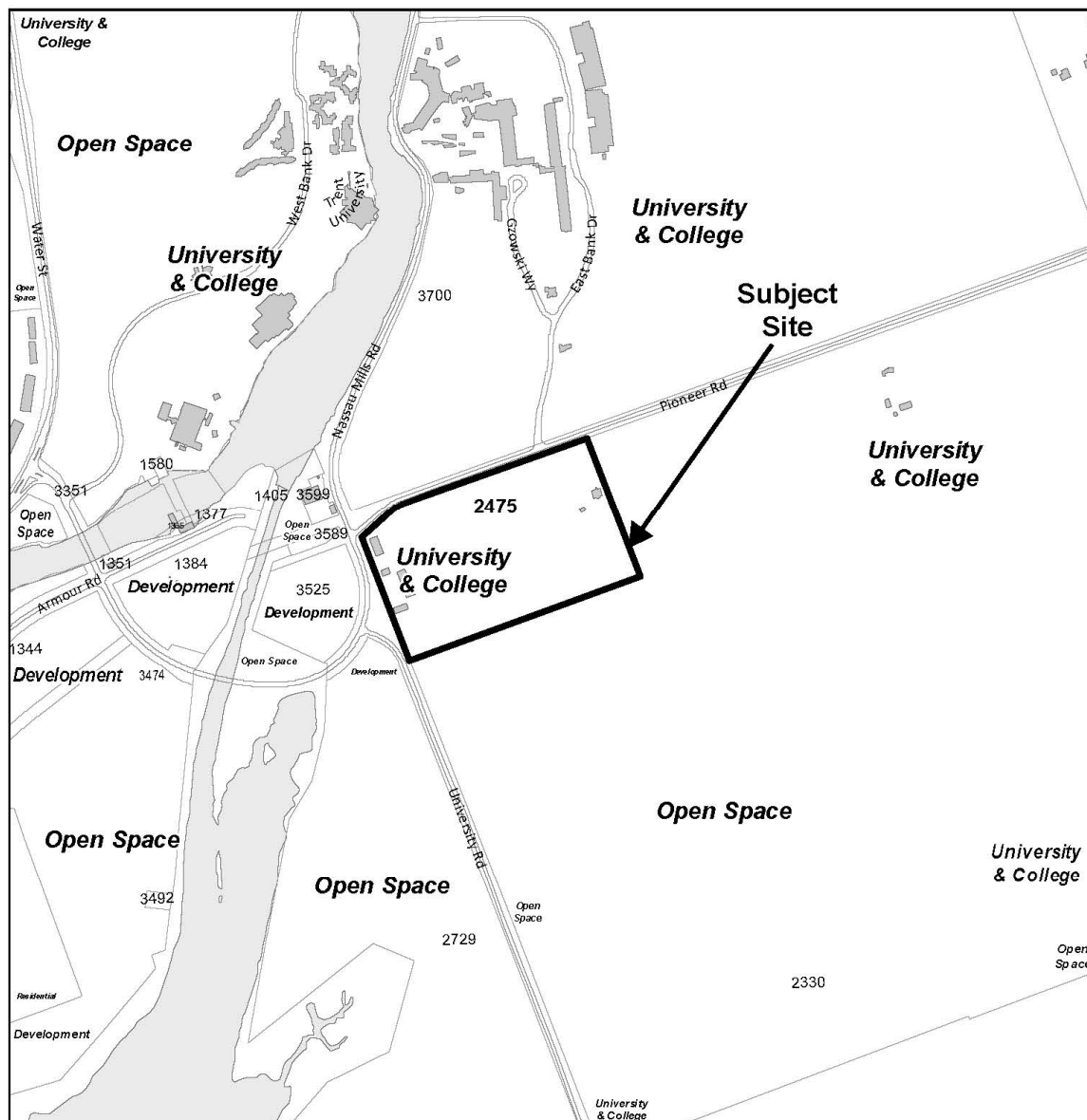
# Land Use Map

File: Z1601

Property Location: 2475 Pioneer Rd

EXHIBIT

SHEET OF

**The City of Peterborough Planning Division**

The "City of Peterborough" its employees, or agents, do not undertake to guarantee the validity of the contents of this digital or handcopy mapfile, and will not be liable for any claims for damage or loss arising from their application or interpretation, by any party. It is not intended to replace a survey or to be used for a legal description.

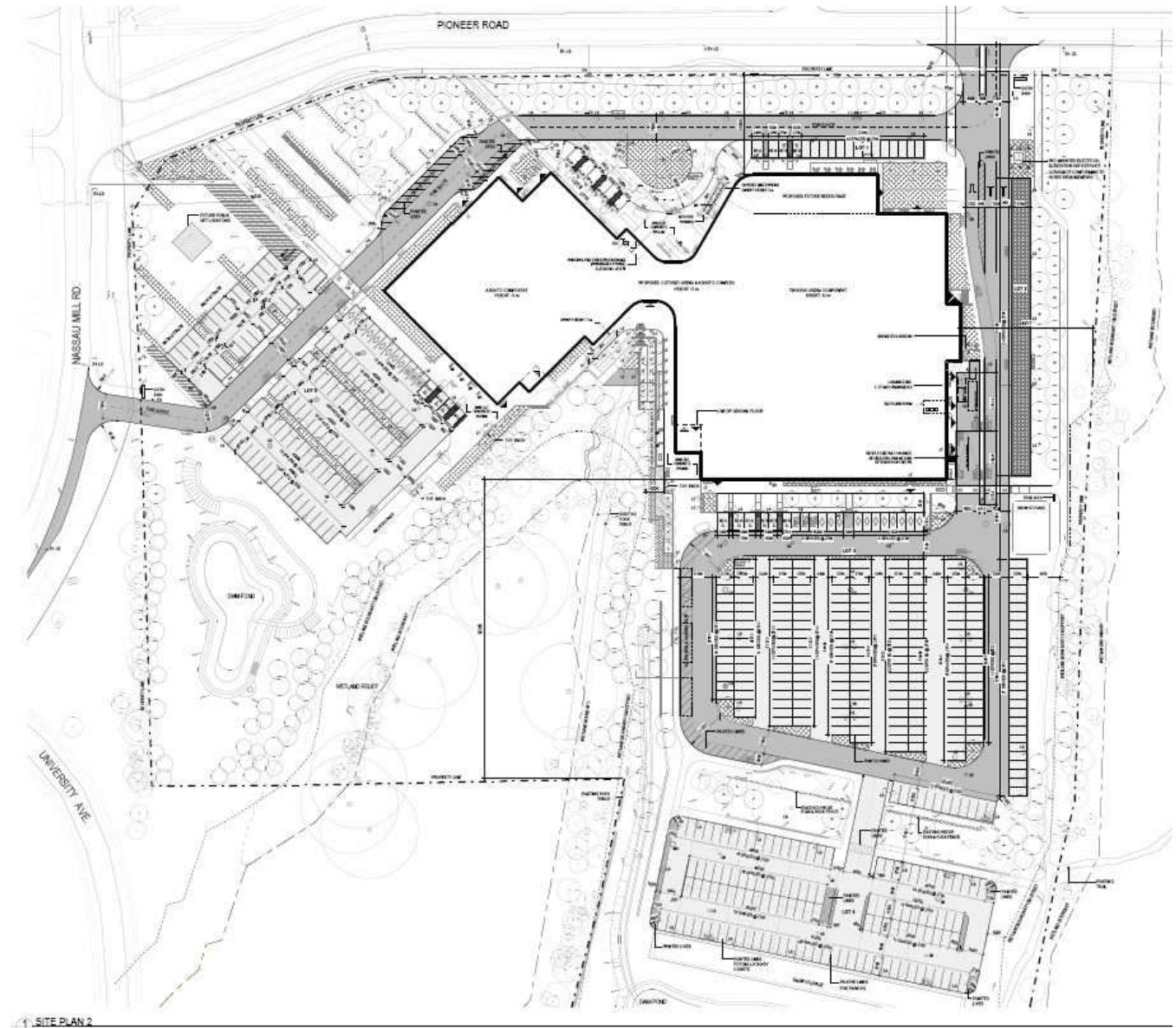


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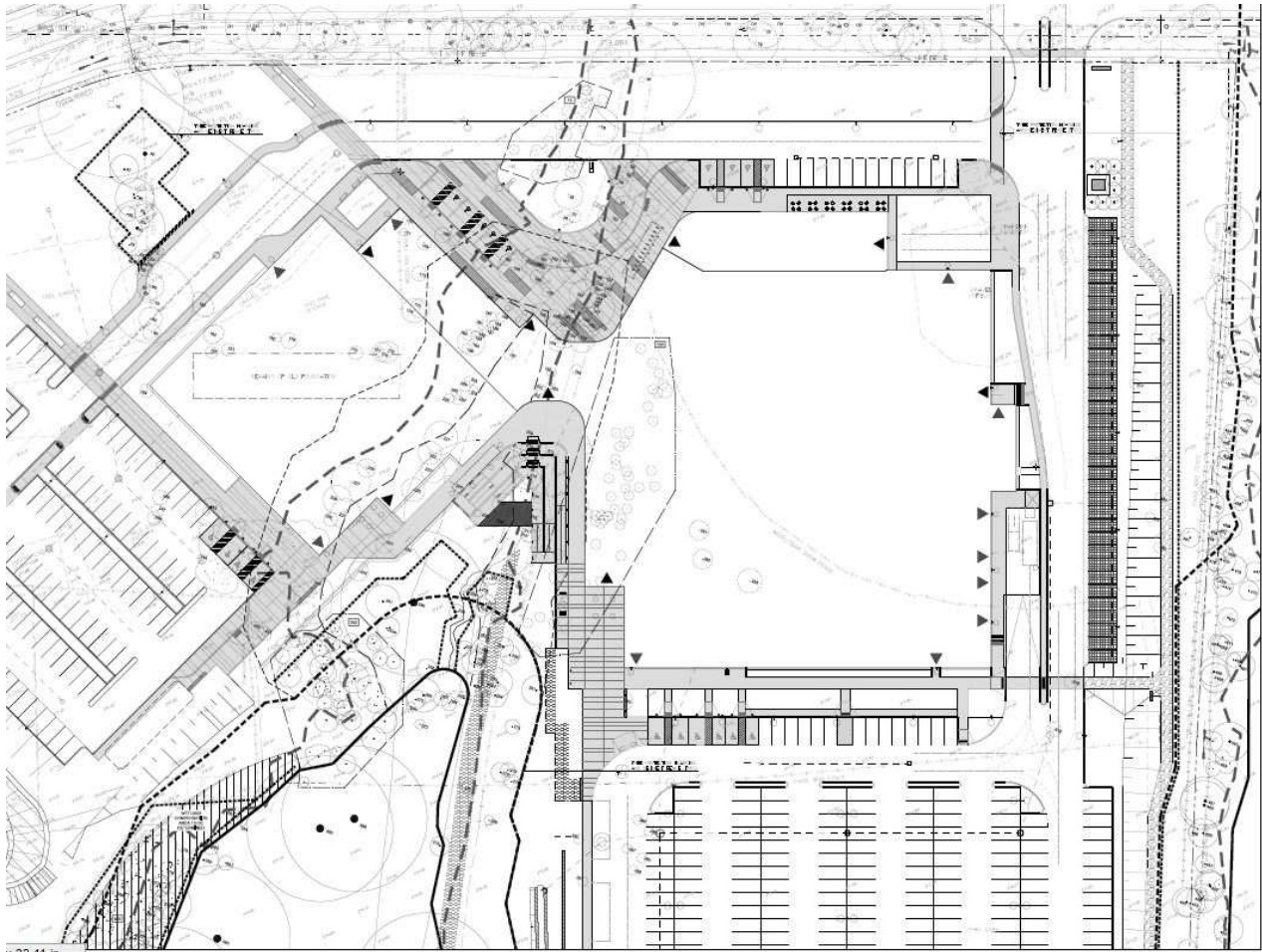
Map by: JEllis

0 70 140 280 420 Metres

## Exhibit B – Site Plan, Page 1 of 9

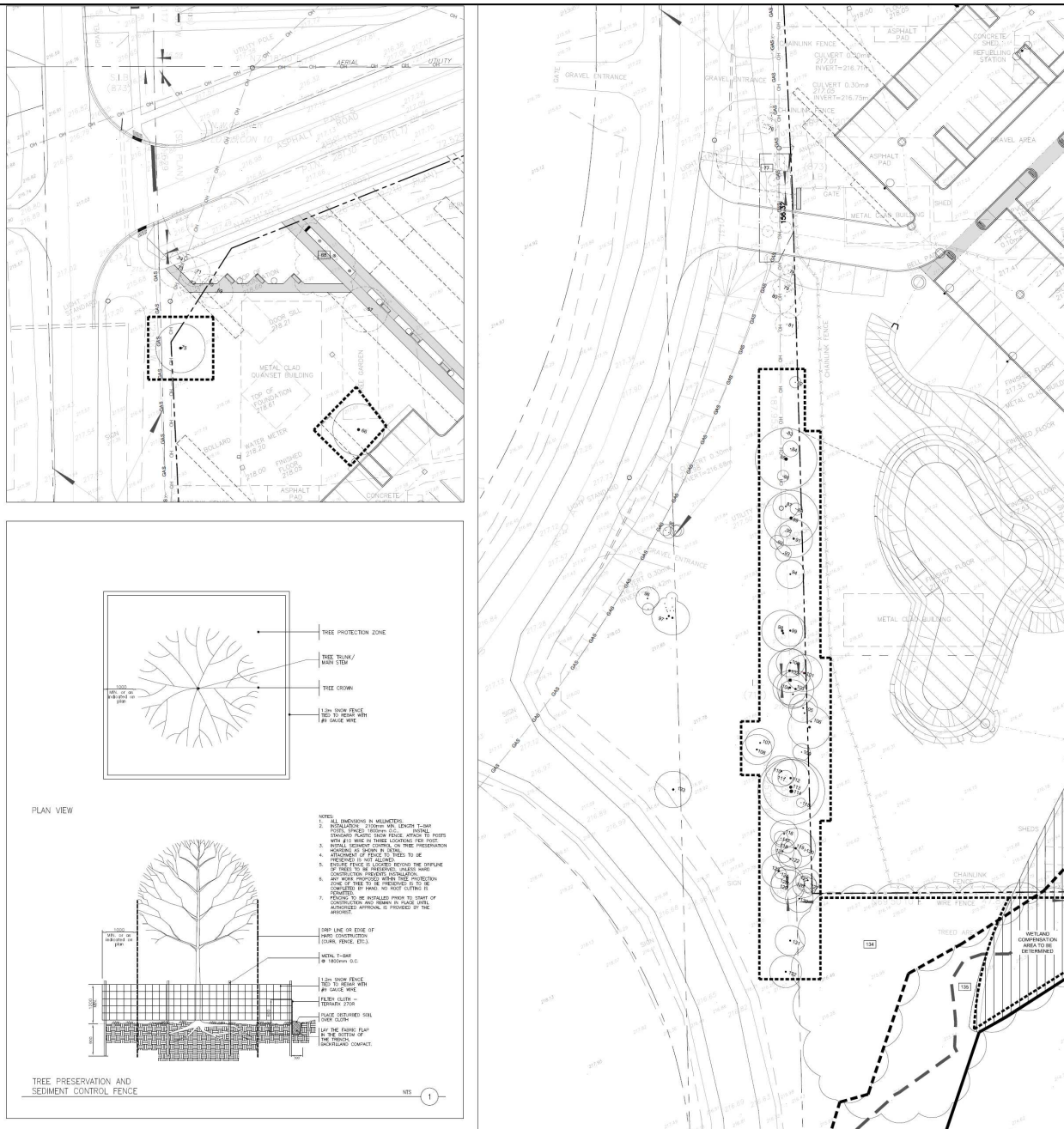


## Exhibit B – Site Plan, Page 2 of 9

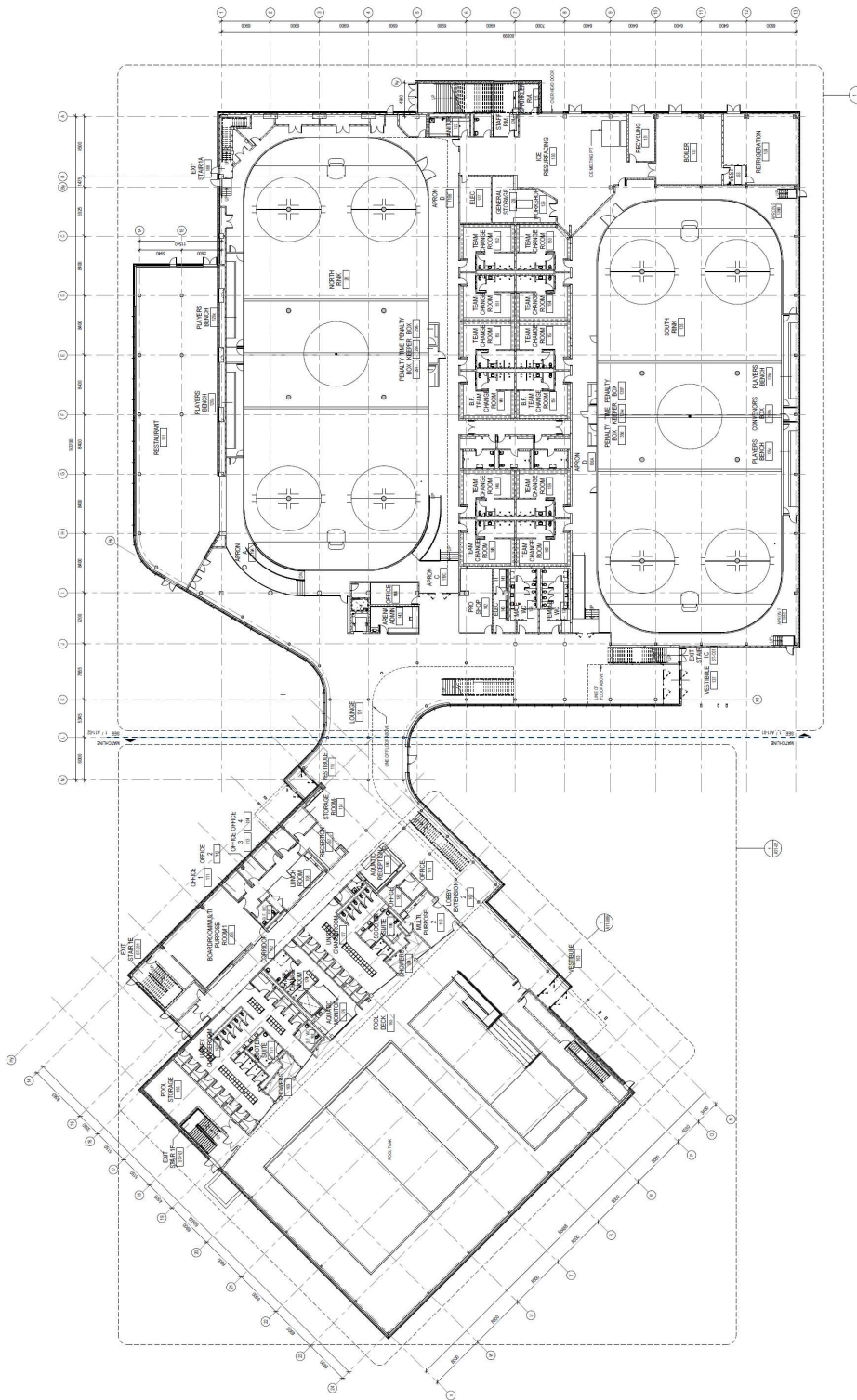


## Exhibit B – Site Plan, Page 3 of 9

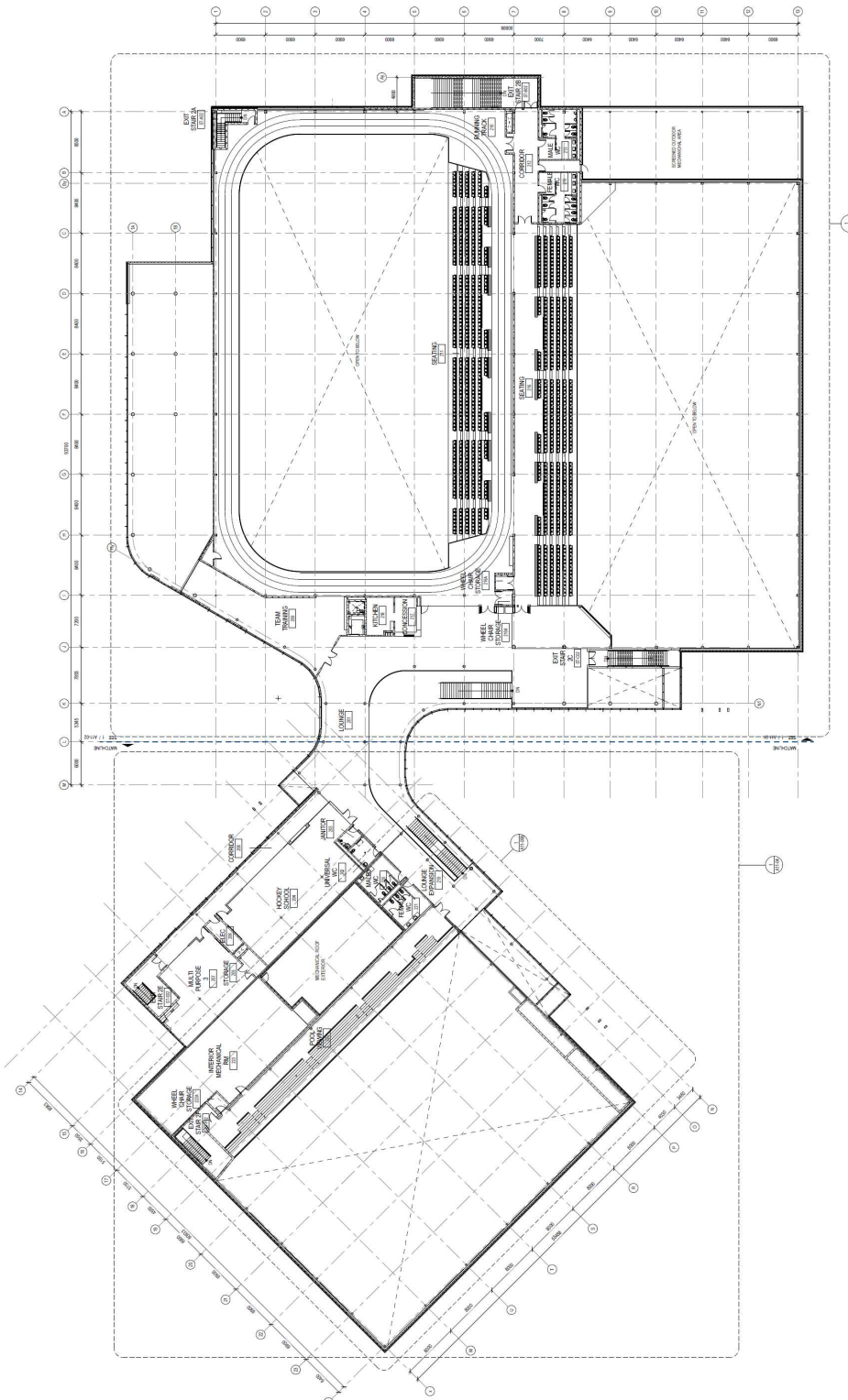




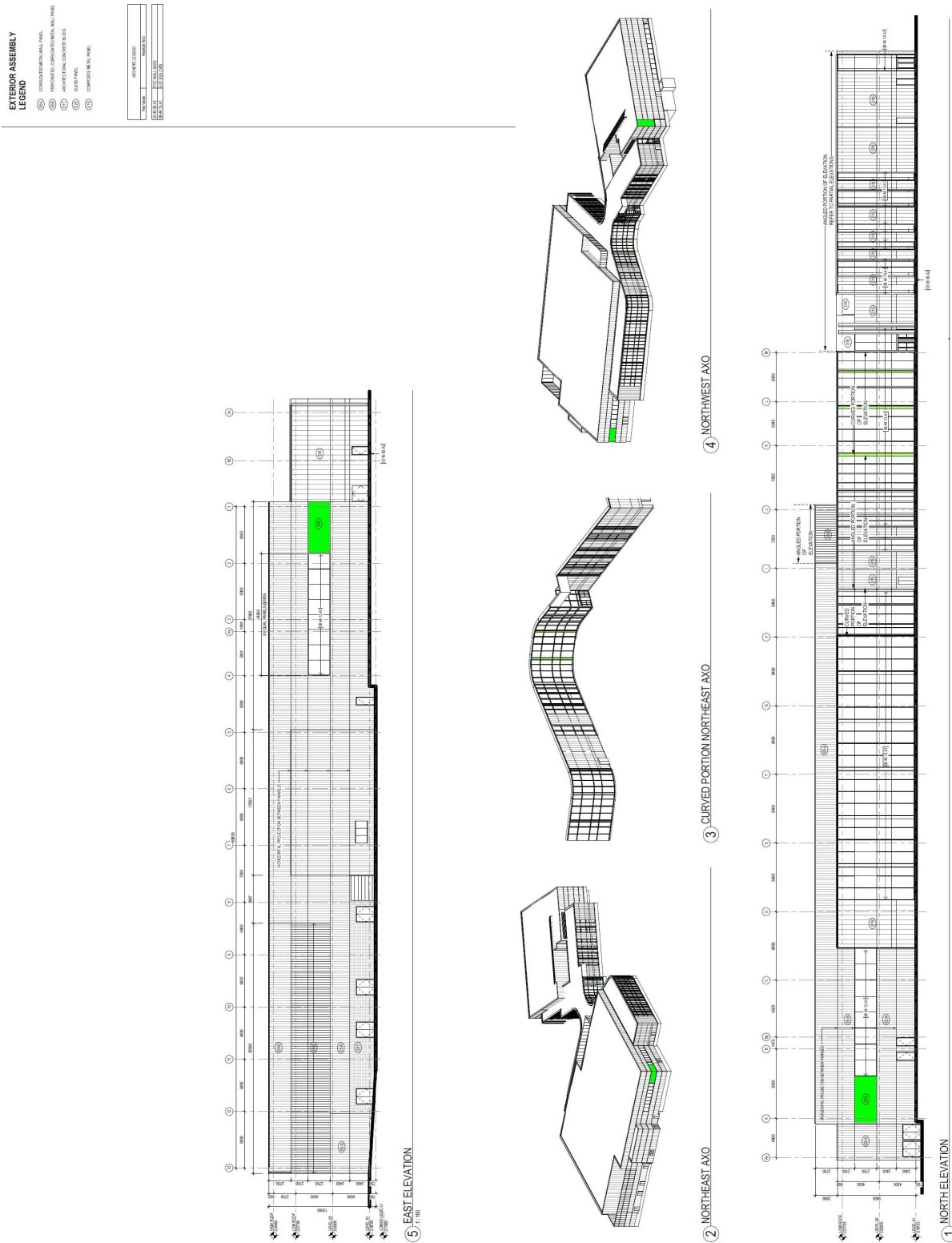
**Exhibit B – Site Plan, Page 5 of 9**



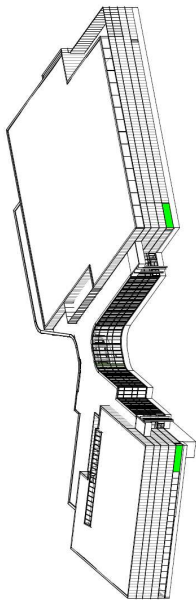
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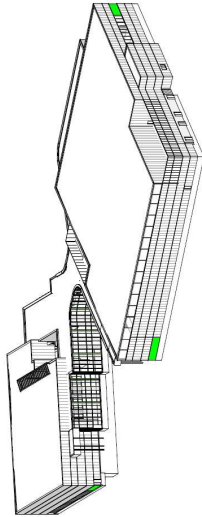
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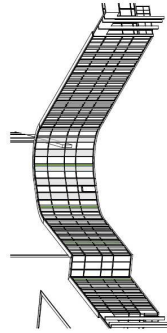
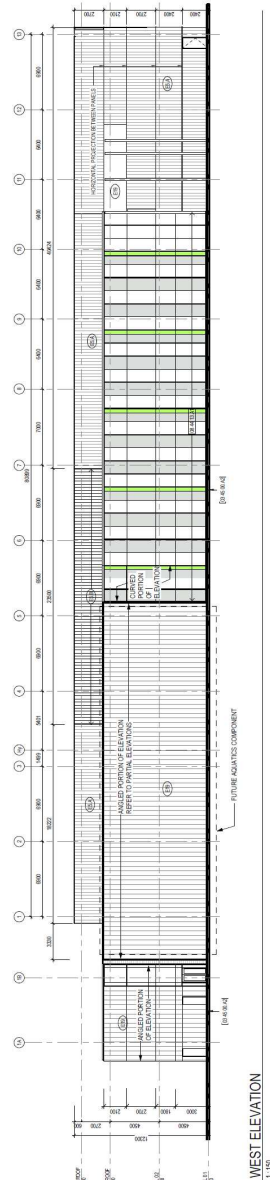
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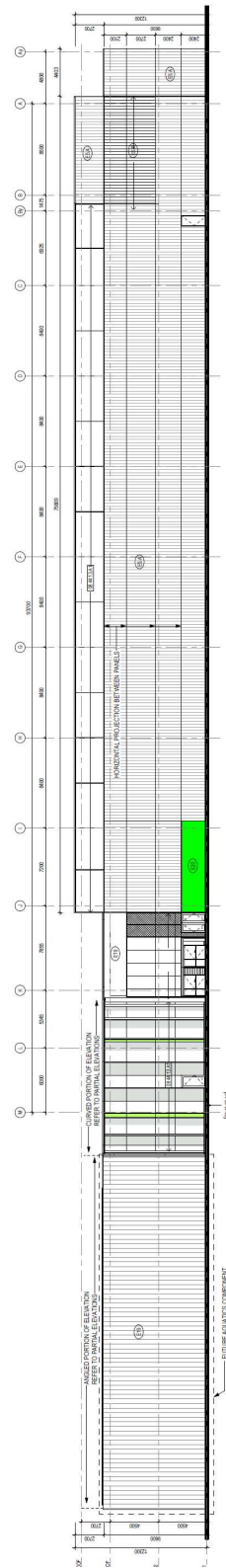
SOUTHWEST AXO



⑤ SOUTHEAST AXO



③ CURVED SOUTHEAST PORTION AXO



SOUTHELEVATION

**Exhibit B – Site Plan, Page 9 of 9**