

Brian Moss & Associates Ltd.

# Planning Rationale Report for 666 to 682 Liverpool Rd, Pickering

July 2025



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# Introduction

Brian Moss & Associates Ltd. has been retained by Plaza 6 Inc. to prepare planning applications and obtain the municipal approvals required to implement a proposed medium density development on the lands known as 666 Liverpool Road (including 666, 668, 672, 678 and 682 Liverpool Road) in Pickering (hereafter referred to as the “subject site”).

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The subject site is located west of Liverpool Road, north of Annland Street, and south of Commerce Street and east of Pleasant Street. Frenchman’s Bay is located west and south of the subject site, however it does not abut the property.

This Planning Rationale Report has been prepared in support of an application for an Official Plan Amendment (OPA), a zoning by-law amendment (ZBA), a draft plan of common element condominium and draft plan of subdivision.

The subject site is located within an urban residential area on lands designated for low density residential development (up to 30 dwellings per net hectare) in the City of Pickering Official Plan.

The proposed OPA will seek to change the designation from low density to medium density (over 30 dwellings per net hectare and up to 80 dwellings per net hectare) to accommodate the proposed development. The proposed zoning by-law amendment will seek to change the zoning to a suitable zone that reflects medium density residential. The draft plan of common element condominium and plan of subdivision will implement the development scheme.

In addition, an Amendment to the Neighbourhood Design Guidelines plan may be required. (Liverpool Road Waterfront Node, Development Guidelines).

This Planning Rationale Report will evaluate the merits of the proposal in the context of all applicable provincial, regional and city policies and assess the proposal's consistency and conformance to the same as applicable.

# 2.0 Site Description and Context

## 2.1 Subject Site

The subject site is located on Liverpool Road (related addresses as noted above) and is in the Bay Ridges neighbourhood of Pickering; being the community south of Bayly Street, east of Frenchman's Bay and west of Sandy Beach Road (and associated employment areas to the east) and Lake Ontario.

The site area is 0.39 hectares (0.97 acres).

## 2.2 Site - Existing Uses

The subject site currently contains one- and two-storey single detached homes.



Figure 1 –  
Subject site  
(red outline)  
and surrounding  
neighbourhood

## 2.3 Surrounding Area

The site is in the southwest portion of the Bay Ridges neighbourhood (Figure 2). Immediately surrounding the subject site on the north, south and west are predominantly one and two-storey single detached houses built from the 1930's (or earlier) through to new infill development of low and medium density housing forms, most with two to three storey structures. There has been moderate reinvestment in the community.

Most of the community was built in the 1960's and early 1970's as one of the first communities in urban Pickering. The development pattern is fashioned from prevailing subdivision patterns of the period.

Four single-detached houses (667, 675, 685 and 689 Liverpool Road) on the east side of Liverpool Road face the subject site. Three houses have one storey and the fourth has two storeys.

Copperworks - a small-scale manufacturer and installer of housing products, siding, eavestroughs, soffit and fascia - is located on the southeast corner of Commerce Street and Liverpool Road.

[Frenchman's Bay Ratepayers Memorial Park](#) is located on the north side of Commerce Street, east of Liverpool Road. The park includes nautical-themed playground equipment for children ages 5-10 years old. There is also a basketball court west of the playground and three benches throughout the park. The balance of the park is open space with a trail system within it.

A recent development by the Madison Group (on Gull Crossing) was redeveloped into medium density housing forms from a surplus school site (just north of Commerce Street).

The Liverpool frontage consists of 17 three storey townhouses with rear garages. There are no live/work units in the development.

South of the site at the intersection of Annland Street and Liverpool Road is a recently approved development (not yet built) consisting of 51 three-storey townhomes along with open space linkages. The 10 units fronting on Liverpool have potential for live-work units with a requirement of 60m<sup>2</sup> of non-residential on the main floor.

Further south of the site (west side of Liverpool Road) are three-storey townhomes with eight live/work units on Liverpool Road. A number of retail, personal service and light food and beverage businesses operate within these units. Units on the east side of Liverpool were also required to accommodate live/work units. The east side units are personal service and professional services, with less retail and food and beverage operations. These businesses seem to have matured over the last number of years and appear reasonably stable, serving the local and city-wide community with some turn over of businesses.

Both these developments were constructed in the late 1990s and early 2000's and are in a New England or Great Lakes architectural expression. The buildings are supplemented by hard landscaping, benches, waste receptacles, signage, on street parking and specialty lighting.

There are linkages to the waterfront at the south end of Liverpool Road (and related open spaces and parks) and to Frenchman's Bay on the west.

The balance of homes on Liverpool and surrounding streets are generally detached and vary in architecture and age.

There are a select number of homes in the immediate community that are larger, new homes built in the last 10 to 20 years where homes were replaced or sited on vacant lands.



# 3.0 Proposed Development

## 3.1 Description of Proposed Development

As shown in Figure 3, the proposed development consists of 21 three-storey townhomes with adequate resident parking (2 per home).

Blocks A and B will front on to Liverpool Road and will have six and four rear-lane townhome units, respectively. These units will have two-car garages accessible from the rear lane. There is a private amenity area above the garage of 8m<sup>2</sup> for each home.

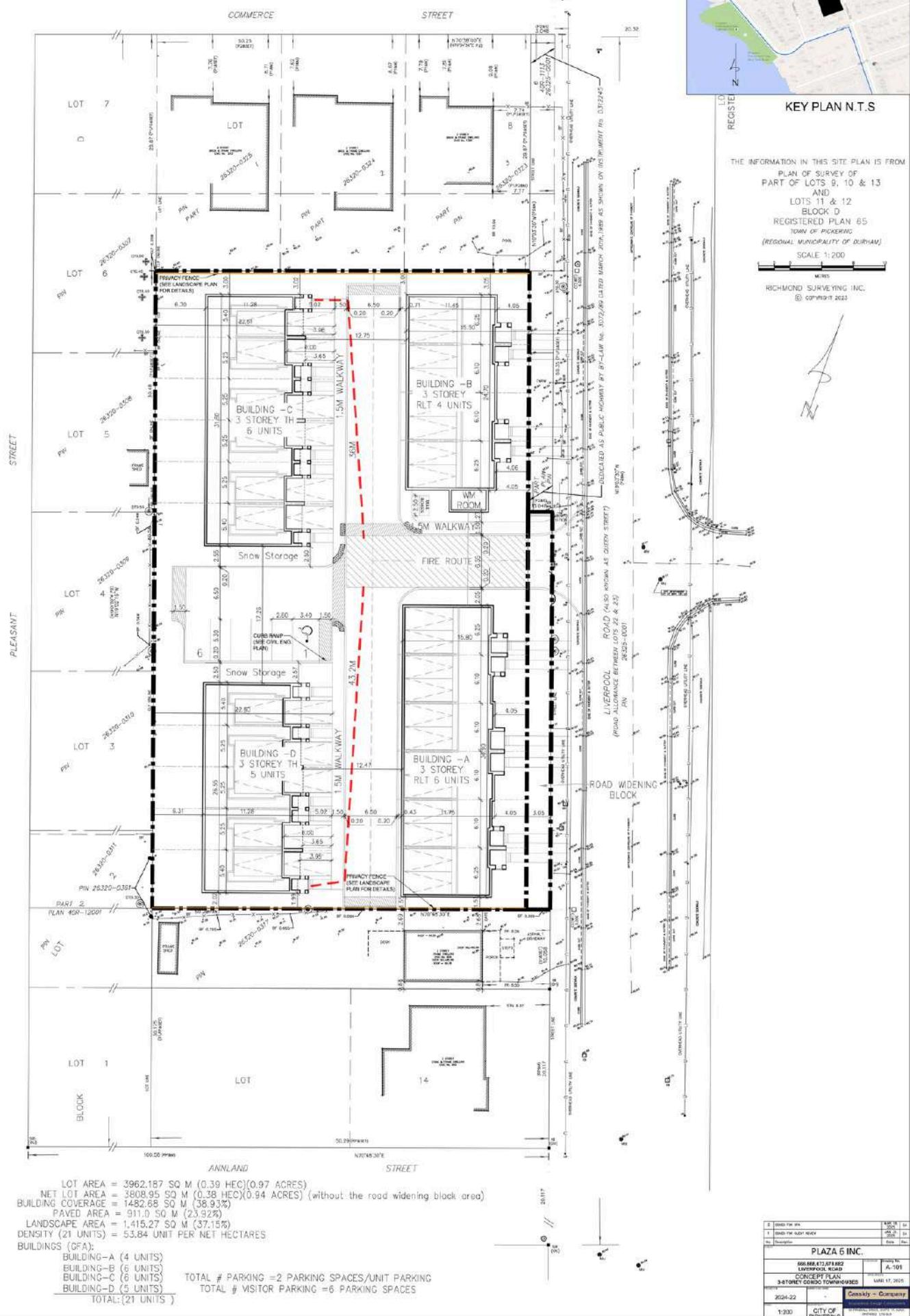
Blocks C and D will have six and five traditional townhomes, respectively, with garage parking for one vehicle and driveway parking for a second vehicle. The traditional townhomes will also have backyard 6.3m in depth, providing 33m<sup>2</sup> amenity area.

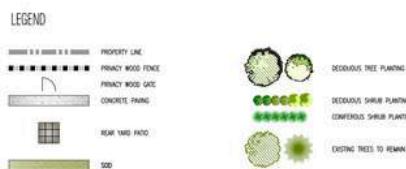
The site will also have six visitor parking spaces, including one accessible parking space. There is also parallel parking on the west side of Liverpool Road between Annland Street and Commerce Street. The driveway for the development will eliminate two spaces.

The development will be within a common element condominium corporation with private roads (6.5m in width).

The proposal will have a residential density of 53.8 units per net hectare. There is one access point proposed on Liverpool Road.

Figure 3 – Concept Plan





666-682 LIVERPOOL RD.  
PLAZA 6 INC.

## Figure 4 LANDSCAPE CONCEPT PLAN

APRIL 14, 2025  
SCALE 1:200



- Subject Lands
- Existing Parks
- Waterfront Trail System
- Sidewalks
- Site internal walkways

# 4.0 Planning Context

The following sections will demonstrate the proposed development's consistency with the Provincial Planning Statement and conformity to the Durham Regional Official Plan, the City of Pickering Official Plan, and the City of Pickering Bay Ridges Neighbourhood, Liverpool Road Waterfront Node Development Guidelines.

## 4.1 Provincial Planning Statement, October 2024

The Provincial Planning Statement (PPS) set forth by the Ontario government on August 20, 2024 and in force on October 20, 2024, aims to update and replace the Provincial Policy Statement (2020, issued under the Planning Act) and repeals A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2006, issued under the Places to Grow Act, 2005).

The PPS' vision is that Ontario will continue to be a great place to live, work and visit where all Ontarians enjoy a high standard of living and an exceptional quality of life. It also sets forth a goal by the province of getting at least 1.5 million homes built in Ontario by 2031.

Key PPS policies that are recognized and fulfilled by the proposed development outlined in this report include the following:

## 2.1 Planning for People and Homes

6. *Planning authorities should support the achievement of complete communities by:*

*a) accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses (including schools and associated child care facilities, long-term care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs;*

## 2.2. Housing

1. *Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by:*

*b) permitting and facilitating:*

*2. all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites (e.g., shopping malls and plazas) for residential use, development and introduction of new housing options within previously developed areas, and redevelopment, which results in a net increase in residential units in accordance with policy 2.3.1.3;*

*c) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation;*

## *2.3 Settlement Areas and Settlement Area Boundary Expansions*

*3. Planning authorities shall support general intensification and redevelopment to support the achievement of complete communities, including by planning for a range and mix of housing options and prioritizing planning and investment in the necessary infrastructure and public service facilities.*

## *2.4 Strategic Growth Areas*

### *2.4.1 General Policies for Strategic Growth Areas*

*1. Planning authorities are encouraged to identify and focus growth and development in strategic growth areas.*

*2. To support the achievement of complete communities, a range and mix of housing options, intensification and more mixed-use development, strategic growth areas should be planned:*

*a) to accommodate significant population and employment growth;*

*d) to support affordable, accessible, and equitable housing.*

## Policy Discussion - PPS

The proposed development would provide 21 three-storey townhomes adding to the existing housing stock in the Bay Ridges Neighbourhood. By offering medium density housing, the proposed redevelopment supports the PPS goals of intensification on currently low density residential lands within a settlement area.

In addition, the Pickering GO station is located 1.4 km north of the proposed lands making public transit trips or active transportation by walking or biking along Liverpool Road a viable option for future residents. There is also local (Durham Region Transit) bus service at Liverpool and Kronos Blvd, a short walk to the north (see Figure 6).

The PPS encourages land use developments that reduce vehicle dependence by offering alternate transportation options, such as active transportation, to support energy conservation, lower greenhouse gas emissions, and improve air quality with the overall intention of preparing for the impacts of a changing climate.

The site is also within 1.5 km of Pickering's City Centre (within the southern-most boundary being at Bayly Street and Liverpool Road), complete with a wide variety of retail/commercial/personal service and medical facilities and a growing cluster of higher density apartments.

The site is also in proximity to the Pickering waterfront which has an array of services and recreational opportunities.

The development will make use of existing physical infrastructure of roads and hard services and existing nearby parks.

In summary, the proposed development aligns with the vision and policies laid out in the PPS.

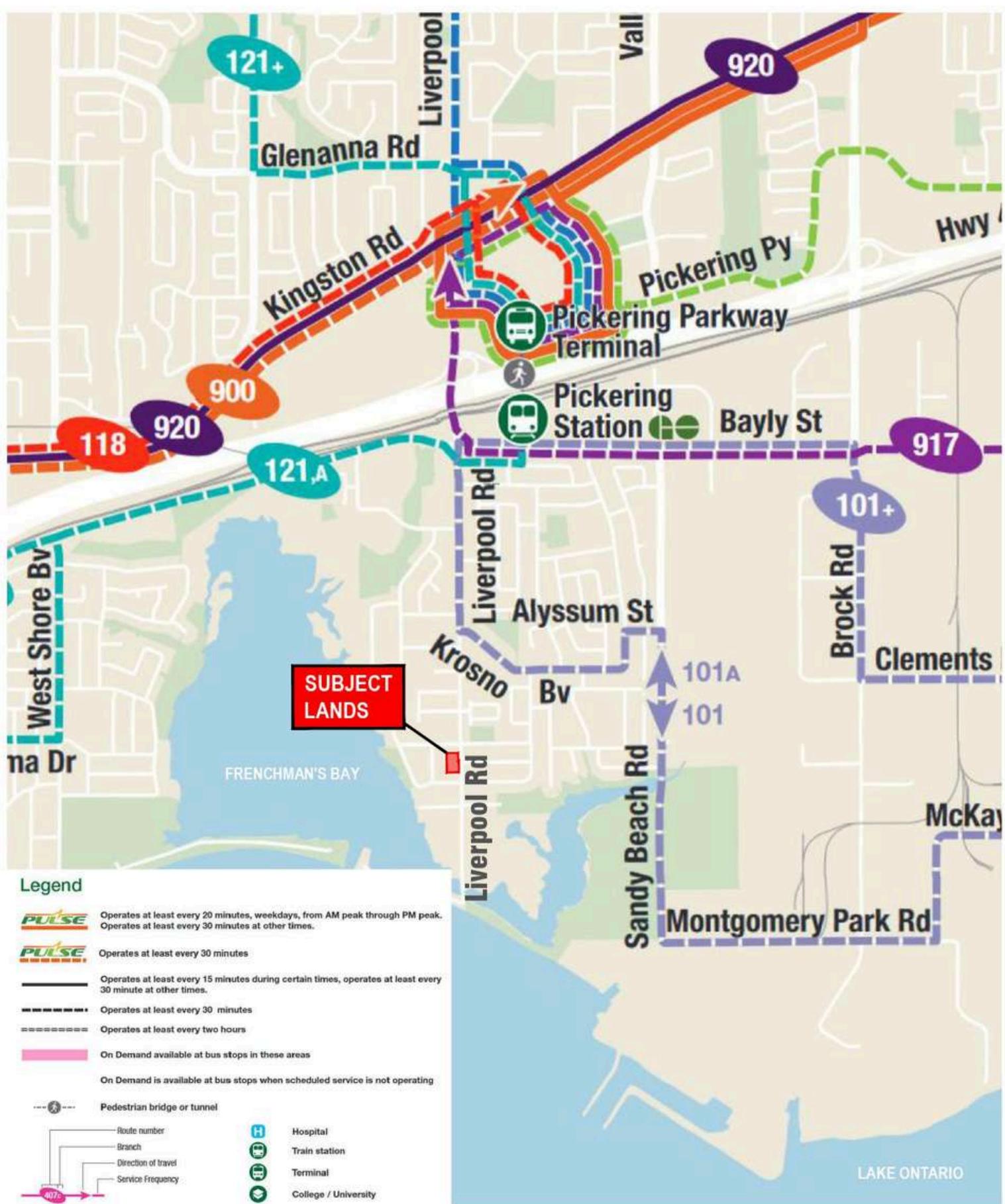
666, 668, 672, 678 & 682

Liverpool Road

City of Pickering

FIGURE 6

Public Transit Infrastructure



## 4.2 Envision Durham / Durham Region Official Plan

The site is subject to the Durham Regional Official Plan (ROP), as amended, also referred to as Envision Durham. The Regional OP was adopted by Regional Council on May 17, 2023 and was approved by the Ministry of Municipal Affairs & Housing on Sept. 3, 2024. The Consolidated December 13, 2024, plan is referenced in this report. Envision Durham outlines a comprehensive framework of new and revised policies to guide future growth and development in Durham Region to 2051.

The ROP guides decisions on long-term growth and development, providing policies to ensure an improved quality of life, as well as securing the health, safety, convenience and well-being of present and future residents of the region.

Per Map 1. Regional Structure – Urban & Rural Systems of the ROP, the subject property is located inside the Urban System and is designated a “Community Area” (see Figure 7).

Chapter 3 of Envision Durham outlines goals, objectives and policies for creating and supporting healthy communities.

### Goals:

- I. *Provide a wide range of diverse housing options by type, size and tenure, including affordable and special needs housing.*
- II. *Prepare built and natural environments to be low carbon and climate resilient.*
- III. *Plan for complete communities that improve the quality of life for residents.*
- IV. *Enhance community health, safety and well-being by planning for sufficient community services.*
- V. *Recognize the diversity of Durham’s population and ensure residents have access to healthy built, social, economic and natural environments that enable opportunities to live to their fullest potential, regardless of race, ethnicity, gender, income, age and ability.*

Figure 7 – Durham Regional Official Plan Map 1. Regional Structure – Urban & Rural Systems



**Official Plan of the  
Regional Municipality  
of Durham**

**Map 1.**

**Regional Structure – Urban & Rural Systems**

Urban System	Rural System
Urban Area Boundary	Hamlets
2051 Urban Expansion Areas	Country Residential Subdivision
Urban Growth Centres (UGC)	Rural Employment Areas
Protected Major Transit Station Area (PMTSA)	Shoreline Residential
UGC / PMTSA Overlap	Prime Agricultural Areas
Regional Centres	
Rapid Transit Corridor	
Regional Corridor	
Rural Regional Centres	
Waterfront Place	
Community Areas	
Employment Areas	
Rapid Transit Corridor - Employment	
Delineated Built Boundary	
Former Hamlet Areas	
Greennlands System	
Major Open Space Areas	
Waterfront Areas	
Oak Ridges Moraine	
Greenbelt Boundary (excluding Urban River Valleys)	
	<i>Adopted by Regional Council, as Amended</i>



0 5 10 15  
Kilometres

### *3.1 Diverse & Available Supply of Housing*

*The Region supports increasing the range and mix of diverse housing opportunities, including affordable and special needs housing, and prioritizes the availability of housing options that are appropriate for households in various socioeconomic conditions and for people of all ages and abilities.*

*Objectives:*

- i. Ensure an adequate supply of housing units and land to accommodate growth in Durham.*
- ii. Support the provision of an appropriate range and mix of housing options, including special needs housing, affordable housing and additional residential units.*
- iii. Promote residential growth in the region by prioritizing intensification of existing residential areas.*

*Policies:*

*Housing Supply*

*3.1.3 Support opportunities to ensure that a wide range of affordable and market-based housing options are provided in Urban Areas. Outside of Urban Areas, housing options shall be locally appropriate and consistent with the character of the area.*

*3.1.4 Support opportunities to increase the supply of housing in Urban Areas to reflect market demand through intensification, considering the adequacy of municipal services and the physical potential of the housing stock.*

Chapter 5 of Envision Durham outlines policies for a vibrant urban system. It states:

*Durham's Urban Areas are where most residents and businesses will reside and where the majority of future growth is directed.*

They should meet the following goals:

*I. Establish a vibrant Urban System that supports the development of compact, efficient and complete communities characterized by a mix of uses, a full range of housing options, transit and active transportation linkages and pedestrian-oriented built form that is accessible to all abilities and ages.*

*VII. Promote intensification and development that optimizes infrastructure, public service facilities and supports the achievement of transit supportive densities.*

Section 5.4 Community Areas provides objectives and policies for areas with this designation.

*Community Areas are intended to offer a complete living environment for Durham's residents. They are comprised of housing, commercial uses such as retail shopping and personal service uses, offices, institutional uses, community uses, and public service facilities such as schools, libraries and hospitals, as well as an array of cultural and recreational uses.*

Objective:

*i. Ensure Community Areas develop as complete communities, providing a range of housing, transportation and lifestyle choices, and creating opportunities for residents to live, shop, work and access services and amenities within their community.*

Policies:

*It is the policy of Council to:*

*5.4.2 Plan Community Areas for a variety of housing types, sizes and tenures within connected neighbourhoods that include population-serving uses such as commercial, retail (including major retail), personal service uses, home businesses, recreational uses, public service facilities, institutional uses and office uses, provided such uses are appropriately located and compatible with their surroundings.*

## Policy Discussion - Durham Region Official Plan

The proposed compact, medium-density residential development at 666 Liverpool Road will add to the current housing stock within a highly sought-after neighbourhood in Pickering (Bay Ridges). The existing low-density, five one- and two-storey homes will be redeveloped to 21 three-storey townhouses.

This intensification in an existing residential area (3.1.iii) is supported by the ROP because it will help increase the housing supply (3.1.3 and 3.1.4) in southern Pickering.

It will also contribute to the goal of a vibrant urban system by providing housing in an area where transit and active transportation linkages and pedestrian-oriented built form already exist and may continue to improve into the future.

The site is also located within close proximity (walking distance) to the Pickering Nautical Village which provides opportunity for shopping and leisure.

This area is also known for its proximity to recreational activities on and around Lake Ontario, Frenchman's Bay, the waterfront including views and parks, and the waterfront trail.

## 4.3 City of Pickering Official Plan (Edition 9)

The City of Pickering Official Plan (the OP) was adopted by City Council on March 3, 1997, and was approved with modifications and deferrals by Regional Council on September 24, 1997. It came into partial effect on October 21, 1997. Edition 9 includes amendments to the OP up to March 2022.

The Official Plan's land use and built form goals, objectives, and policies establish the framework for the future growth and development of the City. The vision for the City includes building Pickering in a manner that meets the needs of its people, that sustains healthy urban and rural settings, and that creates a unique community that is interconnected with all other places.

Chapter 1 of the OP sets out guiding principles for growth and development in the City.

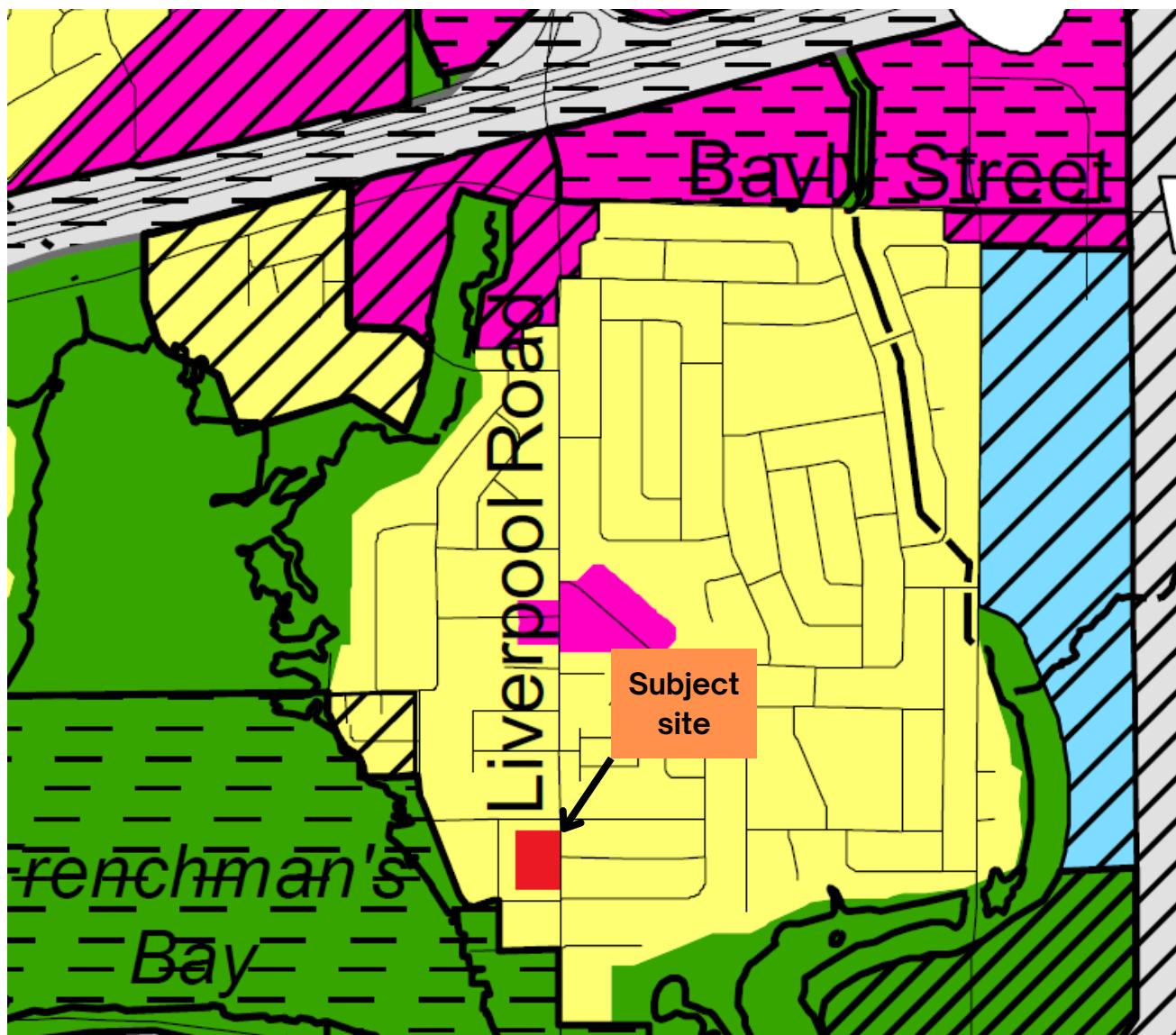
The guiding principles that are relevant to the proposed development are as follows:

### *Guiding Principles*

*1.3 City Council recognizes the following as its guiding principles in planning Pickering's future growth and development,*

- (a) to meet people's needs while ensuring environmentally appropriate actions;*
- (b) to become more self-sufficient while seeking broader connections;*
- (c) to support individual rights while upholding community goals;*
- (d) to welcome diversity while respecting local context; and*
- (e) to manage change while recognizing uncertainty*

Figure 8 – Pickering Official Plan Schedule 1 – Land Use



Schedule 1 to the  
**Pickering  
 Official Plan**

Edition 9



Sheet 1 of 3

City of Pickering  
 City Development Department  
 2019  
 This Map Forms Part of Section 1 of the Pickering Official Plan and  
 Must be Read in Conjunction with the Other Schedules and the Text.

Open Space System	
Seaton Natural Heritage System	
Natural Areas	
Active Recreational Areas	
Marina Areas	
Hamlet Heritage Open Space	

Rural Settlements	
Rural Clusters	
Rural Hamlets	

**Land Use Structure**

Urban Residential Areas	
Low Density Areas	
Medium Density Areas	
High Density Areas	

Mixed Use Areas	
Local Nodes	
Community Nodes	
Mixed Corridors	
Specialty Retailing Node	
City Centre	

Employment Areas	
General Employment	
Prestige Employment	
Mixed Employment	

Freeways and Major Utilities	
Controlled Access Areas	
Potential Multi Use Areas	

Seaton Symbols	
DP	District Park
CP	Community Park
HS	High School

Other Designations	
PA	Prime Agricultural Areas
D1	Deferrals

Greenbelt Boundary	
--------------------	--

## Policy Discussion - Pickering Official Plan

The proposed development is in line with the guiding principles. It supports the needs of current and future residents by adding to the housing supply. It promotes the creation of complete communities and reinvestment in a desirable neighbourhood on underutilized lands.

The subject property is designated “Urban Residential Areas – Low Density Areas” (see Figure 7).

The OP states that urban residential areas are to be used primarily for housing and related uses. Urban residential areas are differentiated based on net residential density (the number of residential dwellings per net residential ha). Low, medium and high density areas are distinguished. Most of the residential areas in south Pickering, including the subject property, are designated low density.

The OP indicates that a low density area may have up to and including 30 dwellings per net ha. In comparison, a medium density area may have over 30 and up to and including 80 dwellings per net ha, and a high density area may have over 80 and up to and including 140 dwellings per net ha.

The proposed development of 21 townhouse units on a 0.39ha site area will have a density of 53.8 units (or dwellings) per ha and would require a medium density designation.

The development consists of two types of townhome form, being three-storeys in height. The first, Blocks A and B, will have five and four rear-lane townhome units, respectively. These units will have two-car garages accessible from the rear lane.

The second, Blocks C and D, will have six and seven traditional townhomes, respectively, with garage parking for one vehicle and driveway parking for a second vehicle.

The requested official plan amendment (OPA) will designate all lands as medium density residential.

## 4.4 City of Pickering Bay Ridges Neighbourhood

The subject site is located in the Bay Ridges neighbourhood in Pickering. The community consists of a mix of detached, semi-detached, townhouse and apartment dwellings, with most of the housing being built in the 1960s and later, along with recent newer investment in the community.

Specific policies for the Bay Ridges neighbourhood are outlined in the City of Pickering's Official Plan, Edition 9. According to city policy, Bay Ridges Neighbourhood Policies (p. 186 & 188):

*12.5 City Council shall:*

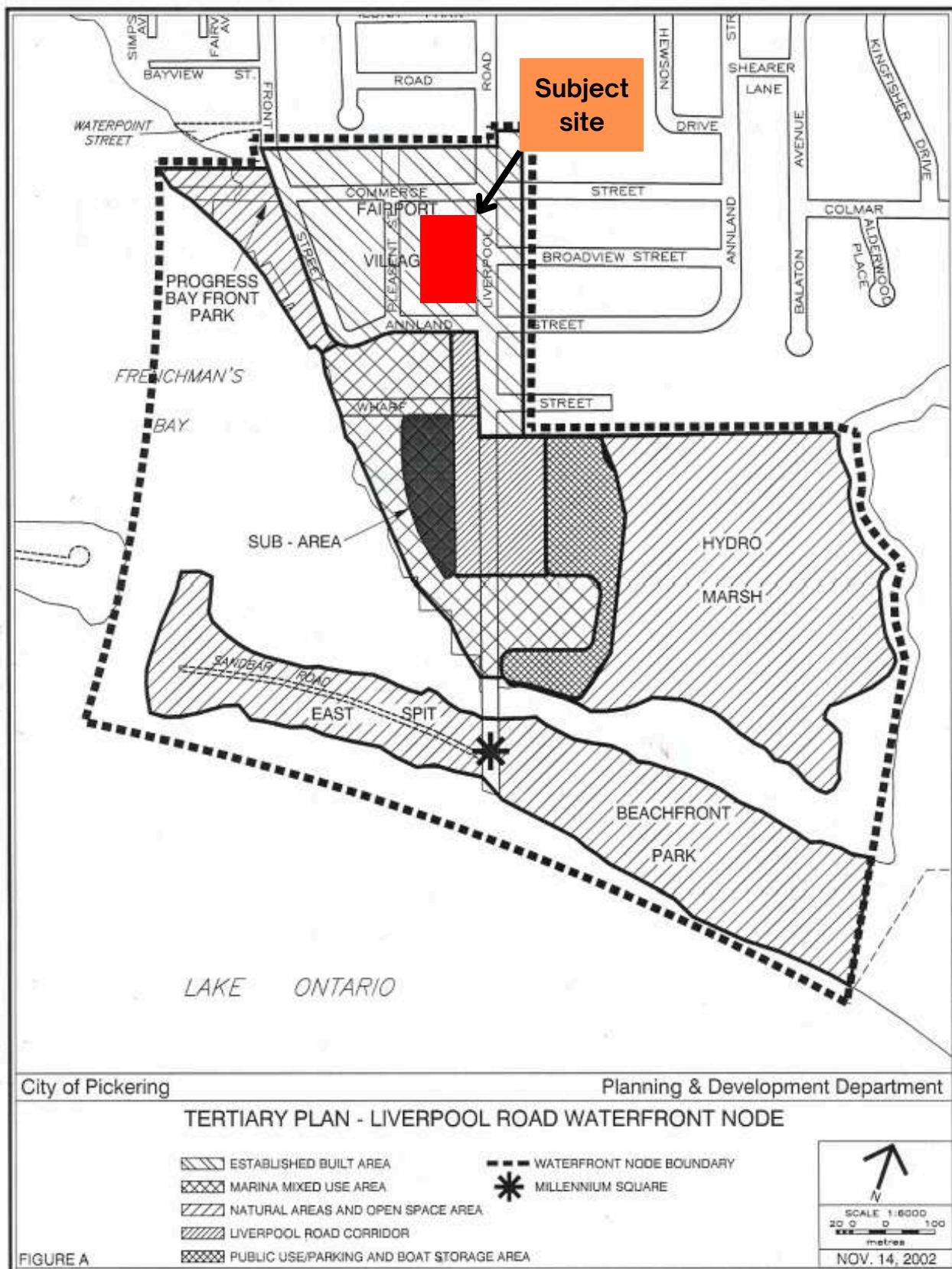
*(c) require that future development within the Waterfront Node capitalize upon these unique attributes, which include Frenchman's Bay, Lake Ontario, the Hydro Marsh, City parks, Millennium Square, marine activities, and the historic Village of Fairport;*

*(d) for lands within the Waterfront Node, require building forms and public space to 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;*

The subject site is located within the waterfront node boundary and, therefore, will conform to the Liverpool Road Waterfront Node Development Guidelines (see Figure 9).

As per the guidelines, “The guiding vision for the entire Node is that of a ‘Great Lakes Nautical Village’ with a mix of uses and an ambiance that is inviting. The Village should be an interesting place to live, work, and visit” (C1.2, p. 1).

Figure 9 – Liverpool Road Waterfront Node Map



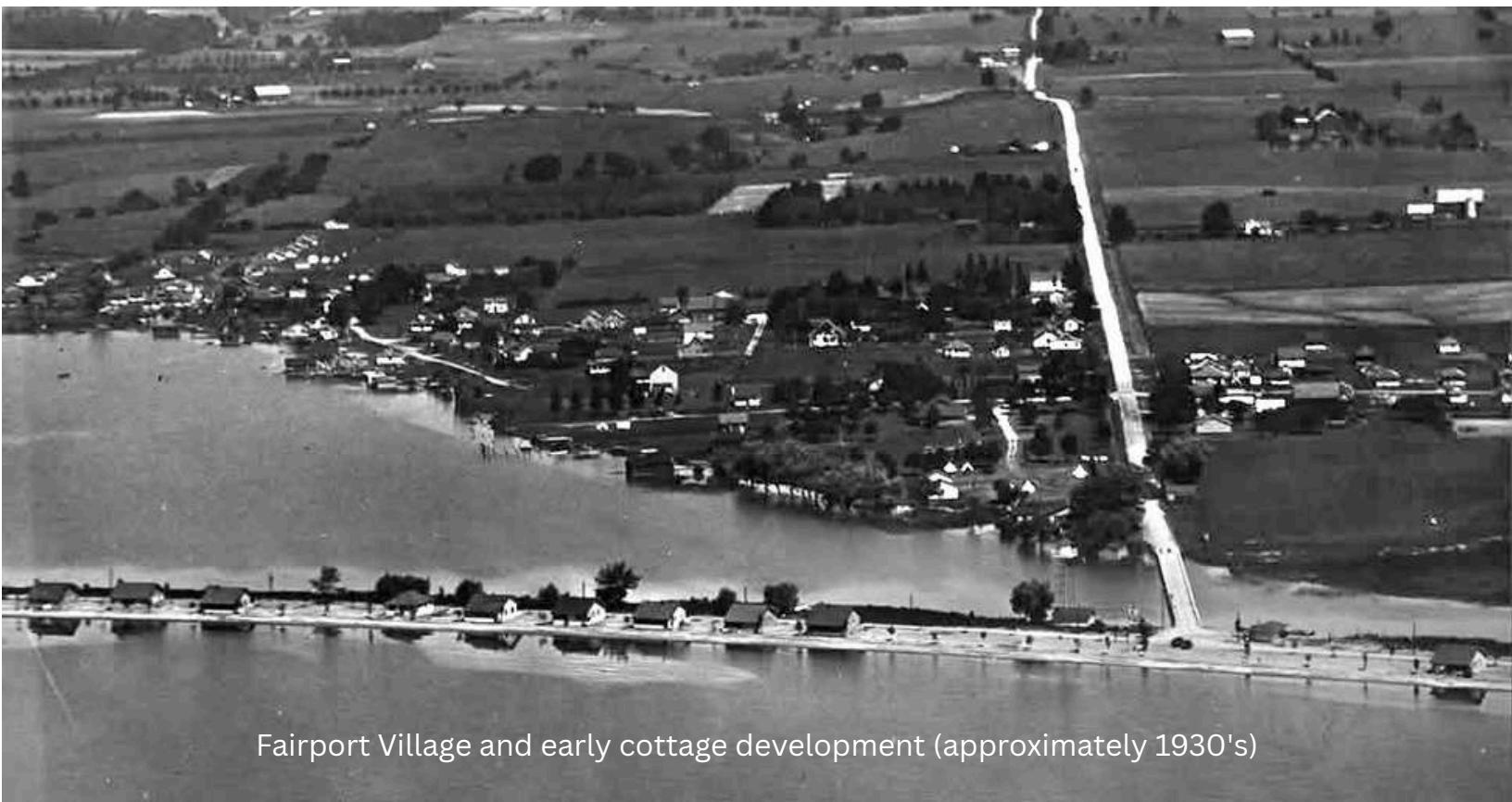
## 4.5 Liverpool Road Waterfront Node Development Guidelines (January 2002)

The development guidelines' Tertiary Plan provides direction on land use and urban design elements within the waterfront node (see Figure 9).

The overall design intent for the Node is a 'nautical themed village' and polishing a 'diamond in the rough' recognizing the area's history with the lake and bay.

The urban design principles most relevant are:

- An animated streetscape, with emphasis on the pedestrian realm
- High quality architecture in new buildings
- A rational hierarchy of local roads, sidewalks and trails
- Use of rear lanes to minimize driveways along Liverpool Road
- Sidewalk along Liverpool to be highly developed for the safety and comfort of pedestrians



Fairport Village and early cottage development (approximately 1930's)

- Buildings along Liverpool will be built close to the street without too much variation in setback to provide ‘containment’ of the street
- Exteriors to incorporate balconies, decks, covered entrances, pedestrian scale doorways, awnings, window boxes
- The streetscape to include paving materials, lighting, street furniture and relevant signage

The concept plan (see Figure 3 and 4) integrates these elements into the proposed development and will be further developed at the site plan application stage.

The subject site is within the ‘Established Built Area’ on the Tertiary Plan and is subject to development guidelines:

#### *C1.3.2 Established Built Area*

*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.*

While this proposal does not contemplate adding the activities noted above, it adds to housing supply through intensification which is encouraged at the highest level in the Provincial Planning Statement, noted earlier. It also adds a population base to support such additional uses.

The Guidelines do not require the integration of mixed use or commercial uses in the ‘established built area’. The proposal is for residential purposes.

Section C1.4.4 speaks to the City's built form vision for the lands located in this area, with emphasis given to high quality architectural design, being pedestrian friendly, enhanced flankage elevations, as well as materials, rooflines, design elements and details of new buildings that incorporate a "Great Lakes Nautical Village" theme. Of importance and relevance to the Liverpool Road facing part of this proposed development, the guidelines note:

*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. (p. 9)*

*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. (p. 10)*

## 4.6 City of Pickering Zoning By-Law

The current zoning for the site reflects the 5 detached homes on the property. The designation is R1E with associated development standards. (See zoning bylaw map below).



The proposal will require a designation in the R3B category for street townhomes. A site specific bylaw will be designed to reflect the development proposal and will be listed as an exception to the overall bylaw, being By-law 8149/24, approved in December 2024.

Suggested standards are as follows:

- Minimum lot area – 95m<sup>2</sup> (Buildings A and B)
- Minimum lot area – 115m<sup>2</sup> (Buildings C and D)
- Minimum lot frontage – 6.1m (Buildings A and B)
- Minimum lot frontage – 5.25m (Buildings C and D)
- Front yard setback – 4m (Buildings A and B)
- Front yard setback – 3.5m (Buildings C and D)
- Interior side yard – 1.2m
- Exterior side yard – 2.7m
- Other sideyards – 1.5m
- Minimum Rear yard – 6.3m (Buildings C and D)
- Minimum Amenity area – 7.3m<sup>2</sup> (Buildings A and B)
- Minimum Amenity area (at grade) – 32m<sup>2</sup> (Buildings C and D)
- Maximum lot coverage – 52% (Buildings C and D)
- Maximum lot coverage – 73% (Buildings A and B)
- Maximum height limit – 12m
- Minimum landscape area – 10% (Buildings A and B)
- Minimum landscape area – 25% (Buildings C and D)

# 5.0 Urban Design Response

The development responds to its surrounding urban environment and the Liverpool Road Waterfront Node Development Guidelines.

There are a row of townhomes that front Liverpool Road. They are set 4.0m from the road right of way, similar to other infill sites (Mason Homes on former school site, just north of Commerce Street) and replicating existing homes to the south.

The first row of homes are oriented to Liverpool Road with individual addresses and walkways to the sidewalk on Liverpool Road. Parking for the units is in garages accessed from an internal road. Outdoor amenity areas are located above the garage area in the rear of the unit.

Units are paired in the elevations with a common roof element in both buildings fronting Liverpool Road to provide a rhythm to the elevations. The elevations are intended to follow a nautical theme (see Figure 10 and 11).

The internal units are traditional townhomes with front garages and paired entries. The units have outdoor amenity areas in a rear yard. (6.3m in depth) In addition, the main floor (second) has a balcony and the primary bedroom has a small balcony on the third level (see Figures 12 and 13).

While not identical, the architectural style is meant to be complementary to the units facing Liverpool Road.

All vehicles are in garages or driveways. Visitor parking is in a rear central area of the site and is removed from the Liverpool Road frontage.

The buildings are set back from the rear yards of the single family homes to the north by 3m with landscaping and a proposed privacy fence. The grade of the units match the single family homes.

To the south, a setback of 1.5m to 2.0m is proposed with a privacy fence. The grade of the units here are approximately .6m above the units to the south.

Homes on the east side of Pleasant Street are on large lots (both in width and depth) with some mature trees on the properties. The rear yards are 15 to 20m in depth from the rear of the home.

### *5.1 Shadow Studies*

The submission includes shadow studies from March, June, September and December, showing the range of seasonal shadowing.

The least impactful shadow is June. A shadow is cast in the front yards to the east of the site by 7pm. During June, the morning shadow covers some of the rear yards from homes on Pleasant Street but not the dwellings or windows.

In December, there is shadowing of rear yards on Commerce Street and moving across these 3 lots through the day. The shadow extends east of Liverpool Road prior to sunset about 4pm.

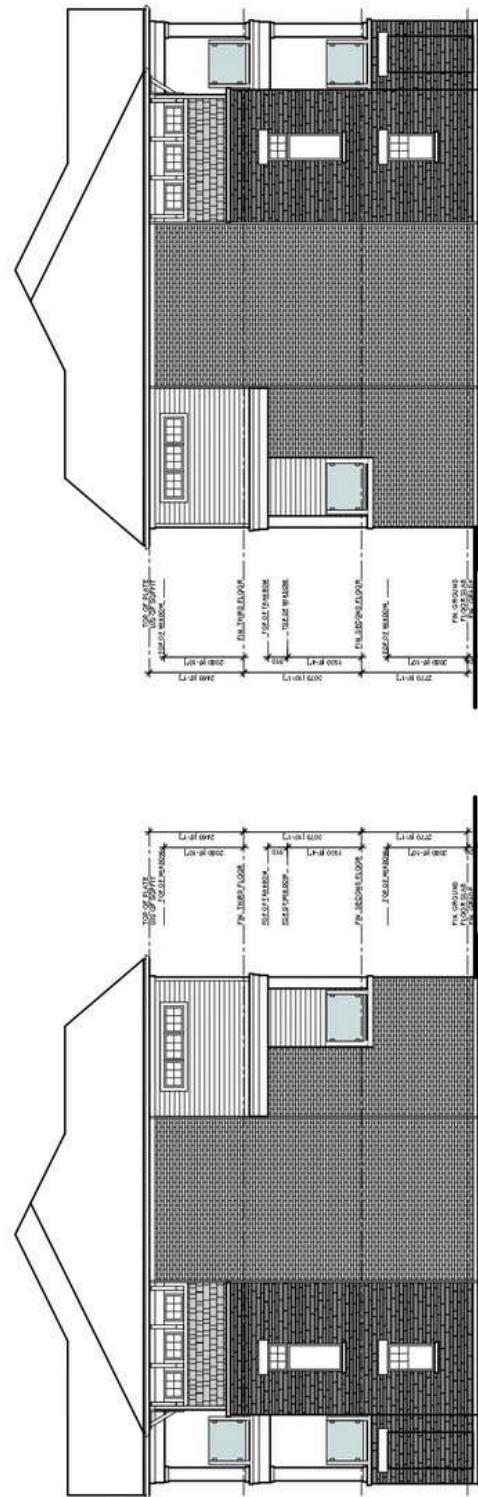
The studies follow in Figures 14-1 to 14-4.



FIGURE 10-1



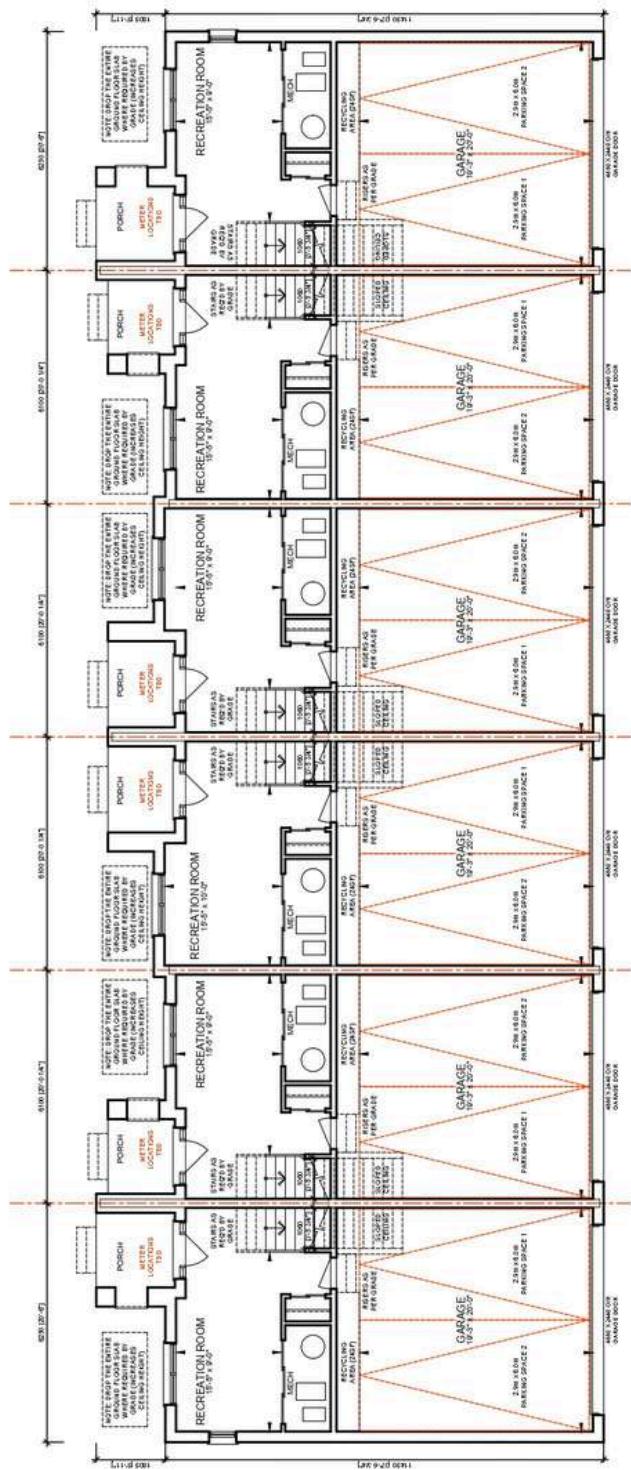
FIGURE 10-2



SIDE ELEVATIONS - BUILDING A

<b>PLAZA 6 INC.</b>		<b>CASSIDY + COMPANY</b>	
No.	Description	ELEVATION	Drawing No.
3	ISSUED FOR SPA	FEB 10, 2025	JAN 31, 2025
2	ISSUED FOR CLIENT REVIEW	JAN 22, 2025	JAN 22, 2025
1	ISSUED FOR CLIENT REVIEW	Date Rev.	Date Rev.
		PROJECT #	PROJECT #
		2024-22	2024-22
		DATE	DATE
		3/32" = 1'-0"	3/32" = 1'-0"
		DRAWING NO.	DRAWING NO.
		666668-672/678,682	666668-672/678,682
		LIVERPOOL ROAD	LIVERPOOL ROAD
		CONCEPT ELEVATION	CONCEPT ELEVATION
		3-STORY REAR LANE CONDO	3-STORY REAR LANE CONDO
		TOWNHOUSES	TOWNHOUSES
		SUBJECT TO NAME	SUBJECT TO NAME
		CITY OF	CITY OF
		PICKERING	PICKERING
		Residential Design Consultants	
		60 RANDOLPH AVENUE, SUITE 11, ALEXANDRIA, ONTARIO, L1S 6L3	
		T9L 5S4, CANADA	

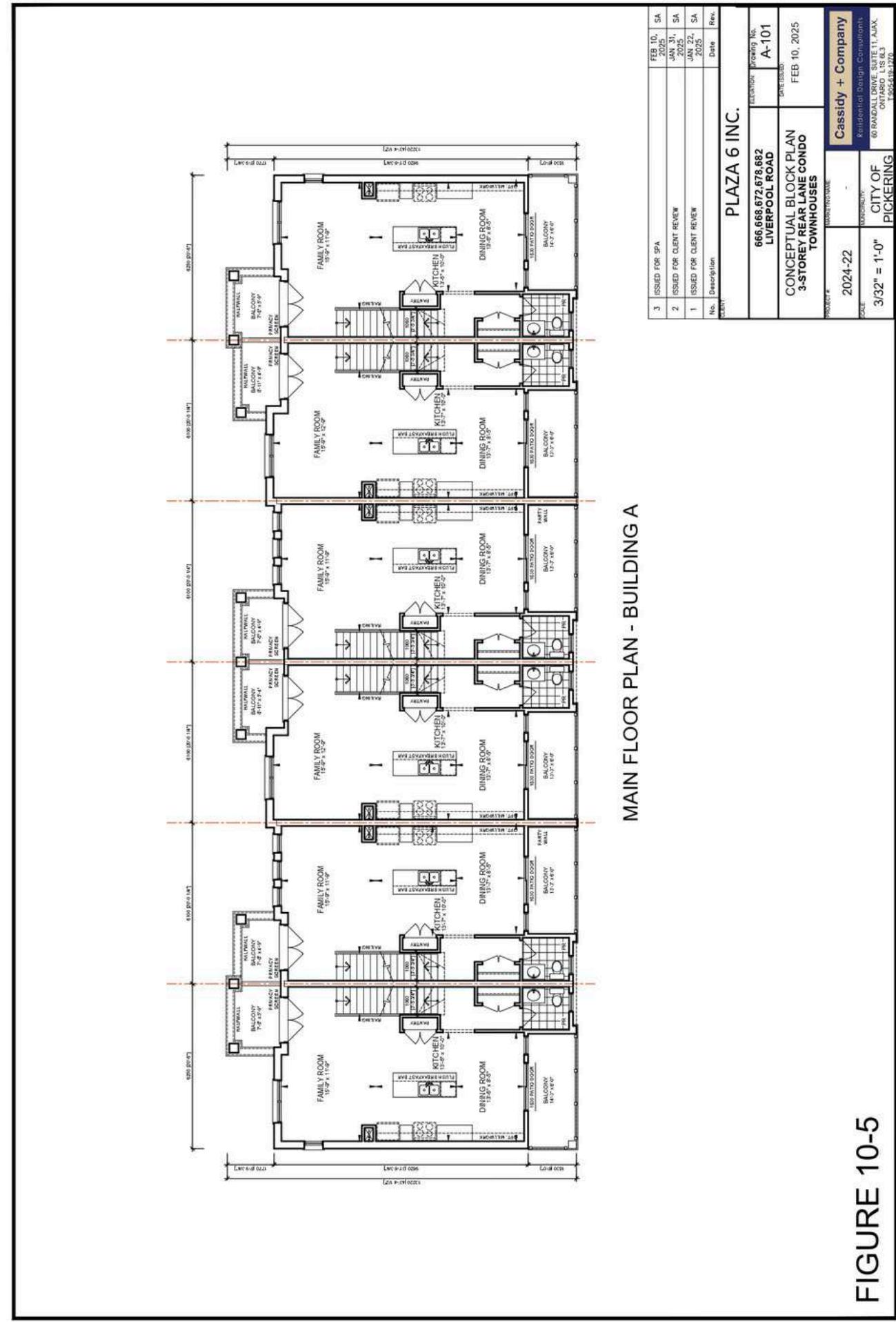
FIGURE 10-3

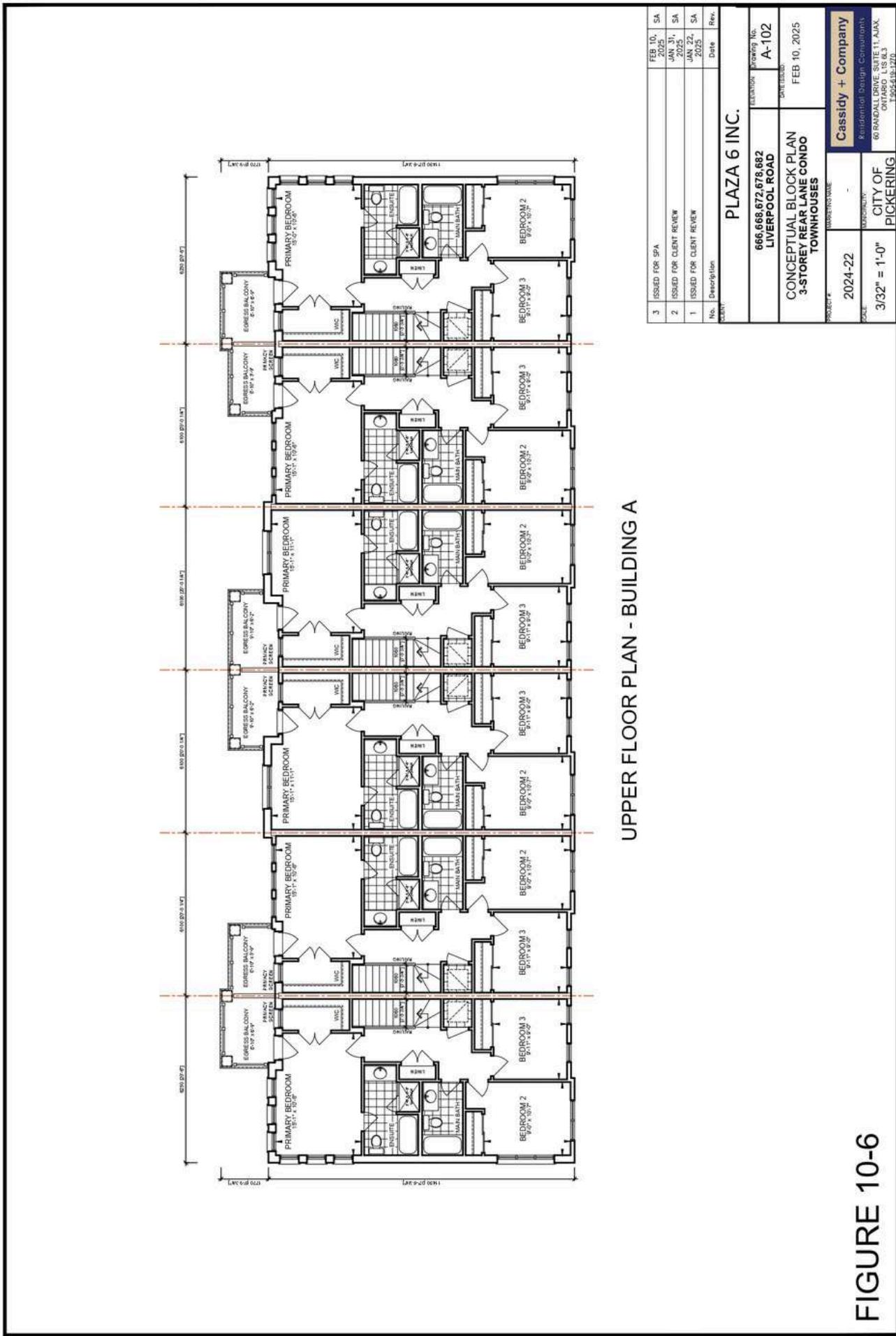


LOWER FLOOR PLAN - BUILDING A

PLAZA 6 INC.		Cassidy + Company	
666.668.672.678.682	LIVERPOOL ROAD	Drawing No.	A-100
CONCEPTUAL BLOCK PLAN	3-STORY REAR LANE CONDO	Submitted	FEB 10, 2025
PROJECT #	PROJECT TITLE	DATE	Rev.
2024-22	-	-	
SCALE	3/32" = 1'-0"	CITY OF	PICKERING
No.	Description	Date	
3	ISSUED FOR SPA	FEB 10, 2025	SA
2	ISSUED FOR CLIENT REVIEW	JAN 31, 2025	SA
1	ISSUED FOR CLIENT REVIEW	JAN 22, 2025	SA
	No. Description	Date	

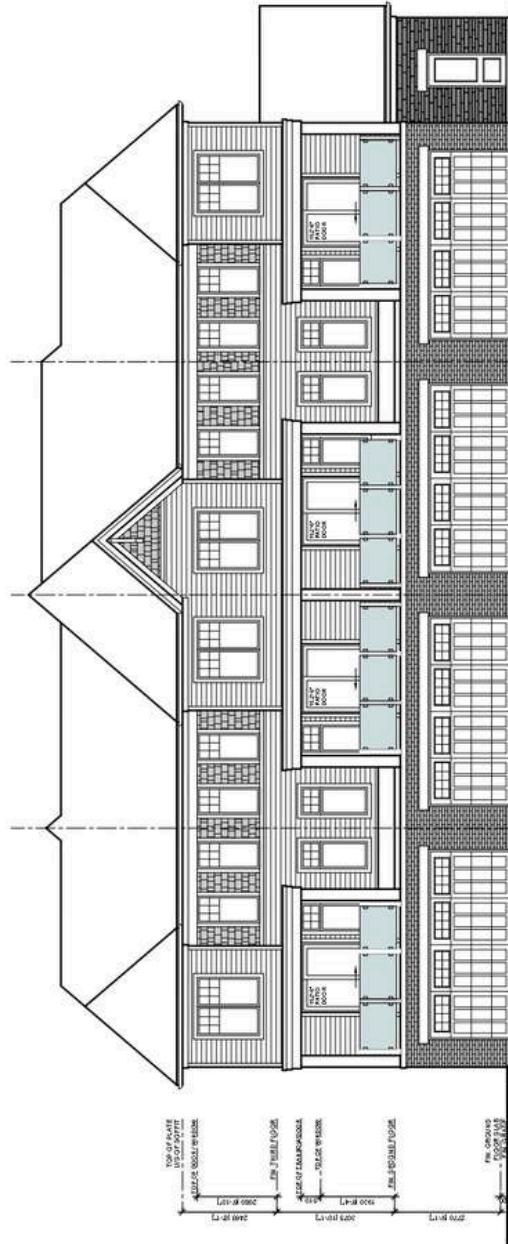
FIGURE 10-4





**FIGURE 10-6**

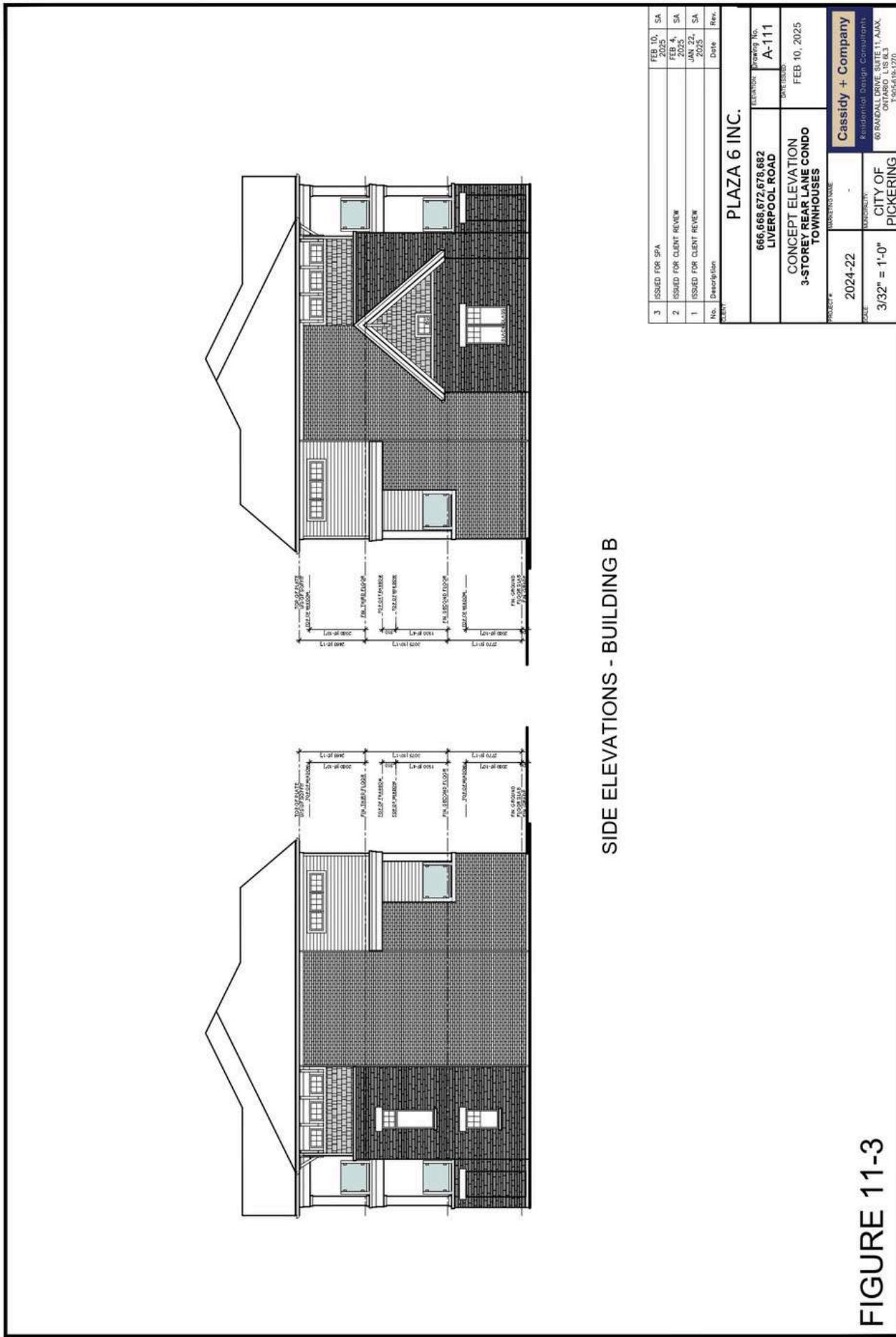




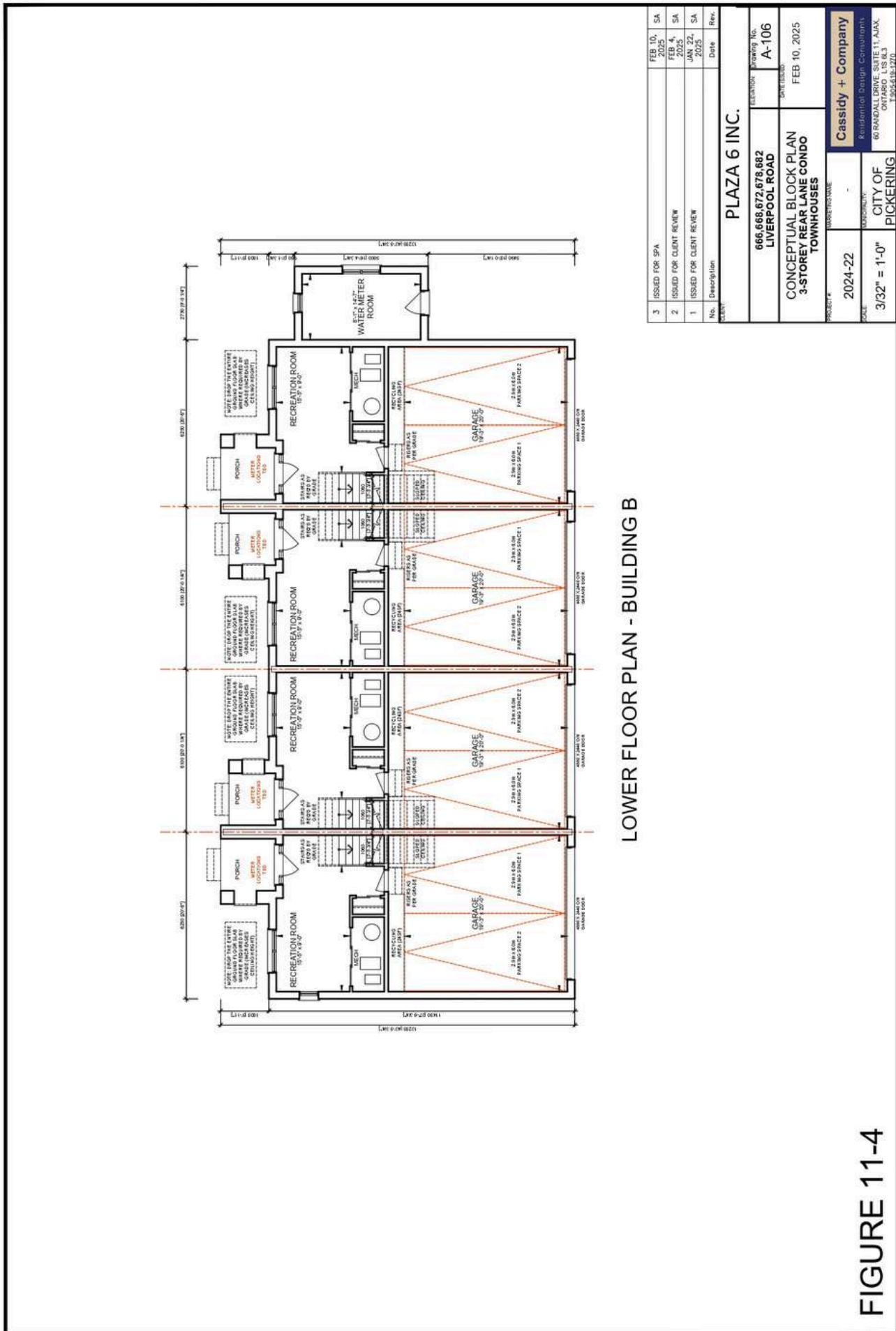
LANEWAY ELEVATION - BUILDING B

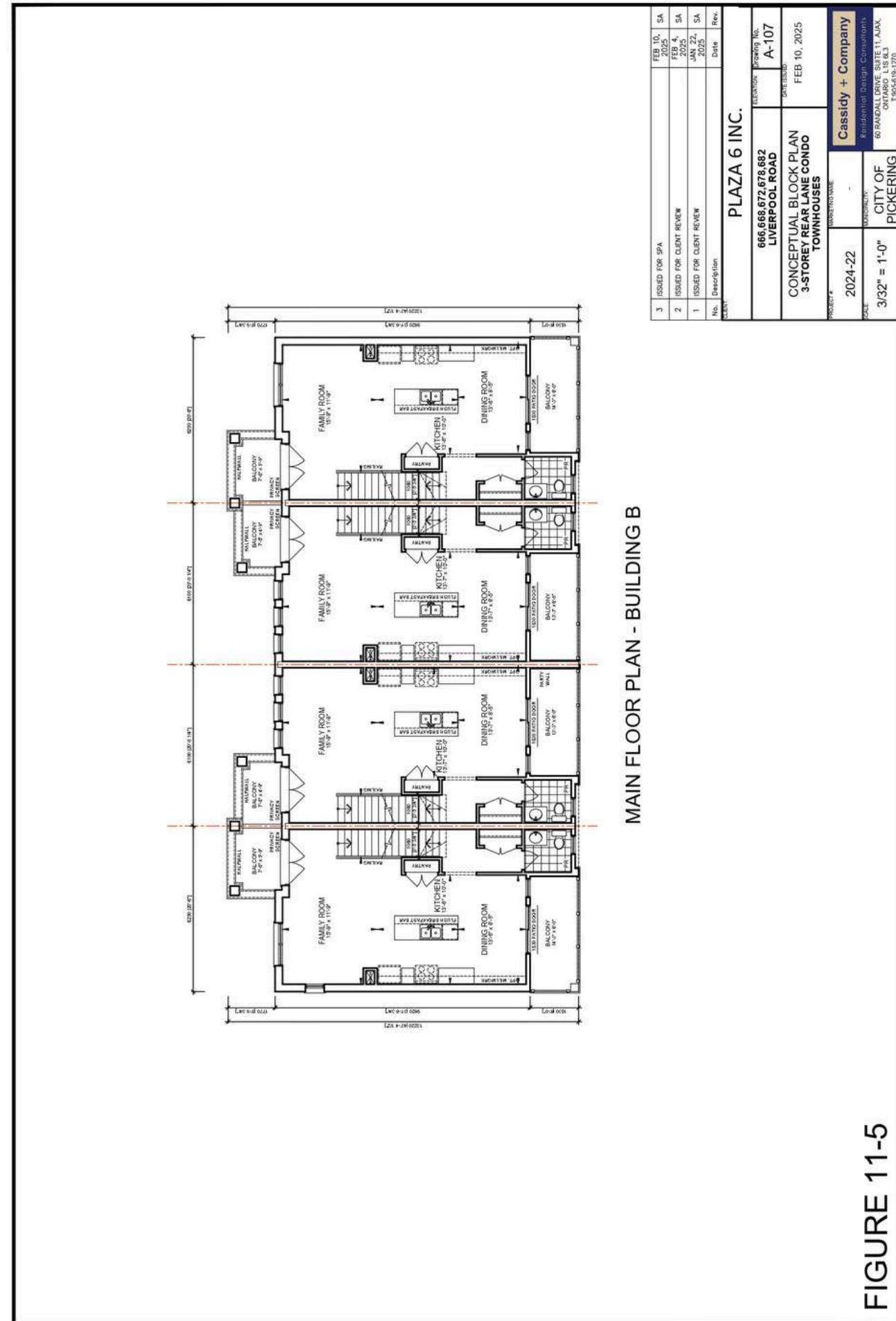
3	ISSUED FOR SPA	FEB 10, 2025	SA
2	ISSUED FOR CLIENT REVIEW	FEB 4, 2025	SA
1	ISSUED FOR CLIENT REVIEW	JAN 22, 2025	SA
No.	Description	Date	Rev.
<b>PLAZA 6 INC.</b>			
<b>6661668,672,678,682 LIVERPOOL ROAD</b>		DRAWING NO. <b>A-110</b>	DRAWN BY JANE BROWN
<b>CONCEPT ELEVATION 3-STORY REAR LANE CONDO TOWNHOUSES</b>		FEB 10, 2025	
PROJECT # <b>2024-22</b>		SHEET # <b>1</b>	
SCALE <b>3/32" = 1'-0"</b>		STYLING CITY OF <b>PICKERING</b>	
<b>Cassidy + Company</b>			
Residential Design Consultants 60 RANDALL DRIVE, SUITE 111, ALEXANDRIA, VA 22314 T 703.684.2900, F 703.684.2910			

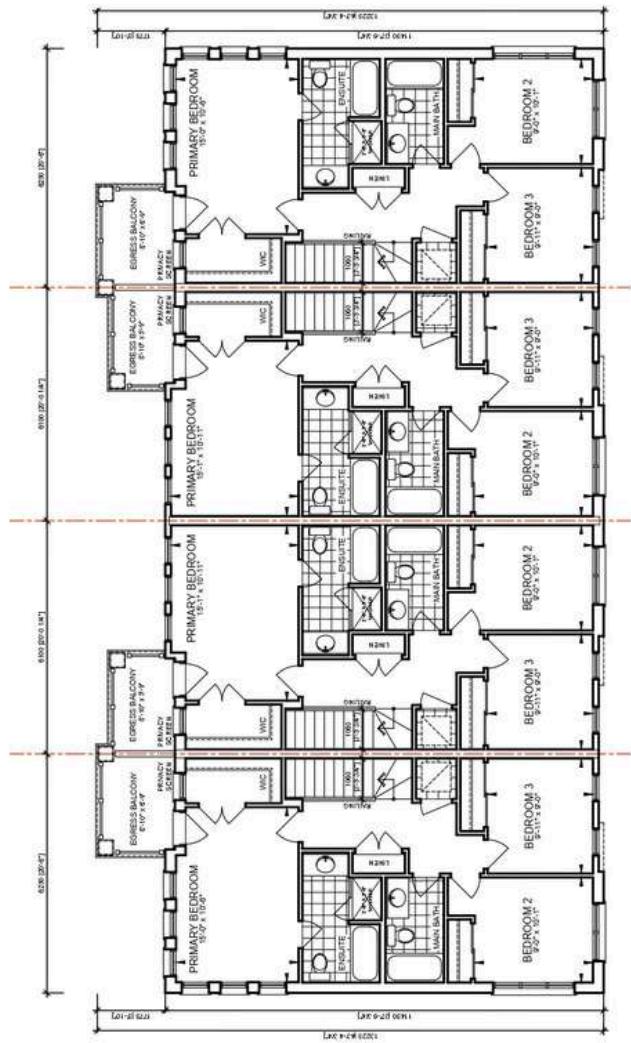
FIGURE 11-2



**FIGURE 11-3**







UPPER FLOOR PLAN - BUILDING B

PLAZA 6 INC.		ELEVATION Drawing No.	FEB 10, 2025
3	ISSUED FOR SPA		
2	ISSUED FOR CLIENT REVIEW	FEB 4, 2025	SA
1	ISSUED FOR CLIENT REVIEW	JAN 22, 2025	SA
No.	Description	Date	Rev.

PROJECT #		REVISION #	DATE ISSUED
666 668 672 678 682	LIVERPOOL ROAD	A-108	
CONCEPTUAL BLOCK PLAN 3-STORY REAR LANE CONDO TOWNHOUSES			FEB 10, 2025

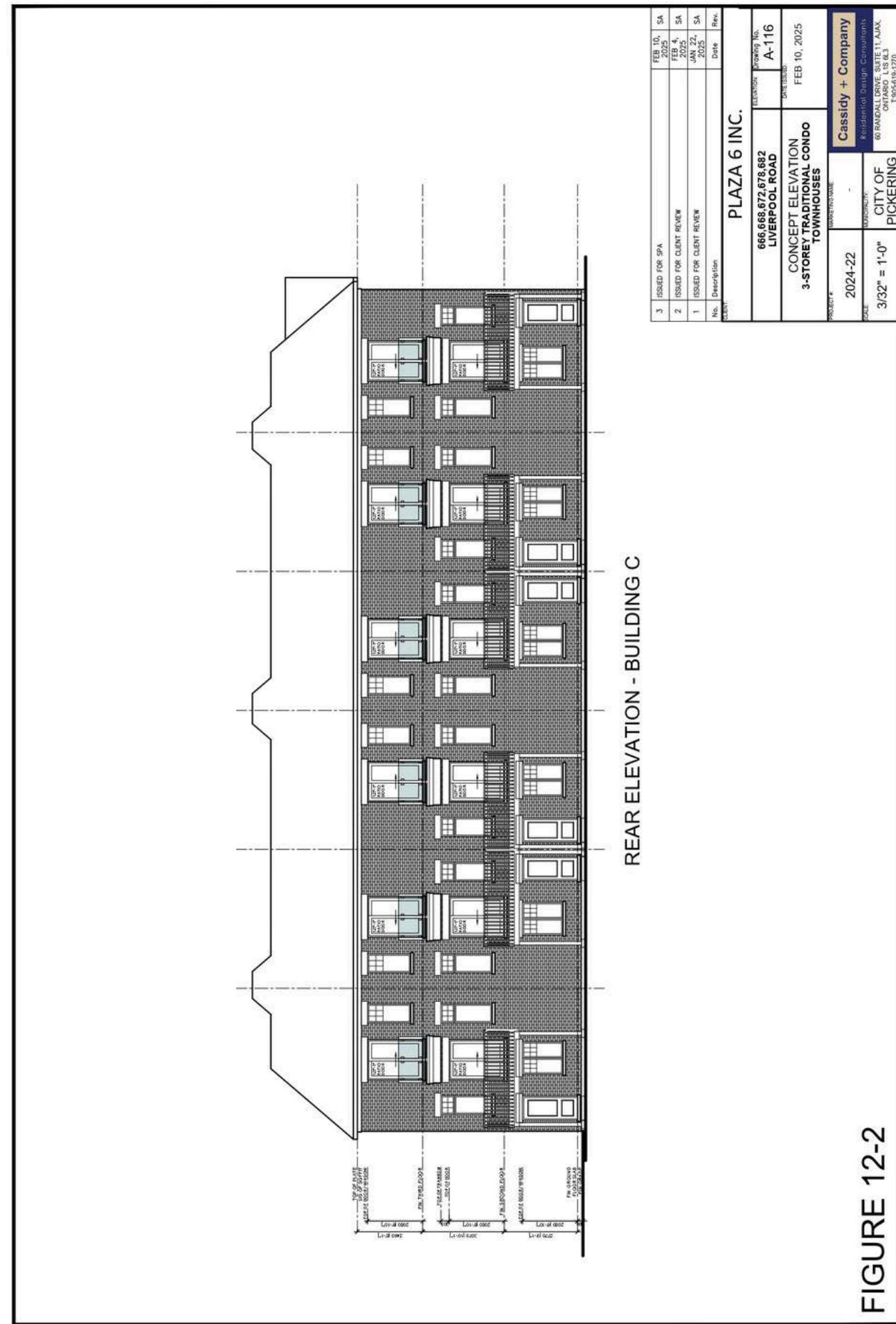
  

CLIENT	DESIGNER	REVIEWER	OWNER
Cassidy + Company	-	-	CITY OF PICKERING

FIGURE 11-6



**FIGURE 12-1**





**FIGURE 12-3**

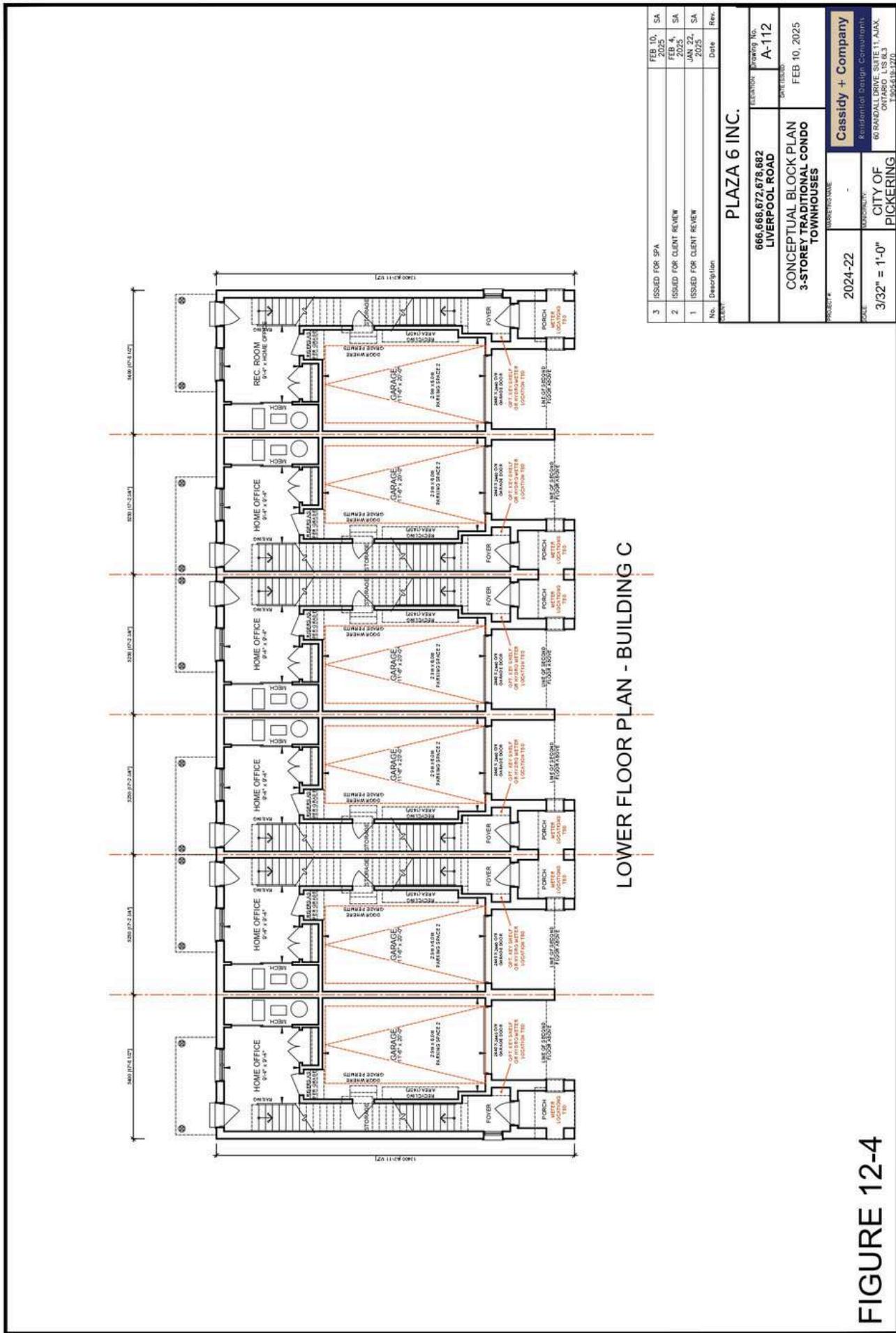


FIGURE 12-4

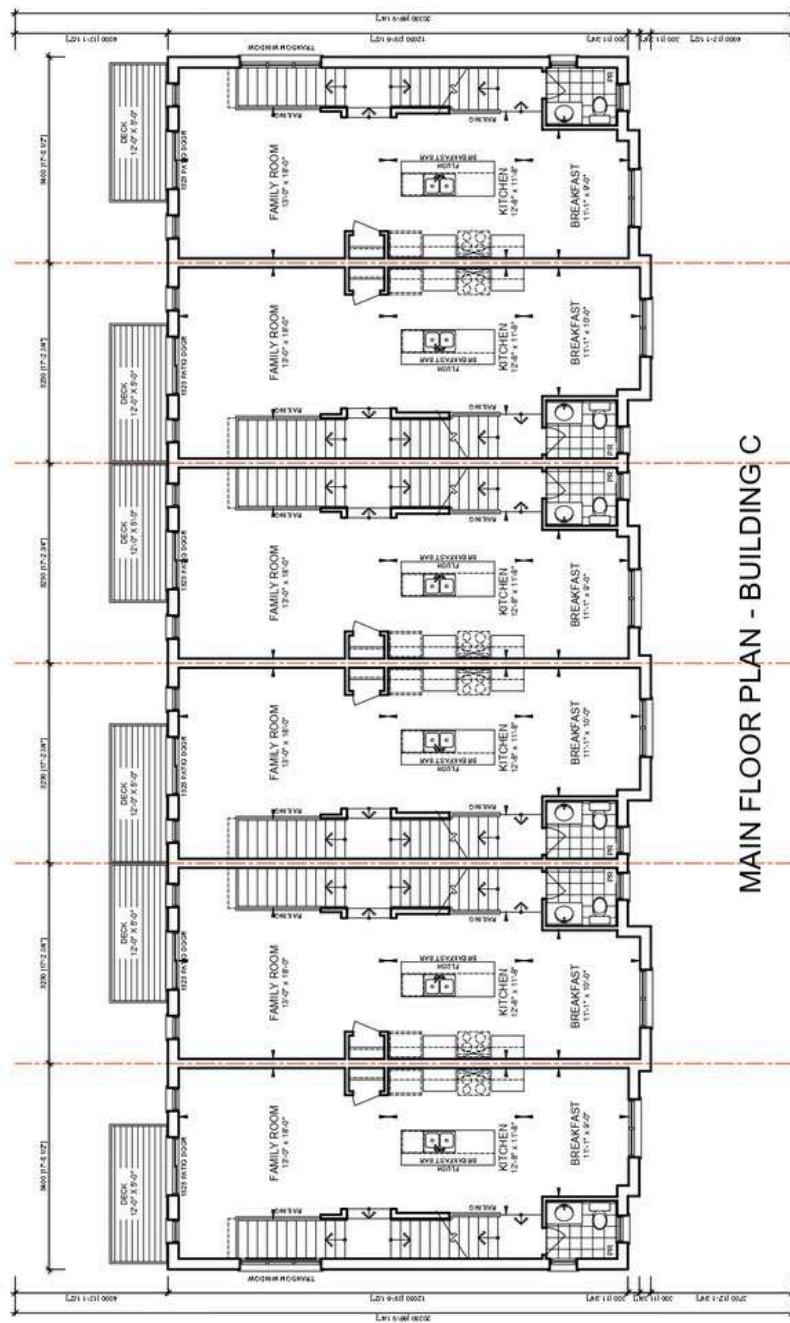


FIGURE 12-5

<b>PLAZA 6 INC.</b>	
CEN	CITY OF PICKERING
<p><b>PROJECT #:</b> 2024-22      <b>ADDRESS:</b> 3/322" = 1'-0"</p> <p><b>TYPE:</b> CONCEPTUAL BLOCK PLAN 3-STORY TRADITIONAL CONDO TOWNHOUSES</p> <p><b>SELLER:</b> Cassidy + Company</p> <p><b>BUYER:</b> Residential Design Solutions Inc.</p>	
<p><b>DESCRIPTION:</b> 666,666.872,676,882 LIVERPOOL ROAD</p> <p><b>DRAWING NO.:</b> A-113</p> <p><b>DATE ISSUED:</b> FEB 10, 2025</p>	
<p><b>ISSUED FOR:</b></p> <p>3 ISSUED FOR SPA 2 ISSUED FOR CLIENT REVIEW 1 ISSUED FOR CLIENT REVIEW</p> <p><b>NO.:</b> <b>DESCRIPTION:</b></p> <p>No. Description Date Rev.</p>	

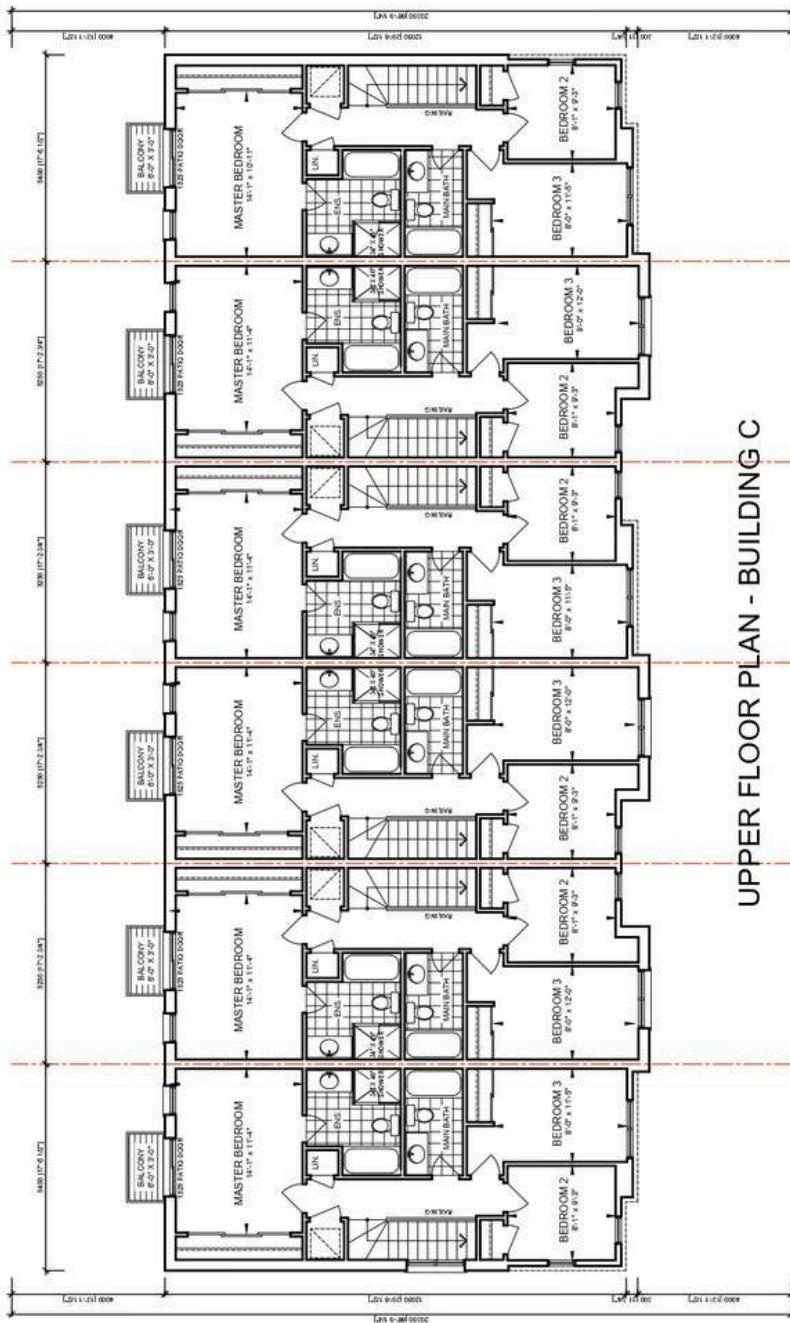
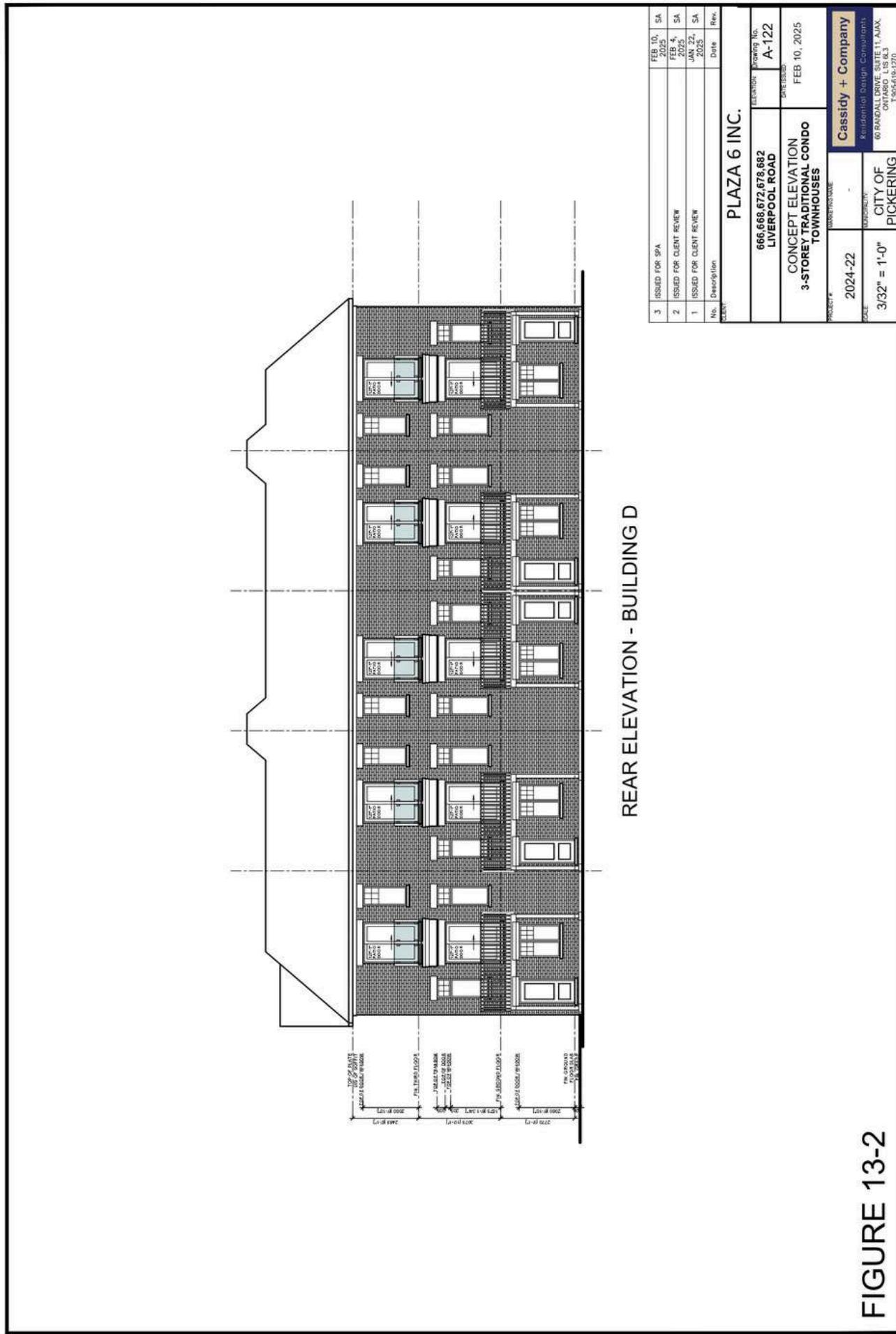
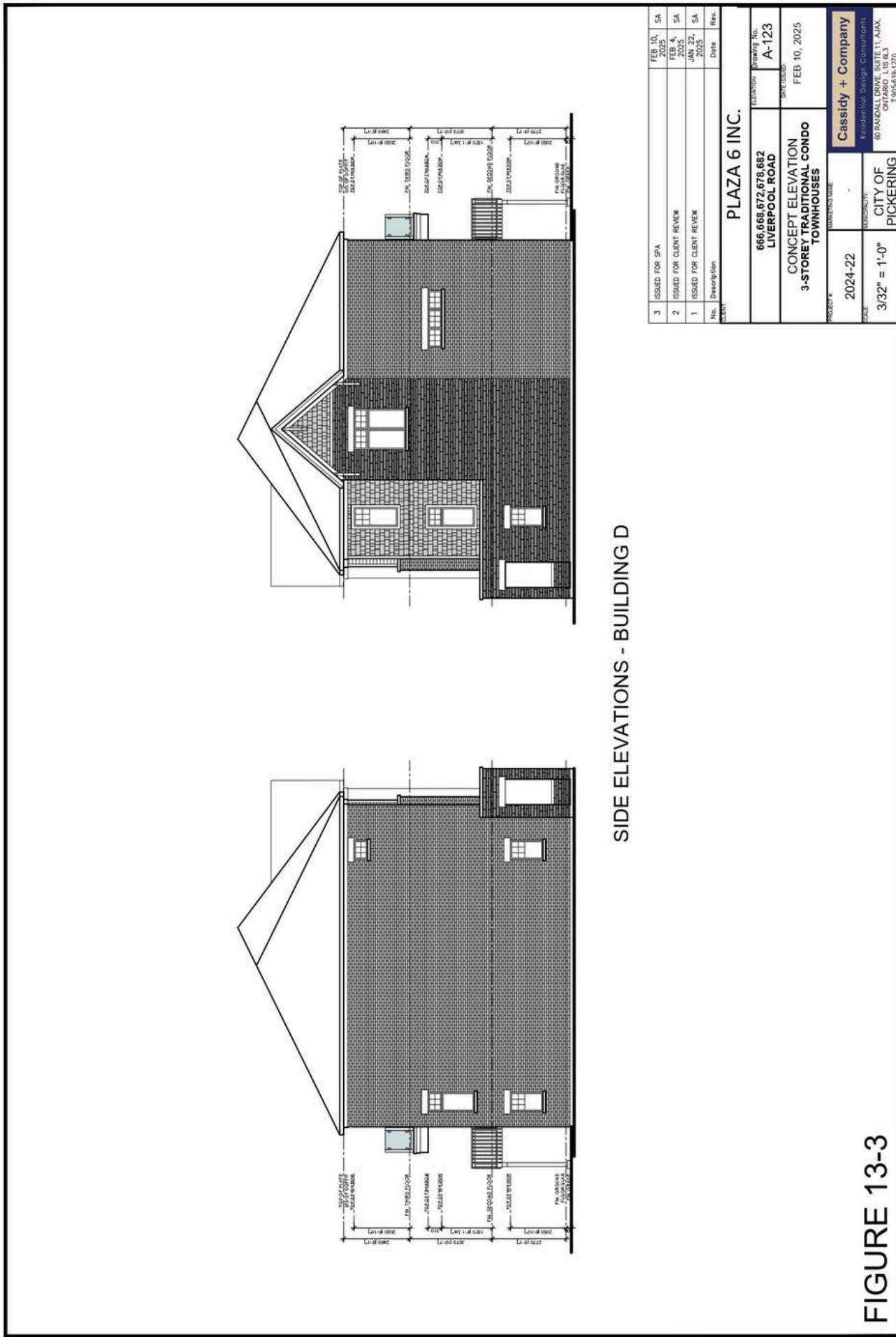


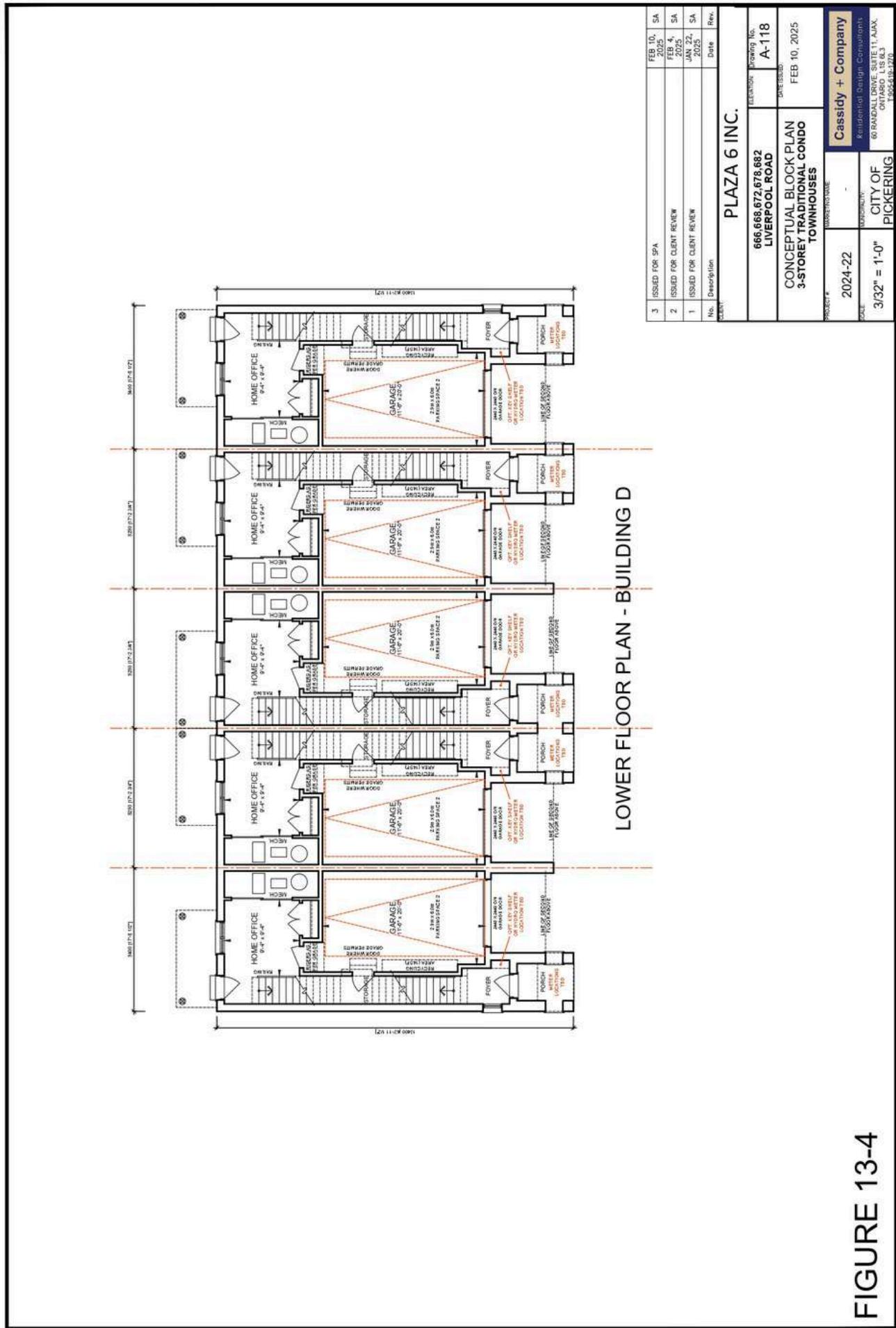
FIGURE 12-6



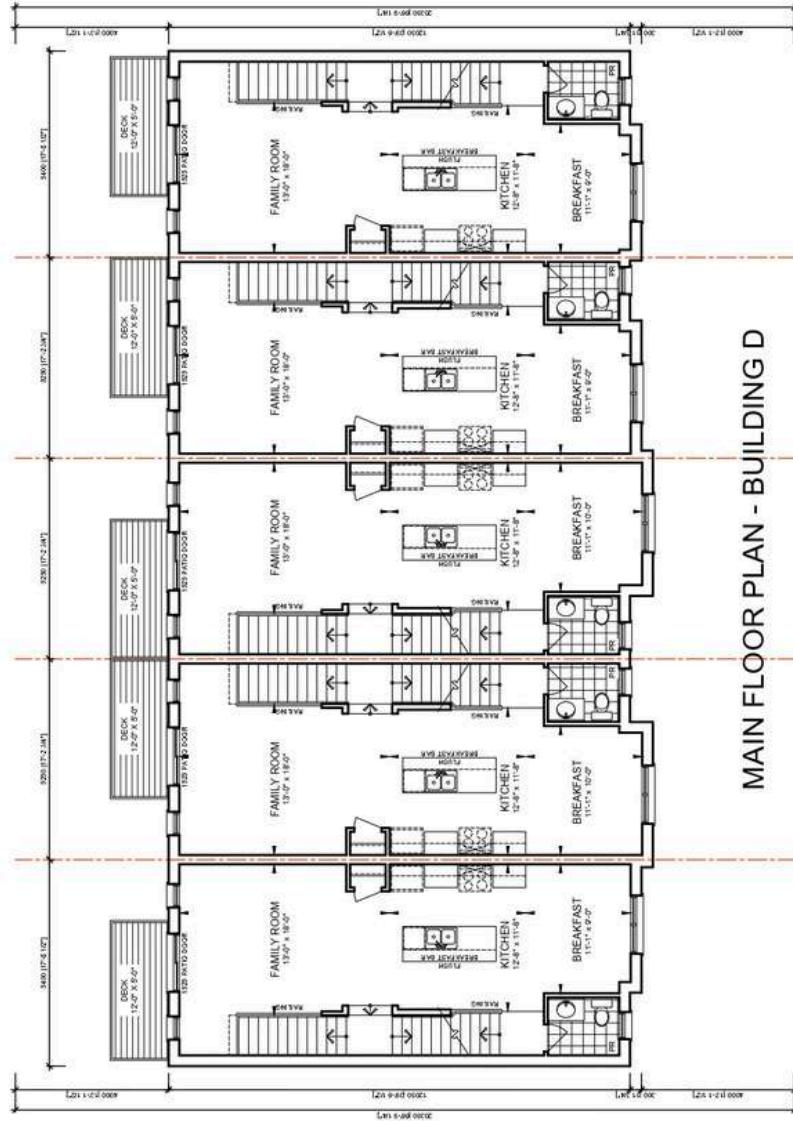
FIGURE 13-1







**FIGURE 13-4**



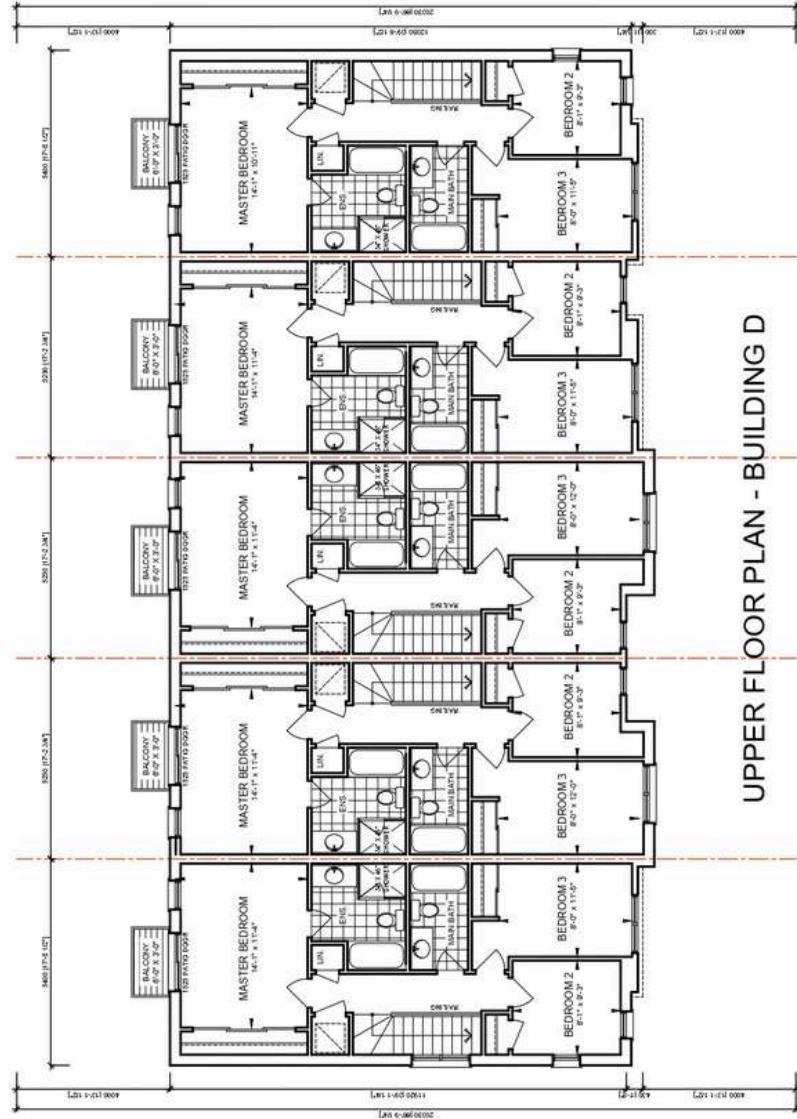
MAIN FLOOR PLAN - BUILDING D

3	ISSUED FOR SPA	FEB 10, 2025
2	ISSUED FOR CLIENT REVIEW	FEB 4, 2025
1	ISSUED FOR CLIENT REVIEW	JAN 22, 2025
No.	Description	Date
	Drawn/Printed	Rev.

PLAZA 6 INC.

666 668 672 678 682	LIVERPOOL ROAD	DRAWING No.
		A-119
CONCEPTUAL BLOCK PLAN	DISMISSED	
3-STORY TRADITIONAL CONDO		FEB 10, 2025
TOWNHOUSES		

FIGURE 13-5



3	ISSUED FOR SPA	FEB 10, 2025
2	ISSUED FOR CLIENT REVIEW	FEB 4, 2025
1	ISSUED FOR CLIENT REVIEW	JAN 22, 2025
No.	Description	Date
	Drawn/Revised	Rev.

PLAZA 6 INC.

666 668 672 678 682	LIVERPOOL ROAD	Drawing No.
		A-120
CONCEPTUAL BLOCK PLAN		ISSUED
3-STORY TRADITIONAL CONDO		FEB 10, 2025
TOWNHOUSES		

FIGURE 13-6



Figure 14-1

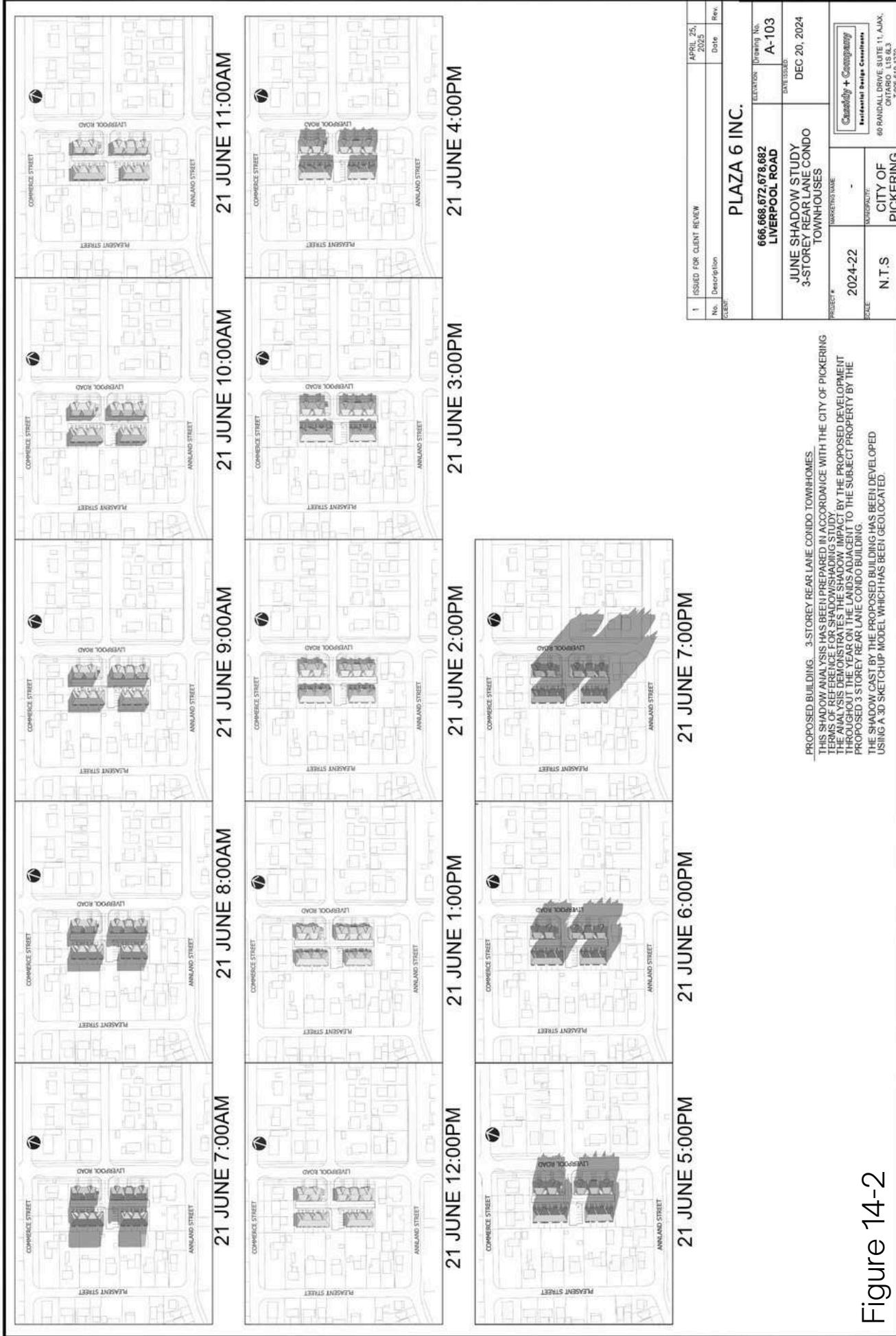


Figure 14-2

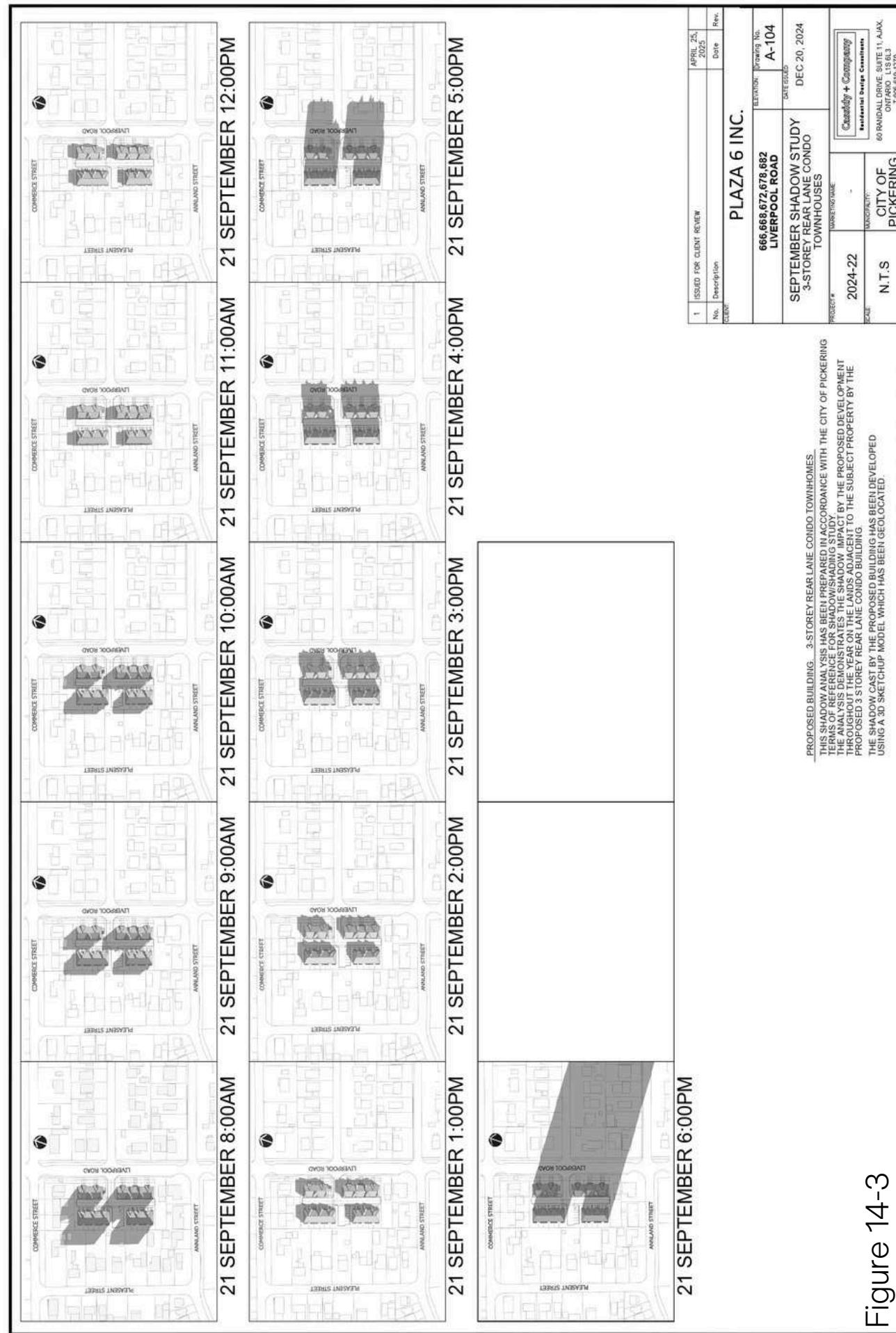


Figure 14-3

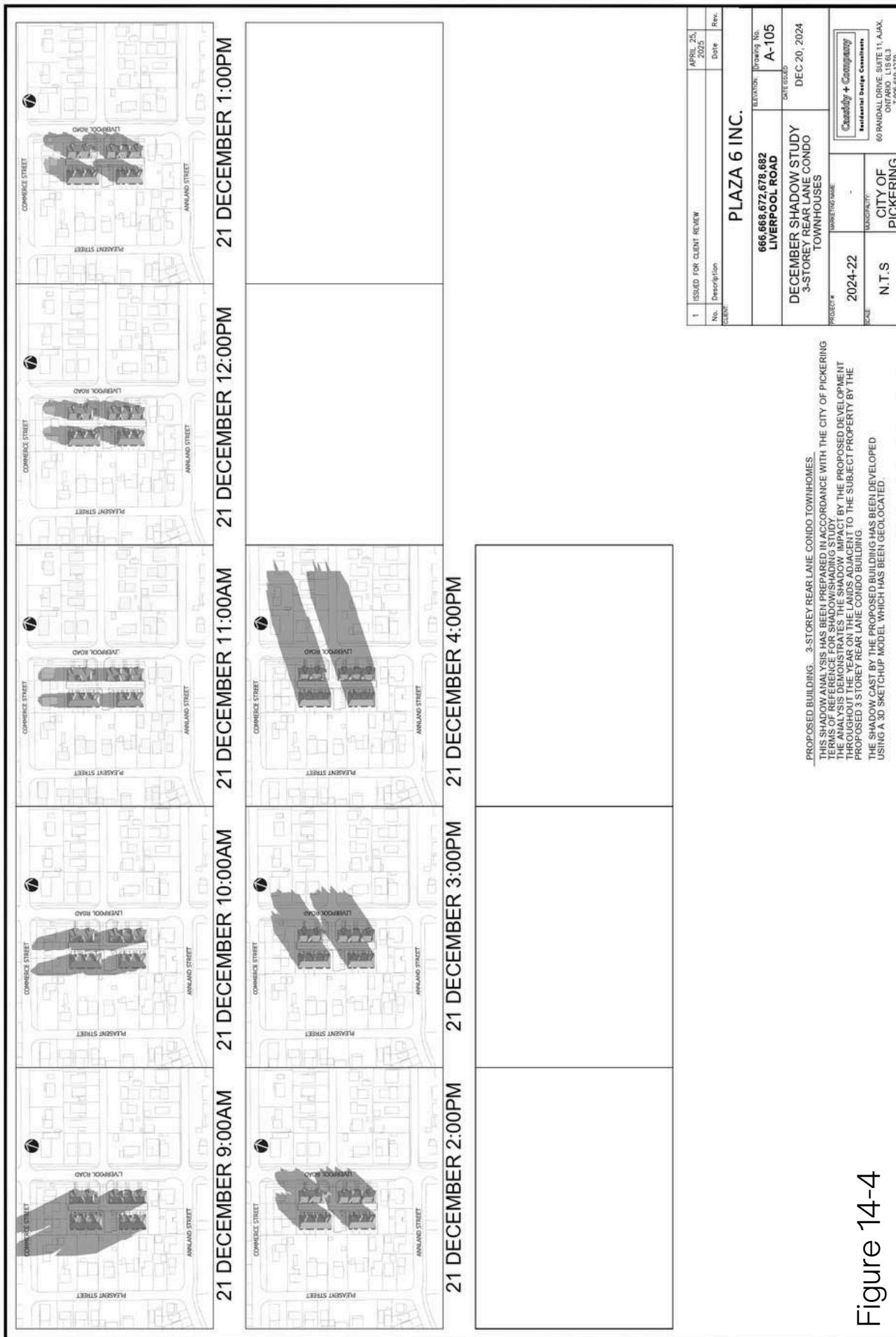


Figure 14-4



## 6.0 Planning and Implementation Documents

## 6.1 Proposed Site-Specific Official Plan Amendment (OPA)

A site-specific OPA is required to change the designation of the subject property from low to medium density in order to accommodate the proposed development. Such an amendment is supported by the OP through City Policy 6.5 on infill, intensification and redevelopment:

*6.5 City Council shall maximize the efficiency of existing infrastructure and minimize the consumption of vacant land by establishing a target of approximately 11,500 additional residential units within the South Pickering Urban Area by the year 2016, accommodated by encouraging:*

*(b) infill development of vacant or underutilized blocks of land;*

As mentioned previously, the subject land is currently underutilized. Infill development of the type proposed here, moving from low to medium density, provides an opportunity to both increase and diversify the housing stock in the City.

As the preceding sections of this report show, there is also provincial and regional support for a site specific OPA.

The PPS promotes building at densities that efficiently use land, resources, and the existing infrastructure (2.2.1c), which will be satisfied by the proposed medium density development.

The Durham ROP declares that land located in living areas shall be developed in a compact form through higher densities and by intensifying and redeveloping existing areas (5.4.i), which the proposed development intends to do.

For these reasons, a site specific OPA changing the subject property from low to medium density is justified on the basis of being a more efficient use of underutilized land, taking advantage of the existing services, adding to the housing stock, and being more compact alternative to low density housing forms.

See Appendix A for the recommended OPA text.

## 6.2 Amendment to City of Pickering Zoning

The bylaw will be amended to provide for medium density residential within a common element condo corporation. Pickering has several recent examples. A suggested bylaw is included in Appendix C.

## 6.3 Draft Plan of Common Element Condo Corporation

A draft plan of common element condominium corporation will be required to implement the development. The common elements include internal roadways, visitor parking, sidewalks, underground services, water meter room, stormwater collection, management and outfall to local infrastructure.

The plan will be submitted once initial staff comments have been received on the concept plan.

## 6.4 Draft Plan of Subdivision

The lands consist of a development block and a block for road widening.

See Appendix B for the draft plan of subdivision drawing.

# 7.0 Summary of Technical Findings

## 7.1 Servicing and Environmental

The site utilizes existing urban services within Liverpool Road and nearby streets. There will be on site stormwater retention and treatment to release at the existing rates.

The site consists of 5 existing homes with relatively minor landscaping. There are no natural heritage features that impact development feasibility.

## 7.2 Geotechnical and Hydrogeology Findings

The soils are suitable for residential construction. The units proposed will be slab on grade.

## 7.3 Environmental Site Assessments (ESA – phase one)

A phase one has been completed for the property. There is no evidence of any environmental conditions that require mitigation on the property.

## 7.4 Tree Inventory

An arborist report and tree preservation report indicates most trees will be removed on the property. The tree compensation value is provided in the report.

## 7.5 Traffic considerations

This infill development of 21 units is very small scale and has no impact on neighbourhood traffic.

# 8.0 Planning Rationale Summary and Conclusions

## 8.1 Compatibility with Neighbourhood

The subject site is .39 ha (.97 acre) and contains 5 older homes built in the 1960s, typical of much of the neighbourhood. The site is on the west side of Liverpool Road, just south of Commerce Street.

To the north of Commerce Street, on the east side of Liverpool is a recent townhome development with units fronting on Liverpool with vehicle access behind and an internal road pattern to interior units.

To the south of Annland Street, a townhome development has been approved for an infill of 51 homes with homes fronting on Liverpool Road and Annland Street with internal circulation and parking.

And south of Wharf Street, a mixed use townhome development has been constructed (approximately 1990's), again, with units facing Liverpool Road with internal circulation as well as a 4 unit development on Wharf Street with individual driveways (2005).

There are also new larger replacement single family homes on select streets throughout Bay Ridges on Commerce Street, Front Street, Fairview Avenue, Douglas Avenue and elsewhere.

As much as there are several examples of gentle intensification, there are also large areas of stable older homes in detached and semi-detached forms (1960's).

The development proposal entails a gentle intensification of 21 townhomes fronting on Liverpool Road with internal parking and access, with a single access to Liverpool at Broadview Street. It is compatible with other medium density sites in the immediate neighbourhood.

## 8.2 Community Benefit

The proposal offers an additional housing choice in the neighbourhood and responds to urban design objectives related to the Liverpool Road Waterfront Node Development Guidelines. It will provide additional residents to support year round retail and personal services in the immediate area.

Stormwater runoff from the site will improve as being and treated prior to release.

It will provide development charge revenue that may be used for local purposes, like improvements to local parks.

A Sustainability Report can be found in Appendix D.

## 8.3 Conclusion

The proposal is consistent with all planning frameworks at the provincial, regional and local levels. The proposal has responded to the detailed policy directions of the Bay Ridges neighbourhood plan and development guidelines.

The suggested built form, architectural expression and landscape are in conformity with the neighbourhood guidelines.

Respectively submitted,



Brian Moss, Principal, MCIP, OPPI, R.P.P.

---

## Appendix A

### Proposed Site-Specific Official Plan Amendment

---

AMENDMENT NO. XX  
To the  
City of Pickering  
Official Plan

## **Part 1 – Preamble**

### **(i) Purpose of the Amendment**

The purpose of the Official Plan Amendment XX is to change the designation of the subject property from low density residential (up to and including 30 units per net hectare) to medium density residential (over 30 and up to and including 80 units per net hectare).

The amendment is necessary to permit the proposed development of 21 townhomes, with a residential density of 54 units per net hectare, on the subject site.

### **(ii) Location of the Amendment**

The subject site is located at 666 to 682 Liverpool Road. It is positioned west of Liverpool Road, north of Annland Street and south of Commerce Street.

The site area is .396 ha (.98 acres).

## **PART 2 – BODY OF THE AMENDMENT**

All of this part of the document entitled 'PART 2 – BODY OF THE AMENDMENT consisting of the location map, constitutes Amendment Number XX of the Official Plan of the City of Pickering.

## Implementation

The provisions set forth in the City of Pickering Official Plan, as amended, regarding the implementation of the Plan shall apply in regard to this Amendment.

## Interpretation

The provisions set forth in the City of Pickering Official Plan, as amended, regarding the interpretation of the Plan shall apply in regard to this Amendment.

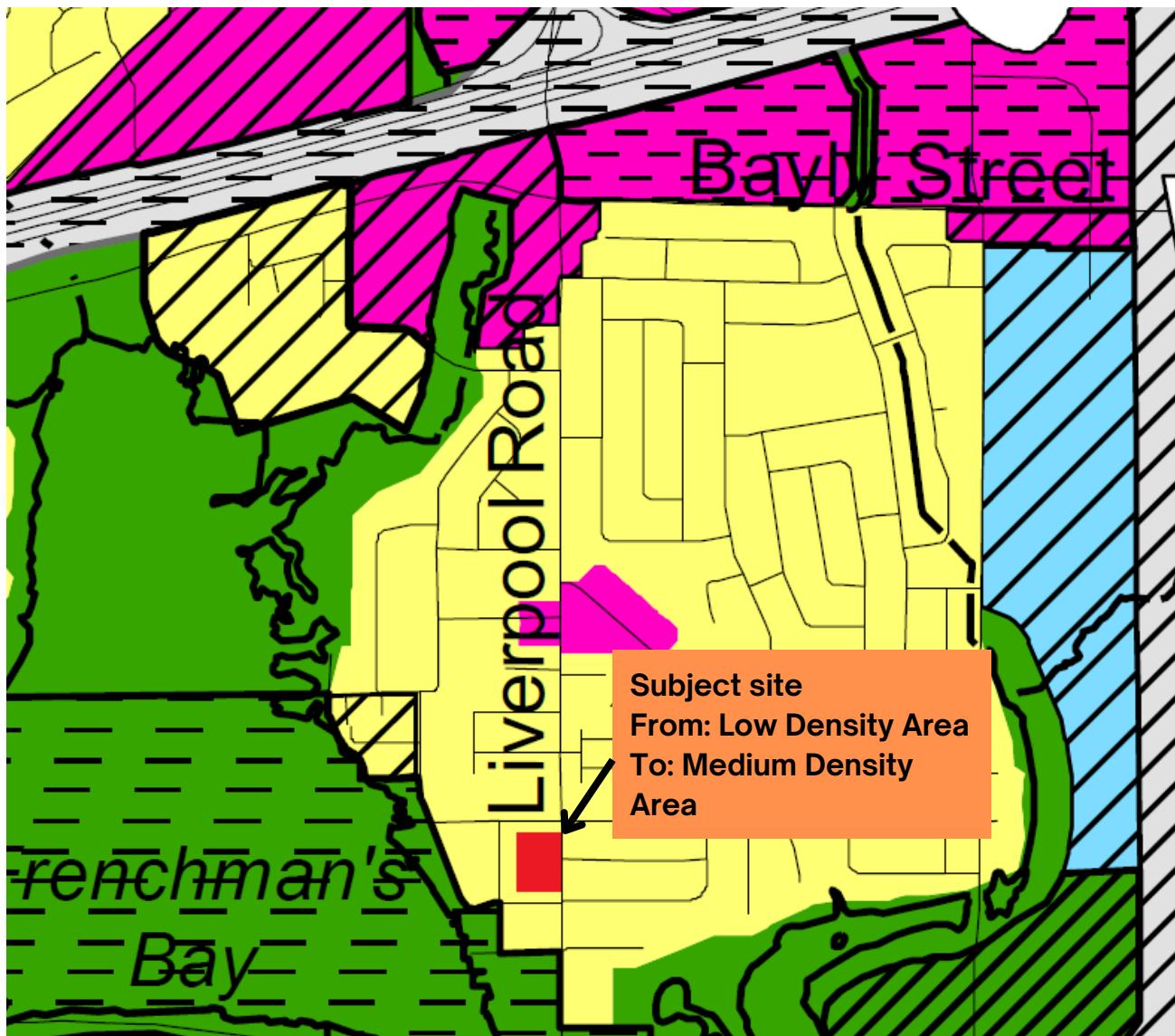
## PART C THE APPENDIX

The following Appendix does not constitute part of this Amendment as is included for information purposes only.

## 1. LOCATION PLAN

The Location Map, which shows the location of those parts of the subject lands being affected hereto for information purposes only.

# Proposed Official Plan Amendment



Schedule I to the  
**Pickering  
Official Plan**

Edition 9



Sheet 1 of 3

City of Pickering  
City Development Department  
2019  
This Map Forms Part of Section I of the Pickering Official Plan and  
Must Be Read in Conjunction With the Other Schedules and the Text.

Open Space System	
Seaton Natural Heritage System	
Natural Areas	
Active Recreational Areas	
Marina Areas	
Hamlet Heritage Open Space	
Rural Settlements	
Rural Clusters	
Rural Hamlets	

## Land Use Structure

### Urban Residential Areas

Low Density Areas

Medium Density Areas

High Density Areas

### Mixed Use Areas

Local Nodes

Community Nodes

Mixed Corridors

Specialty Retailing Node

City Centre

### Employment Areas

General Employment

Prestige Employment

Mixed Employment

### Freeways and Major Utilities

Controlled Access Areas

Potential Multi Use Areas

### Seaton Symbols

DP District Park

CP Community Park

HS High School

### Other Designations

Prime Agricultural Areas

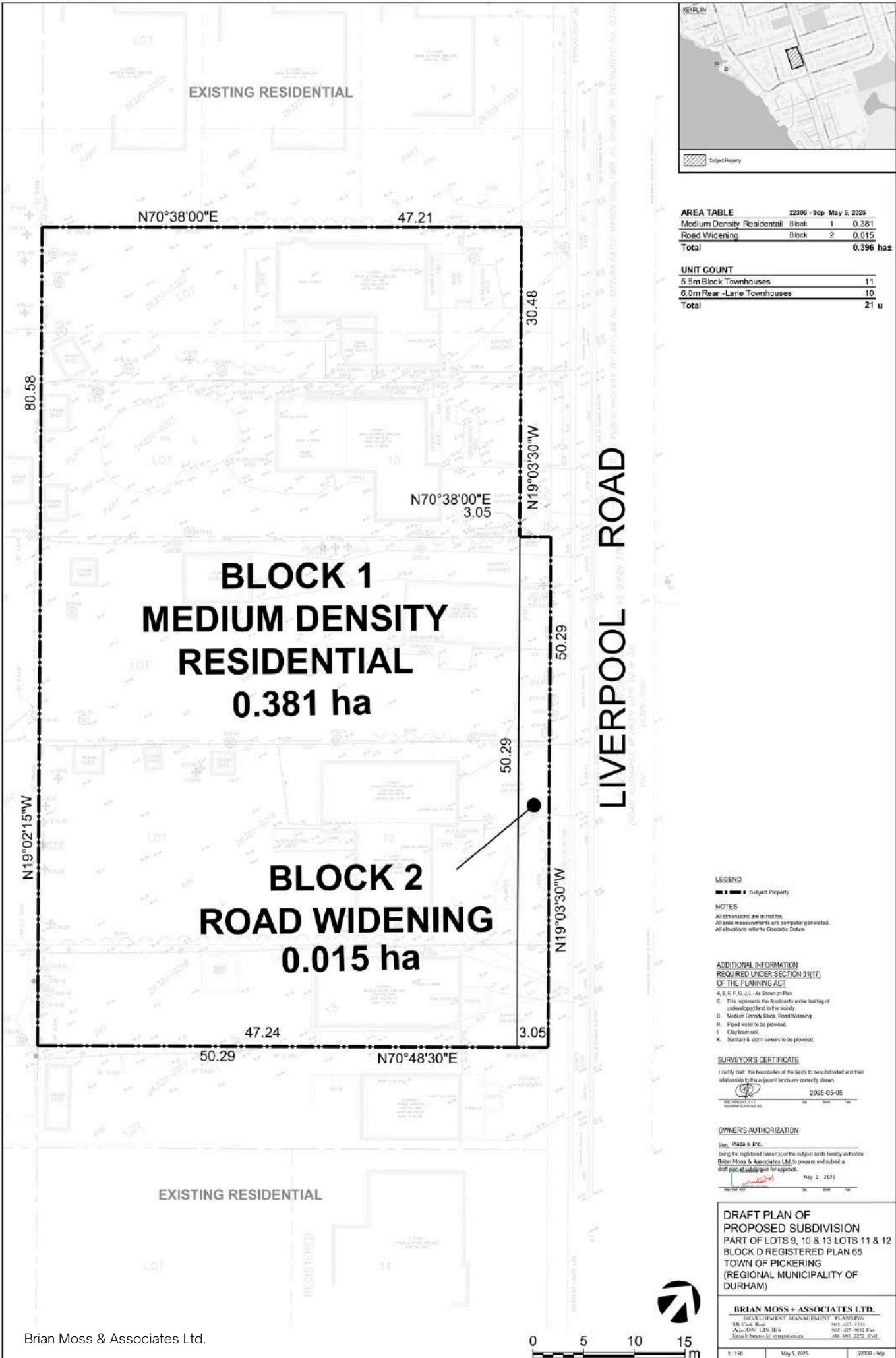
Deferrals

Greenbelt Boundary

---

# Appendix B

## Draft Plan of Subdivision



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## Appendix C

### Amendment to City of Pickering Zoning By-law 8149/24

The Corporation of the City of Pickering

By-law No. xxxx/25

Being a By-law to amend Restricted Area (Zoning) By-law 8149/24, as amended from time to time, to implement the Official Plan of the City of Pickering, Region of Durham in Part of Lots 9, 10, 13 and Lots 11, 12, Registered Plan M-65, in the City of Pickering.

**WHEREAS** the Council of The Corporation of the City of Pickering deems it desirable to permit a residential development, including medium density residential uses, on the subject lands, being Part of Lots 9, 10, 13 and Lots 11, 12, Registered Plan M-65, in the City of Pickering;

**AND WHEREAS** an amendment to By-law 8149/24, as amended from time to time, is therefore deemed necessary;

**NOW THEREFORE** the Council of the Corporation of the City of Pickering hereby **ENACTS AS FOLLOWS:**

**1. Schedule 1**

- 1) Schedule I attached hereto with notations and references shown thereon is hereby declared to be part of this By-law.
- 2) Schedule I to Bylaw 8149/24 are repealed on the subject lands and replaced with Schedule I attached thereto.

**2. Text Amendment**

- 1) Section 2 – Area Restricted is hereby repealed and replaced by the following clause:
2. AREA RESTRICTED

The provisions of this By-law shall apply to these lands in Part of Lots 9, 10, 13 and Lots 11, 12, Registered Plan M-65, in the City of Pickering, designated 'R3B' on Schedule I attached hereto.

i. Building setbacks and lot coverage

Minimum lot area – 95m<sup>2</sup> (Buildings A and B)

Minimum lot area – 115m<sup>2</sup> (Buildings C and D)

Minimum lot frontage – 6.1m (Buildings A and B)

Minimum lot frontage – 5.25m (Buildings C and D)

Front yard setback – 4m (Buildings A and B)

Front yard setback – 3.5m (Buildings C and D)

- Interior side yard – 1.2m
- Exterior side yard – 2.7m
- Other side yards – 1.5m
- Minimum Rear yard – 6.3m (Buildings C and D)
- Maximum lot coverage – 52% (Buildings C and D)
- Maximum lot coverage – 73% (Buildings A and B)
- Minimum landscape area – 10% (Buildings A and B)
- Minimum landscape area – 25% (Buildings C and D)
- In the case of units with rear garages accessed from an internal lane, a setback of 0.2m from the interior lane.
- In the case of units with front facing garages, a setback of 5.8m to the garage face, from the interior lane or a public street

- ii. Building Height
  - A maximum height of 12m
- iii. Floor Area Requirements
  - The minimum building width for each unit facing a private lane is 5.25m. The minimum building width for each unit facing a public street is 6m.
- iv. Parking Requirements
  - Each unit will provide 2 parking spaces per unit for resident use and sized as per the parent bylaw.
  - The development will provide .25 spaces per unit for visitor use, being 6 spaces including 1 accessible space.
- v. Amenity Area requirement
  - The minimum private amenity area (if above grade) is 7.3m<sup>2</sup>. The minimum private amenity area (if at grade) is 32m<sup>2</sup>.

**3. By-law 8149/24**

Bylaw 8149/24, as amended, is hereby further amended only to the extent necessary to give effect to the provisions of this By-law as it applies to the lands set out in Schedule I attached hereto. Definitions and subject matters not specifically dealt with in this By-law shall be governed by the relevant provisions of By-law 8149/24.

**4. Effective Date**

This By-Law shall come into force in accordance with the *Planning Act*.

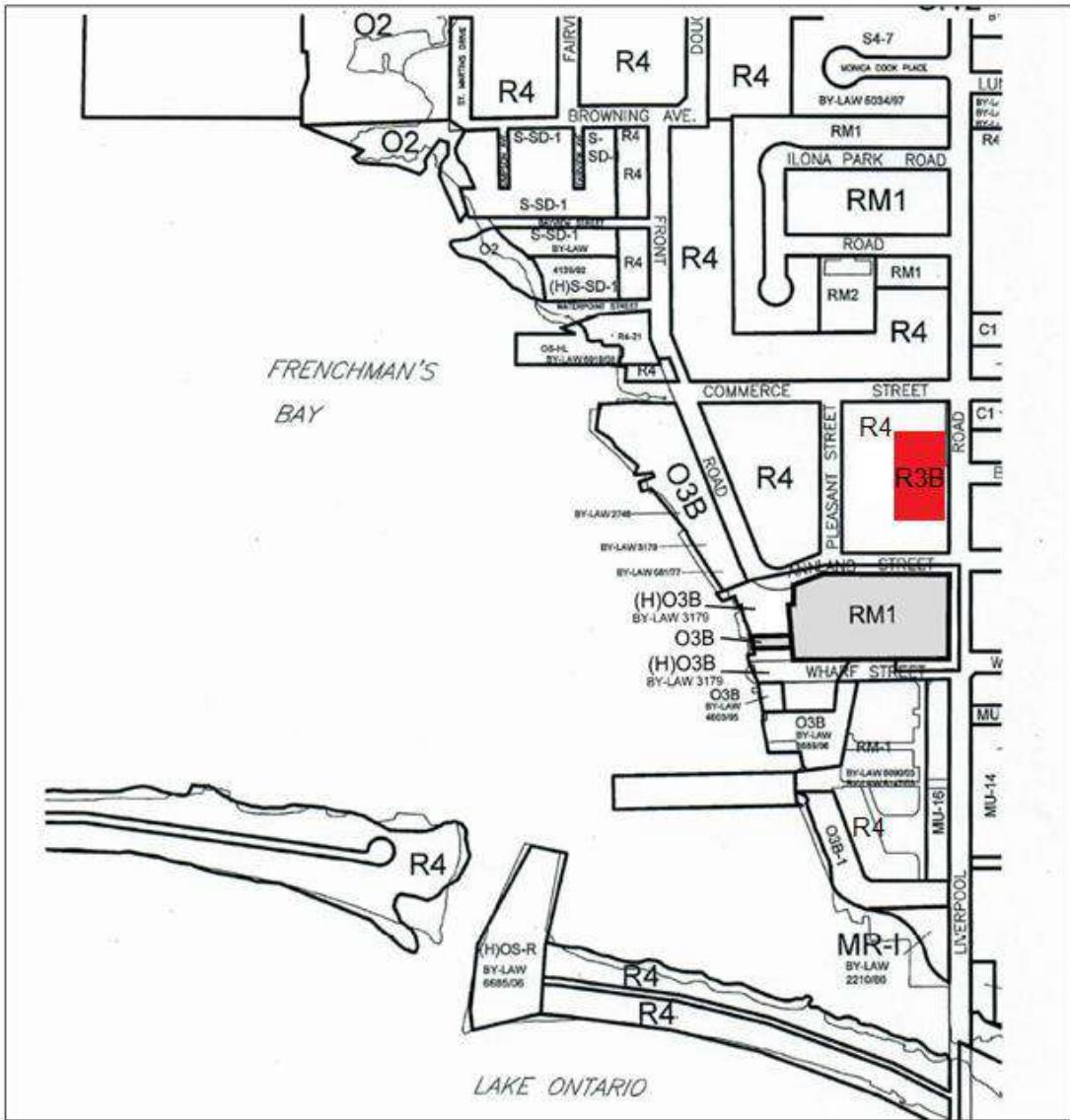
BY-LAW read a first, second and third time and finally passed this \_\_\_\_ day of \_\_\_\_\_, 2025

---

Kevin Ashe, Mayor

---

City Clerk



SCHEDULE I TO BY-LAW \_\_\_\_\_/25  
PASSED THIS \_\_\_\_\_  
DAY OF \_\_\_\_\_, 2025

**DRAFT**  
Mayor  
**DRAFT**  
Clerk

---

# Appendix D

## Sustainability Report & Sustainability Checklist

# Sustainability Report

In September 2022, the City of Pickering's Council adopted new Integrated Sustainable Design Standards (ISDS) for all new development in the City to replace the 2007 Sustainable Development Guidelines. The ISDS defines a set of performance criteria for all new development in the City.

The proposed development of 21 townhomes at 666 Liverpool Road will meet all mandatory Tier 1 criteria in the Integrated Sustainable Design Standards for low-rise residential development. There may be occasional opportunities to exceed mandatory requirements, to be more defined at the site plan application or prior to building permit.

This report is provided as part of the OPA and zoning stage.

---

## **Applicant Information**

Applicant/Agent: Brian Moss and Associates Ltd.

Name: Brian Moss

Telephone Number: 905-427-1725

Email: [bmooss@sympatico.ca](mailto:bmooss@sympatico.ca)

Address of Subject Land (Street Number and Name): 666 Liverpool Road

Registered Owner (First, Last Name): Plaza 6 Inc.

---

## Project Information

Project Name: 666 Liverpool Road

Date Checklist Completed: July 9, 2025

Is this checklist revised from an earlier submission (Yes/No): No

Proposal Description: The development is 21 townhomes, 10 units face Liverpool Road with 11 internal units on an internal road. There is a combination of traditional townhomes and rear garage townhomes.

The balance of this report simply summarizes the checklist and the proponent's commitment to meeting tier one requirements with some description of same. This follows the comment section of the checklist.

During the site plan circulation the report will be supplemented on aspects such as energy efficiency, resilient building and solar gain potential.

---

## Education

*Educating homeowners about the use and maintenance of sustainable building features and sustainable lifestyle practices.*

**(E1) Resident Education.** The proponent will meet Tier 1 requirements by providing a resident education information package to all residents that explains the use and maintenance of sustainable building features as well as sustainable lifestyle practices. They will do this through printed materials or on a website. Signage will not be posted on site.

# Energy & Resilience

*Designing and constructing resilient, energy efficient buildings and encouraging on-site renewable energy systems.*

**(ER1 – Roof) Urban Heat Island Reduction.** Tier 1 requirements state that cool roofs should be installed with high albedo/light coloured materials with a Solar Reflective Index (SRI) of 78 or over (for low- sloped roofs <2:12) or 29 (for steep-sloped roofs >2:12) for 100% of the available roof area OR that solar PV should be installed for 50% of the available roof area. The proponent will comply with Tier 1 requirements. Details to come at site plan or prior to building permit.

**(ER1 – Non-roof) Urban Heat Island Reduction.** Tier 1 offers several strategies for non-roof areas for urban heat island reduction. These include, using one or a combination of the following strategies to treat at least 50% of the site's hardscape:

- High-albedo paving materials with an initial solar reflectance of at least 0.33 or SRI of 29;
- Open grid pavement with at least 50% perviousness;
- Shade from existing tree canopy or new tree canopy within 10 years of landscape installation;
- Shade from architectural structures that are vegetated or have an initial solar reflectance of at least 0.33 at installation or an SRI of 29;
- Shade from structures with energy generation.

The proponent will meet the Tier 1 requirement, with decisions to come at the site plan stage or prior to building permit. We expect tree shade will be a key strategy and perhaps paving materials that achieve the requirements.

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**(ER2) Building Energy Performance and Emissions.** The proponent will design and construct all buildings to achieve the Energy Star® rating for new homes, which complies with Tier 1.

**(ER3) Renewable Energy.** Tier 1 strategies for renewable energy include designing or constructing all buildings to be solar ready or incorporating web-based Home Energy Management Systems. The proponent will employ one of these strategies to meet the Tier 1 requirements. To be decided at a later stage.

**(ER4) Building Resilience.** The Tier 1 requirement for this is to implement at least two of the primary measures from the Durham Region Climate Resilience Standard for New Houses additional to those required by this Standard. The proponent will meet this Tier 1 standard with details to be determined at a later date.

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## Neighbourhood

*Creating accessible and safe places to live for all.*

**(N1) Private Pedestrian Walkways.** Tier 1 requires developments to provide on-site private pedestrian walkways from buildings to features outside of the development site, such as public sidewalks, multi-use trails, transit stops and adjacent buildings. All connections must be Accessibility for Ontarians with Disabilities Act (AODA) compliant.

The concept plan for this proposal shows a private sidewalk within the development that link to public sidewalk on Liverpool Road. The public sidewalk connect in all directions to local parks and the balance of the nautical village area and the Liverpool/Krosno area.

**(N2) Private Play Areas and Structures.** Tier 1 requires that all private play areas and play structures must be AODA compliant.

For this small scale project, there will not be active playground equipment. This infill site is near the overall waterfront, Progress Frenchman's Bay East Park (playground equipment) and Frenchman's Bay Memorial Park (one half block to the north east) which has children's playground equipment. Both are within easy walking distance.

**(N3) Community Safety.** Tier 1 requires that the project be designed using Crime Prevention Through Environmental Design (CPTED) principles to create a safe space.

The design for this project follows CPTED principals of windows 'on the street' on Liverpool Road, no blind spots, good lighting, appropriate landscape and so on.

## Land & Nature

*Protecting, conserving and enhancing the natural environment.*

**(LN1) Topsoil.** Tier 1 states the topsoil layer should have a minimum depth of 30 cm for all turf areas, and a minimum depth of 45 cm of high-quality topsoil for all planting beds and scarify hard packed subsoil in all soft landscape areas prior to placement of topsoil.

The proponent will comply with this Tier 1 requirement.

**(LN2) Light Pollution Reduction.** Tier 1 requires that all exterior lighting to be Dark Sky Compliant with the exemption of street lighting, which is governed by the City's Street Lighting Requirements. If a Dark Sky Fixture Seal of Approval is not available, fixtures must be full cut-off and with a colour temperature rating of 3000K or less.

The proponent will comply with this Tier 1 requirement.

**(LN3) Native and Non-Invasive Species.** Tier 1 requires the development to plant 50% native plant species, including trees, shrubs and herbaceous plants preferably drought-tolerant and pollinator- friendly outside of the buffer area and within the development limit. Remaining non-native species must be non-invasive.

The proponent will comply with this Tier 1 requirement.

**(LN4) Vegetated Buffers.** The disturbed buffer area between the development limit and a key natural heritage feature shall be restored with 100% native plant species, including trees, shrubs and herbaceous plants, preferably drought- tolerant.

The proponent will comply with these Tier 1 requirements if such buffers are determined to exist.

**(LN5) Tree Preservation and Removal Compensation.** Tier 1 requires the development to plant 60 mm caliper deciduous trees and 1.8 m high coniferous trees in accordance with the tree compensation requirements. This applies to the removal of any existing trees that are 15 cm or more in diameter at breast height.

The proponent will comply with this Tier 1 requirement and has submitted the tree preservation plan with the submission.

**(LN6) Healthy Street Trees.** Tier 1 requires the development to plant 60 mm caliper deciduous trees on both sides of private streets and in public boulevards at an interval rate of 1 tree per 8 m of street frontage or spaced appropriately having regard to site conditions.

The proponent will comply with Tier 1 requirements, assuming the medium density housing form can accommodate 1 tree per 8m or fine-tuned to the concept plan at the site plan stage.

**(LN7) Natural Heritage Features and Open Space Enhancement.** Tier 1 requires the development to protect key natural heritage features and key hydrologic features on site, including associated setbacks/buffers; OR where all alternatives to protect and enhance key natural heritage features and open spaces on site have been evaluated and determined to not be feasible, provide compensation for the loss of ecosystem functions due to development impacts.

There are no natural heritage features on site, but the tree canopy will be enhanced upon redevelopment.

# Transportation

*Providing opportunities for sustainable modes of transportation.*

**(T1) Electric Vehicles Including Plug-In Hybrid Vehicles.** Tier 1 has two strategies for this development feature: Require 40% EV Rough-in & 10% EV Ready charging infrastructure or equivalent electric vehicle energy management systems (load sharing/circuit sharing) capable of providing Level 2 or higher charging for the resident parking spaces; OR require EV Ready charging infrastructure capable of providing Level 2 charging or higher for 50% of the resident parking spaces.

The proponent will discuss electric charging at the site plan stage and will meet one of the Tier 1 requirements.

# Waste Management

*Providing opportunities to recycle and divert materials in order to reduce waste.*

**(WM1) Construction Waste Reduction.** The proponent will meet the Tier 1 requirement to divert 50% or more of all non-hazardous construction, demolition, and land clearing waste from landfill.

**(WM2) On-Site Storage.** For low rise multi-storey residential buildings, design the site so that all individual units can be served by curbside collection; and allocate space for separate recyclables, organics and garbage containers inside each dwelling unit.

The proponent has fulfilled this Tier 1 requirement and will submit garage plans to show the storage aspects. See Figure 1 below.

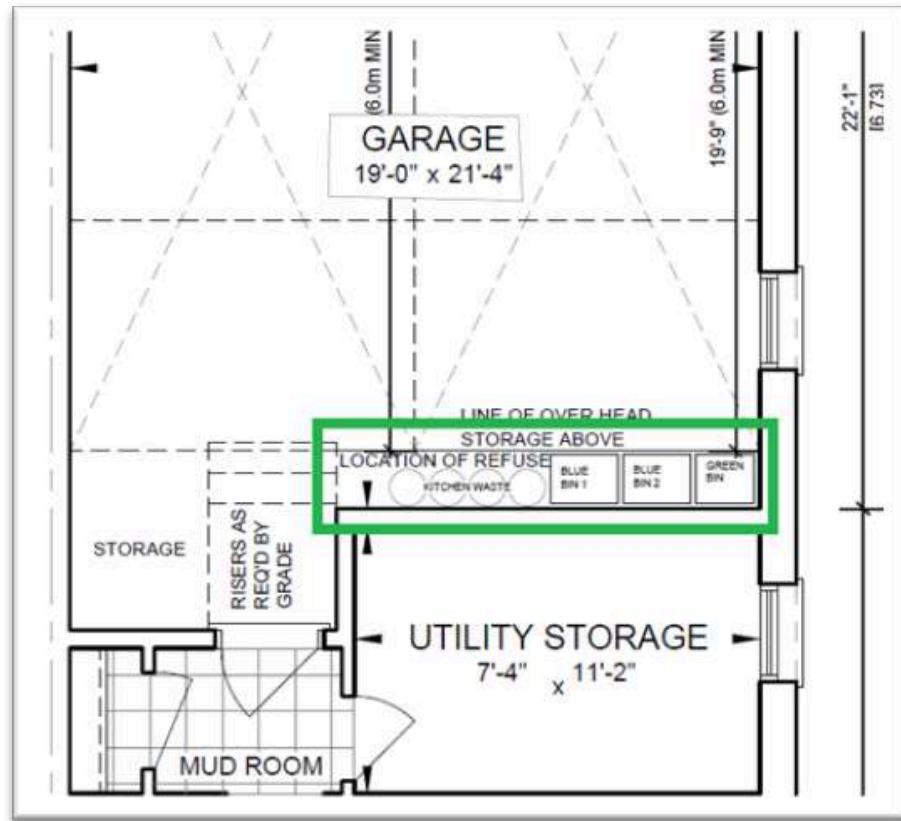


Figure 1 - Shows location for garbage bins, blue bins and green bins within the garage space.

# Water

*Using water efficiently and supporting sustainable stormwater management practices.*

**(W1) Stormwater Management.** The ISDS lists three Tier 1 requirements for stormwater management. They are:

- Achieve a level one/enhanced stormwater treatment for all stormwater, and achieve runoff reduction of a minimum 5 mm of rainfall depth; and
- Demonstrate that the applicable groundwater recharge targets are met based on site-specific water balance/budget studies, in accordance with the CTC Source Protection Plan; and
- Provide an enhanced level of protection for water quality through the long-term average removal of 80% of Total Suspended Solids (TSS) on an annual loading basis from all runoff leaving the site, in accordance with the City of Pickering Stormwater Management Design Guidelines.

The proponent is meeting this Tier 1 requirement. The required reports are part of the overall submission.

**(W2) Water Efficiency.** Two of the following requirements for water efficiency must be implemented to meet Tier 1 requirements:

- Use WaterSense® labeled water fixtures.
- Use a non-potable watering system for irrigation purposes.
- Install a drain water heater recovery unit.
- Install a hot water recirculation pump with an integrated adjustable timer or auto-adaptive controls to shut off during periods of low/no hot water use.
- Use Energy Recovery Ventilation in lieu of conventional humidifier.

The proponent will meet Tier 1 requirements and will determine which strategies will be appropriate at site plan or prior to building permit.

# Conclusions

This proposed development of 21 townhomes will meet all mandatory Tier 1 requirements outlined in the Pickering Integrated Sustainable Design Standards for low-rise residential development. Some of these requirements are embedded in submitted reports, others will be considered during site plan and prior to building permit.