

June 15, 2026

640 Liverpool Road 1288-1294 Wharf Street, and 607-609 Annland Street
Zoning By-law Amendment Application A 03/26
Draft Plan of Condominium C-P-2026-02
City of Pickering
Our Project No. E21030

The following are the next steps to address Zoning By-Law Amendment in response to the Information Report, 06-26, dated May 11, 2026 from the City of Pickering.

	Comment	Response
6.3.1 Built Form and Neighbourhood Character		
1.	Concerns were raised about the significant increase in density on the site, from 51 to 91 units, and questions what improvements have been made to the neighbourhood to justify this increase.	The increase in density has been modified to 81 units, down 10 units to provide additional parking within the development.
2.	Requests were made to reduce the proposed density to better align with the existing neighbourhood character.	The increase in density has been modified to 81 units, down 10 units to provide additional parking within the development.
3.	Concerns were raised that no community benefits have been identified to support the proposed increase in density.	The POPS (privately owned open space) has been enlarged from the 51 unit proposal.
4.	Questions were raised regarding the type and durability of exterior building materials, noting that materials use in some recent developments have deteriorated and appear dated.	The two buildings that face Annland have been revised to 3 storey homes, not 3.5 stories.
5.	Concerns were raised that the proposed architectural design, including materials, colours, roof pitch, and lack of detailing, does not reflect or complement the established Great Lakes Nautical Village character	Architectural appearance details will be managed in the site plan stage.
6.3.2 Parking and Garage Storage		
6.	Concerns were raised that the proposed parking supply is insufficient, particularly for two-or three-bedroom units where multiple vehicles are expected.	Parking has been added to achieve 1.5 spaces for stacked townhomes, all other units have 2 spaces per unit.

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7.	Concerns were expressed that limited parking supply may negatively impact property values and restrict the range of potential buyers.	Parking has been added to achieve 1.5 spaces for stacked townhomes, all other units have 2 spaces per unit.
8.	Concerns were raised that garages will be used for storage, particularly for waterfront-related equipment such as kayaks and paddle boards, reducing available parking for residents.	Garage dimensions meet Pickering standards of 3m x 6m.
9.	Questions were raised about whether larger vehicles will fit the proposed garage dimensions.	Garage dimensions meet Pickering standards of 3m x 6m.
10.	Questions were asked whether visitor parking will operate on a first-come, first served basis and how it will be monitored to prevent use by non-residents, including visitors to the waterfront.	The development will provide signage for resident, visitor and commercial parking. Ticketing and towing are possible if infractions.
11.	Concerns were raised that visitor and commercial parking spaces may be used by residents due to insufficient on-site parking.	The development will provide signage for resident, visitor and commercial parking. Ticketing and towing are possible if infractions.
12.	Questions were raised whether dedicated bicycle parking will be provided.	Bicycle parking stands will be provided for the commercial aspects of the development.
6.3.3 Traffic and Road Safety		
13.	Concerns were expressed regarding increased traffic generated by the development, particularly on Liverpool Road, which is already congested, especially during summer months.	The transportation consultant is providing new traffic counts (June and July 2026) to compare to the study's original assumptions to account for summer conditions and any impact on the findings of the January 2026 study.
14.	Concerns were raised that the Traffic Impact Study was prepared using data collected during less busy periods (April and October of 2023) and does not reflect peak summer conditions or holidays.	The transportation consultant is providing new traffic counts (June and July 2026) to compare to the study's original assumptions to account for summer conditions and any impact on the findings of the January 2026 study.

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15.	Residents noted that the Traffic Impact Study may underestimate cumulative traffic impacts, as it does not account for recently completed or occupied developments (such as the townhouse subdivision to the north at Gull Crossing and the high-density developments at Universal City and VuPoint Condos)	The background traffic includes a potential development block at the waterfront (at the southern terminus of Liverpool Road) that may not proceed, at least not during the development period under review. New development on Bayly (Universal City) and Liverpool, north of 401 (VuPoint) provided traffic impact analysis prior to their approvals and were deemed appropriate.
16.	Concerns were raised that the existing left-turn movement from Annland Street onto Liverpool Road is unsafe and will be worsened by the proposed development.	We have no objection to the left turn on Annland, north to Liverpool Road having a 4 way stop, subject to the City's approval.
17.	Requests were made that a four-way stop sign be installed at the intersection of Annland Steet and Liverpool Road to improve safety.	We have no objection to the left turn on Annland, north to Liverpool Road having a 4 way stop, subject to the City's approval.
18.	Concerns were expressed regarding potential impacts on emergency vehicle access in an already congested area.	The congestion for any vehicles (including emergency vehicles) commences primarily south of Wharf Street with a narrower asphalt width and parking on both sides of Liverpool. It widens considerably immediately north of Wharf Street.
19.	Concerns were raised about the impact of increased traffic on cyclist safety within the neighbourhood.	Acknowledge the concern, neighbourhood wide issue
20.	Concerns were raised that drivers may use the internal private road to bypass congestion on Liverpool Road, creating unsafe conditions.	Signage will be provided discouraging through traffic
21.	Commented that the proposed western access on Annland Street does not align with Pleasant Street, which may create conflicts for vehicles and pedestrians.	The transportation consultant has justified this offset and indicates it is a safe condition for sight lines. City staff have accepted the review.

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6.3.4 Condominium Structure and Maintenance		
22.	Questions were asked whether the development will be a standard condominium or a common elements condominium.	The overall development will be a common element condo corporation that manages private roads, some resident and all visitor parking and open space.
23.	Questions were raised about the responsibilities of the condominium corporation, including building maintenance, façade upkeep, amenity areas, snow removal, and maintenance of private roads, driveways, sidewalks, and boulevards.	Within the common element corporation will be standard condominiums for horizontally stratified units (stacked townhomes). There will also be POTLs (parcels of tied land) for conventional and back to back townhomes. These units (26 in total) are similar to freehold ownership, where maintenance is the responsibility of each owner.
24.	Requests were made that the condominium corporation be responsible for maintaining the boulevard to preserve neighbourhood appearance.	Some services (snow clearing, grass cutting) will be the responsibility of the common element corporation, including the open spaces. The common element corporation provides long term maintenance for the private roads, parking and open space (ie road repairs).
25.	Questions were raised about how condominium fees will be structured and what services will be included.	A standard condo corporation will provide long term maintenance for the stacked townhomes, including a reserve fund for replacement of building elements over time.
26.	Concerns were raised that the future condominium board could remove or alter common outdoor amenity spaces to accommodate additional parking.	A condo board is bound by the approved site plan and cannot make any adjustments other than by amendment with an application to the municipality.
6.3.5 Infrastructure and Services		
27.	Concerns were expressed about the capacity of existing infrastructure, including sewer, water, and waste management, to accommodate the proposed development.	All infrastructure in the neighbourhood has the capacity for the development. One portion of storm sewer on Annland Street will be replaced.

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28.	Concerns were raised that the City's population growth is not being matched by additional recreational facilities, noting that there is currently only one major recreation complex serving the City.	Overall city wide recreational facilities is the responsibility of the municipality.
6.3.6 Stormwater Management		
29.	Concerns were raised about increased impervious surfaces and the potential impacts on stormwater management, runoff, drainage, and the aquatic ecosystem.	The engineering related to the development will address all storm water management issues. An initial report was provided in January 2026 and a revised report is available with the second submission.
30.	Concerns were raised that the proposed basement units may be susceptible to flooding.	The site will be designed to avoid any flooding conditions.
6.3.7 Submitted Studies		
31.	Concerns were expressed that the submitted Coastal Study and Environmental Impact Study were prepared in 2022 and based on the previous development proposal, which does not reflect the current scale of development.	The Coastal Study relates to wave behaviour in Frenchman's Bay and does not relate to density on the developable lands. The EIS (Environmental Impact Study) evaluates the natural heritage aspects of the property and does not relate to density.
32.	Commented that the submitted Stage 1 Archaeological Assessment for 640 Liverpool ORad and 609 Annland Street recommends a Stage 2 assessments which has not yet been completed.	A phase 2 archaeological study will be completed for the Avis portion of the lands.
6.3.8 Commercial Uses		
33.	Questions were raised about the types of permitted uses within the proposed commercial space, including whether certain uses such as a cannabis retail store would be permitted.	A wide range of commercial uses are permitted in the Official Plan and zoning bylaw in Pickering. Office space, medical uses, professional services uses, retail, food and beverage uses are all permitted. The proposal has increased its commercial offering from 245m ² to 484m ² .

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34.	Requests were made that the commercial space remain as one larger unit and not be divided into smaller tenancies.	That is the intent of the proponent. Note that more commercial space is now provided in the revised proposal.
35.	Suggested that the amount of commercial space within the development be increased.	The space has been doubled to 484m ² , up from 235m ²
36.	Concerns were raised that there will be insufficient parking available for commercial uses due to anticipated residential demand.	Commercial parking spaces will be marked, some spaces are anticipated for resident visitor and/or commercial parking.
6.3.9 Housing Accessibility		
37.	Commented that the proposed bedrooms are undersized.	The dimensions are typical of newer townhomes
38.	Commented that the number of stairs within the stacked townhouse units limits accessibility and the ability of residents to age in place.	All townhomes typologies involve stair systems, stairlifts can be provided as an assist for aging in place as the resident matures
39.	Questions were asked whether accessible units will be provided within the development.	No accessible units are proposed
40.	Suggested that elevator rough-ins be included to allow for future accessibility.	The development will consider rough in elevators at the site plan stage.
6.3.10 Construction Timing		
41.	Questions were raised about the anticipated construction timeline, including the proposed start date and duration of construction.	The intent is to be in the market in early to mid 2027 and start construction (on a first phase, subject to market response) later in 2027 (land servicing) with initial occupancies in 2028/2029.
6.3.11 Waterfront Concerns		
42.	Concerns were expressed that the waterfront is already heavily used, particularly during summer months, resulting in pressures related to traffic, parking, and litter.	The concerns relate to the whole waterfront neighbourhood and it's popularity for city residents. Seasonally, this is a well used area with the resultant congestion. This development will not materially impact these issues, but offer a continuation of the nautical village with associated commercial opportunities.

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43.	Concerns were raised that the proposed development will further exacerbate existing pressures on the waterfront area.	The concerns relate to the whole waterfront neighbourhood and it's popularity for city residents. Seasonally, this is a well used area with the resultant congestion. This development will not materially impact these issues, but offer a continuation of the nautical village with associated commercial opportunities.
44.	Requests were made that the City implement a comprehensive plan to address parking, traffic, waste management, and public safety at the waterfront.	The proponent supports the community request
45.	Questions were raised whether consideration has been given to maintaining the waterfront as a public asset and limiting private development along the shoreline.	The public realm in the waterfront area is fairly robust, with beaches, walkways, public parks and programmed activities
6.4.1 Durham District School Board (DDSB)		
46.	DDSB has reviewed the applications and has no objections to the proposed development	Acknowledged.
47.	Students generated from this development will attend existing neighbourhood schools.	Acknowledged.
6.4.2 Ontario Power Generation (OPG)		
48.	OPG owns the Pickering Nuclear Generating Station (PNGS), which currently operates four reactor units with a net output of approximately 2,100 megawatts. OPG is preparing for the refurbishment of all four units and construction activities on-site will take place into the mid 2030's.	Acknowledged.

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49.	The proposed development is located within the Automatic Action Zone (AAZ) as described in the Provincial Nuclear Emergency Response Plan Master Pla, 2017 (PNERP). The AAZ is defined as pre-designated area immediately surrounding by default on the basis of reactor facility conditions with the aim of preventing or reducing the occurrence of severe deterministic effects. The outer radii of the AAZ for Pickering is 3 kilometers from the station site.	Acknowledged.
50.	Policy 5.5.34 of the Durham Regional Official Plan asks area municipalities to work with the Region to protect the AAZ from encroachment of sensitive land uses. New development that proposes sensitive land uses within the AAZ are to minimize and mitigate potential adverse impacts and any development proposal for a sensitive land use within AAZ where permitted, shall be supported by a study which considers all Regionals and Provincial planning requirements, land use compatibility, including any applicable guidelines and emergency planning measures.	The proponent prepared a land use compatibility brief in the prior application, which remains relevant. This site would be evacuated in the same manner as all other surrounding developments. There would be no differences.
51.	As part of the review of the subject application, the Municipality should require the applicant to submit supporting information to demonstrate that the development satisfies consideration of emergency planning requirements.	The site is within the Automatic Action Zone (AAZ) and is to identify supporting information to demonstrate that the development satisfies emergency planning requirements. The site is zoned for medium residential development (2024) and a land use compatibility report was provided during that approval.
6.4.3 Hydro One		
52.	Hydro One has reviewed the proposed development and has no concerns at this time.	Acknowledged.

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6.4.4 Enbridge Gas		
53.	No objections to the proposed development, however, we reserve the right to amend or remove development conditions.	Acknowledged.
54.	As a condition of Draft Plan of Condominium, the landowner must agree to provide Enbridge Gas the Necessary easements, at no cost, and/or agreements required by Enbridge Gas for the provision of local gas services for this development.	Acknowledged.
6.5.1 Fire Services		
55.	Fire Services has reviewed the applications and has no objections to the proposed development at this time.	Acknowledged.
7.0 Planning & Design Section Comments		
56.	Ensure conformity with the Provincial Planning Statement (2024), the Regional Official Plan, the Pickering Official Plan, and the Bay Ridges Neighbourhood policies.	Added a mixed use building (Building A) with commercial uses at grade and two floors of stacked townhomes.
57.	Ensure the proposal addresses the goals and objectives of the Liverpool Road Waterfront Node Development Guidelines, including building siting and setbacks, building heights and massing architectural features and materials, landscaping, outdoor open space, and pedestrian connectivity within and external to the site.	Acknowledged.
58.	Evaluate the proposed stacked townhouse block (Block A) fronting Liverpool Road against the Liverpool Road Waterfront Nose Development Guidelines, with particular attention to whether the ground floor residential units could be designed for future conversion to commercial, retail, and office uses.	Added a mixed use building (Building A) with commercial uses at grade and two floors of stacked townhomes.

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59.	Ensure an appropriate transition is provided between the proposed development and the low-density subdivision to the north across Annland Street.	Provided a revised building typology facing Annland Street, with a 3 storey building height, lowered from 3.5 storeys
60.	Ensure that the proposed built form reflects the Waterfront Node and Great Lakes Nautical Village theme established within this neighbourhood.	Acknowledged.
61.	Review the proposed parking ratios, particularly for the back-to-back townhouse units, ensuring a sufficient parking supply is provided for residents, visitors, and commercial uses, and that the development will not result in spillover parking onto adjacent streets or affect neighbouring properties.	Increased parking ratio to 1.5 spaces per stacked townhome
62.	Review internal garage sizes to ensure sufficient space to accommodate a vehicle and allow for the storage of household items.	Garages have been evaluated to include waste storage (plans are attached)
63.	Require the applicant to update the submitted Traffic Impact Study to include peak summer traffic volumes, including the collection of additional traffic volume counts during the summer period, and identify appropriate mitigation measures to address safety, congestion, and emergency vehicle access.	The Traffic Impact Study (TIS) has been revised to include new traffic counts in June and July 2026, to determine if this impacts the study conclusions
64.	Request the applicant to review the proposed west site access on Annland Street in relation to Pleasant Street to ensure proposer alignment and safe vehicle movements.	A sight line review was prepared and approved in the prior application. The city has accepted the findings, that the offset does not represent a safety issue.
65.	Ensure that the applicant appropriately addresses the concerns raised by OPG by demonstrating that the development satisfies applicable emergency planning requirements, including the identification of any emergency planning measures.	Acknowledged.

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66.	Require the applicant to provide additional details on the proposed commemorative plaque for the Avis House and the proposed public art installation within the privately owned, publicly accessible space.	The commemorative plaque (Avis home) and public art have been committed to in writing and will be detailed at the site plan stage
67.	Ensure that sufficient space is provided within the development for snow storage, utilities, hydro transformers, light standards, a water meter room, community mailboxes, and municipal waste collection.	The detail around utilities, street lighting and snow storage is usually outlined at the site plan stage. The maintenance operations around snow storage have been outlined in a summary of condo operations and maintenance. (see I below)
68.	Ensure adequate private outdoor amenity space is provided for each dwelling unit.	Private and public outdoor amenity space is generous with the majority of units having roof top terraces, and two public open spaces, at Liverpool/Wharf and on Frenchman's Bay. The lower units of stacked product offer 8m ² of private patio space.
69.	Request the applicant to provide preliminary details regarding the condominium structure, including responsibilities for building maintenance, façade upkeep, snow removal, and private road maintenance.	Also see section 6.3.4 Community Concern – the basic structure is outlined in 6.3.4. Snow storage will be managed for all unit types within the development including private roads, resident parking, visitor parking, commercial parking, common sidewalks, individual sidewalks and driveways through an appropriate response given the weather conditions. Snow events of less than 5cm may use snow melt products, Snow events greater than 5cm will be ploughed and snow removed (where required).
70.	Request the applicant to demonstrate accessibility considerations within the development, including unit design, stair configurations, and provision for elevator rough-ins to support aging in place.	The development will examine elevator rough in locations within the stacked units. Conventional towns and back to back units in the market (generally) do not offer this option.

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71.	Ensure the applicant consults with the landowner of 1272 Wharf Street to secure a permanent easement allowing future residents access to the private outdoor amenity area adjacent to Frenchman's Bay, and confirm that appropriate fencing is installed to prevent trespassing onto private property.	The easement currently in place with the owner of 1272 Wharf Street remains valid for the modified proposal.