



PLANNING RATIONALE REPORT FOR 640 LIVERPOOL RD, PICKERING

JANUARY 2026

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1.0 INTRODUCTION

Brian Moss & Associates, Ltd. has been retained by Liverpool Road Limited Partnership to prepare planning applications and obtain the municipal approvals required to implement a proposed medium density development on the lands known as 640 Liverpool Road (including 1288, 1290, 1292, 1294 Wharf Street and 607, 609 Annland) in Pickering (hereafter referred to as the “subject site” or 640 Liverpool Road).

The subject site is located west of Liverpool Road, north of Wharf Street, and south of Annland Street. Frenchman’s Bay is located west of the subject site, however it does not abut the property, save and except an 11m wide parcel. The balance of the property is approximately 37 m from the Bay.



This Planning Rationale Report has been prepared in support of an application for a zoning by-law amendment (ZBA) and a draft plan of common element condominium (and later standard condo applications).

An earlier application (OPA, zoning, draft plan of subdivision, draft plan of common element condo) was approved in July 2024. Therefore the site is now designated MD (Medium Density Residential), a draft plan of subdivision is approved with conditions, a draft plan of common element of condo is approved with conditions.

As the built form has been revised in this application, the zoning and draft plan of common element condominium require adjustments (and therefore new applications).

This report will outline the revisions to the proposal and discuss planning implications of the revised proposal. It will also outline appropriate zoning parameters for the site, similar to the zoning that was established in the zoning approval of July 2024.

For the benefit of the reader of this report, it will describe the context of the site relative to an amended built form.

The subject site is located within an urban residential area on lands designated for medium density residential development (up to 80 dwellings per net hectare) in the City of Pickering Official Plan.

The proposed zoning by-law amendment will seek to change the zoning to a suitable zone that reflects medium density residential and elements of mixed use development. The draft plan of common element condominium (and standard condominium(s)) will reflect the adjusted development pattern, as an implementation tool.

The draft plan of subdivision (approved in July 2024, with conditions) requires no revisions and will implement the development scheme.

This Planning Rationale Report will evaluate the merits of the proposal in the context of the applicable City policies.



2.0 SITE DESCRIPTION AND CONTEXT

2.1 SUBJECT SITE

The subject site is municipally known as 640 Liverpool Road and related addresses on Wharf and Annland Streets, (as noted in the application forms) 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 1.136 hectares (2.8 ac)



2.2 SITE - EXISTING USES

The subject lands consist of two prior ownerships of land, known as the Avis and Morgan properties. The Avis property (adjacent Liverpool Road) has a two workshops/sheds, open space, a graveled area that was used for storage uses and a parking lot leased by the City for waterfront parking.

The Morgan property has 4 detached homes and a small workshop/storage building.

2.3 SURROUNDING AREA

The site is in the southwest portion of the Bay Ridges neighbourhood.

Immediately north and west of the subject site are predominantly one and two-story single detached houses built from the 1930's (or earlier) through to new infill development of low and medium density housing forms. There has been considerable 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.

South of the site are a variety of residential sites, mixed use and commercial structures, including a marina with launch and docking facilities. Some lands are used in the off season for boat storage.

The lands immediately south of the site (west side of Liverpool Road) are two and three-story townhomes with commercial frontages on Liverpool Road. A number of retail, personal service and light food and beverage businesses operate within these units.

Eight units were required to accommodate future commercial uses. (by OMB decision) These businesses seem to have matured over the last number of years and appear reasonably stable, serving the local and city wide community. There is some normal turnover in tenants and businesses.

On the east side of Liverpool Road, there are similar live/work units (about 17 units in total) with a similar mix of commercial and personal service businesses with surface customer parking behind the units.

Both these developments were constructed in the 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.

FIGURE 1 - NEIGHBOURHOOD CONTEXT



Some of these attributes continue on Liverpool Road, north of Wharf Street with specialty lighting, widened sidewalks, decorative pavers and on street parking. ending at Annland Street.

There are four 3.5 storey townhomes on Wharf Street (1281 to 1287) in a more contemporary architectural design, immediately south of the subject site fronting Wharf Street.

To the immediate west of the subject site is Frenchman's Bay with two detached homes fronting on the water.

The homes on Liverpool (east side) and Annland (north side) are detached and vary in architecture, age and size.

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.

More recently, a surplus school site was redeveloped into medium density housing forms (3 storey townhomes and some detached) with some fronting on Liverpool (just north of Commerce Street). In this case, the homes are residential use only.

3.0 PROPOSED DEVELOPMENT

3.1 DESCRIPTION OF PROPOSED DEVELOPMENT

The proposed development consists of 91 townhomes (various forms), a mixed use building, open spaces and adequate resident and commercial parking.

There are stacked towns, back to back towns and conventional towns.

The overall development will be within a common element condominium corporation with private roads (6.5m in width). The back to back townhomes and conventional townhomes will have POTLs associated with them.

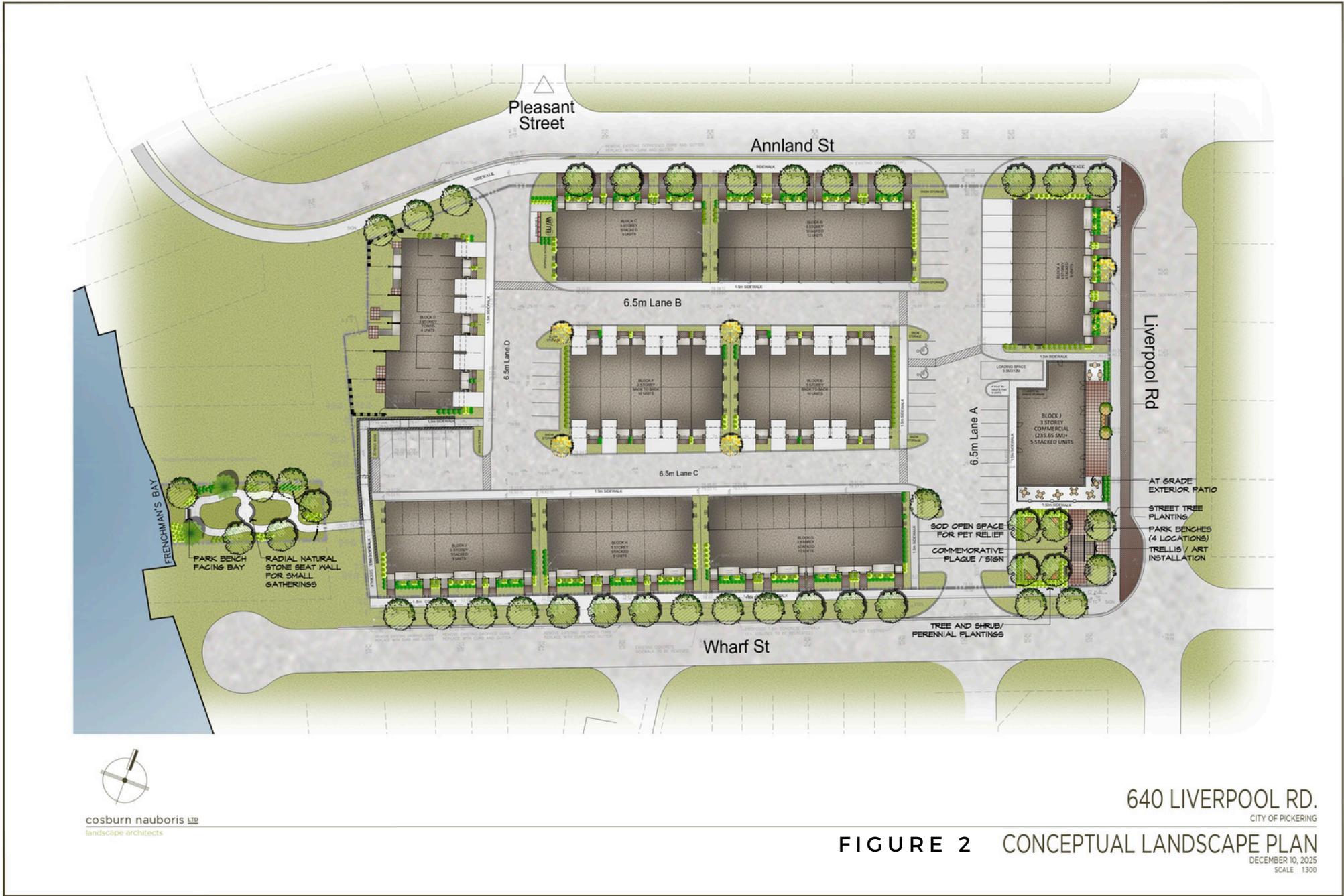
The stacked units will be within one or more standard condominium corporations, that are embedded with the common element corporation.

The proposal will have a residential density of 80 units per net hectare.

There are three access points proposed, two from Annland Street and one from Wharf Street.

A small parcel of land abuts Frenchman's Bay and will be part of the open space of the development offering a gathering place to overview the bay. There is an easement from the site across a private lane to the waterfront property.

The units average 1,450 sf (135m²) and will meet a variety of purchaser's requirements and affordability. Most units will offer 3 bedrooms. All units have an internal garage directly accessible to the balance of the unit.



4.0 PLANNING CONTEXT

This section will review City of Pickering policy relative to the site and policies of the Bay Ridges Neighbourhood and Liverpool Road Waterfront Node Development Guidelines.

4.1 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.

Council have enacted other amendments since 2022, including OPA #51 for this site. It designates the lands for medium density residential use.

Pickering has also been updating its Official Plan for some time, but is not in force and effect at the time of application (January 2026).

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;

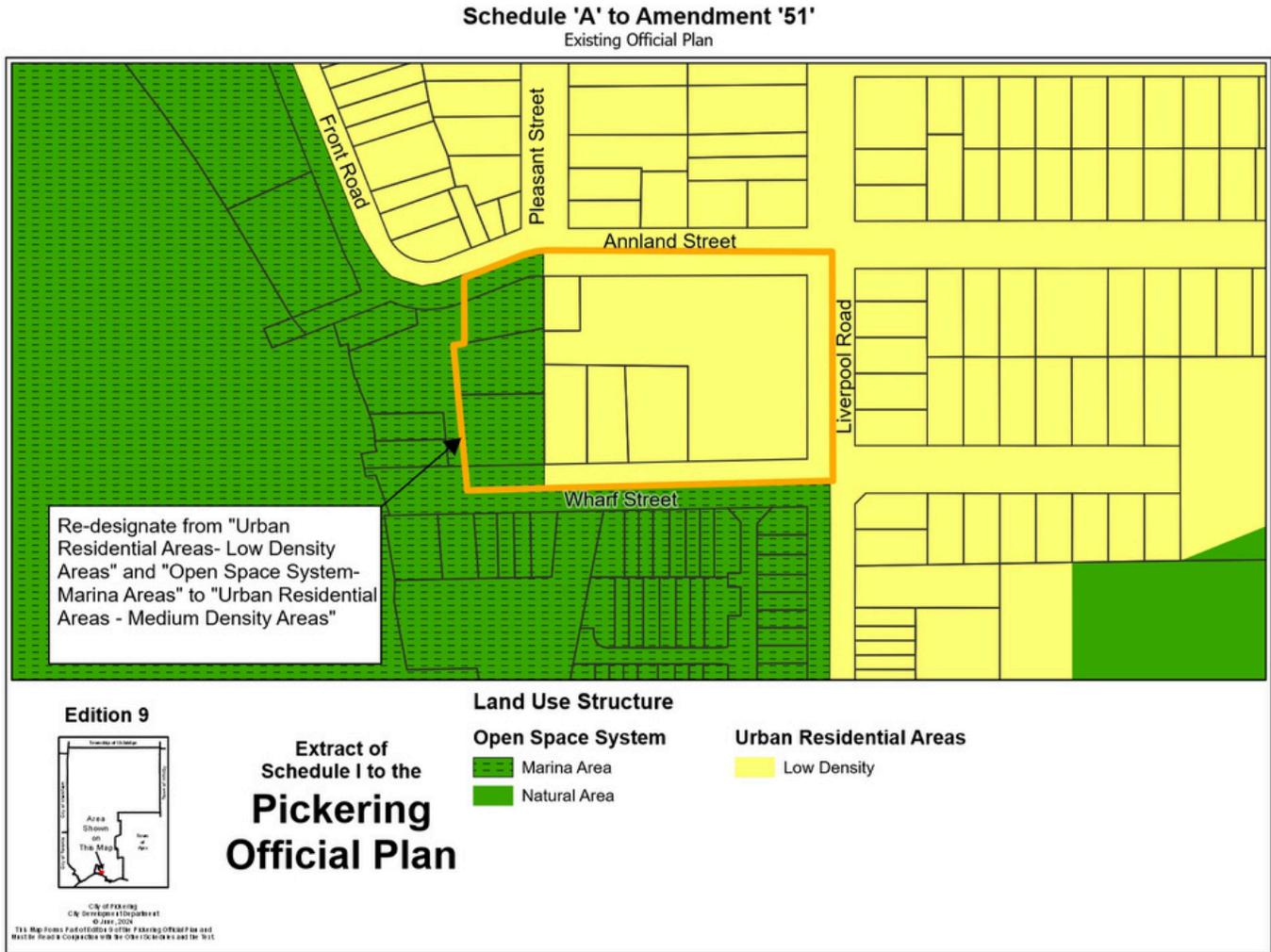
(d) to welcome diversity while respecting local context; and

(e) to manage change while recognizing uncertainty

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– Medium Density Areas' as outlined in Bylaw 8116/24, that enacted OPA #51 in July 2024.

FIGURE 3 - PICKERING OFFICIAL PLAN, OPA #51



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 hectare).

Official Plan Amendment #51 (July 2024) designated the subject lands Medium Density Residential with density up to 80 dwellings per net hectare.

The proposed development of 91 multi-family housing units on a 1.1365 hectare site area will have a density of 80.0 units (or dwellings) per hectare.

The built form of 3 storey townhomes is similar to the prior approved application. Fewer units have rear amenity areas and more have roof top terraces for amenity areas.

A mixed use building offers both commercial and residential uses with 235.6m² (2,540 sf) of commercial space at grade. This may provide for 1 to 4 businesses (depending on tenant size), anchored at the key corner of Liverpool Road and Wharf Street. It may provide for a somewhat higher order of retail than currently offered in the nautical village (ie small food store).

As the Official Plan intent for the site includes an element of commercial activity, we would suggest a mixed use building fulfills this intent and provides more certainty for retail and personal service uses in this portion of the nautical village.

Most resident parking is in single garages with direct access to the units. Visitor parking is provided in various locations throughout the site.

The proposal conforms to the medium density residential use designation, given the Liverpool Road Waterfront Development Guidelines.

4.2 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;*

Policy 12.5 h) ii) addresses the Liverpool Road Corridor in some detail with design considerations some 30m deep on the west side of Liverpool Road up to Annland Street. In section 12.5 g) ii) B), it requires 8 units to be subject to conversion potential south of Wharf Street.

Section 12.5 h) ii) A) requires the potential for commercial uses in units fronting on Liverpool Road (west side) from Wharf Street to Annland Street.

4.2.1 Policy Response

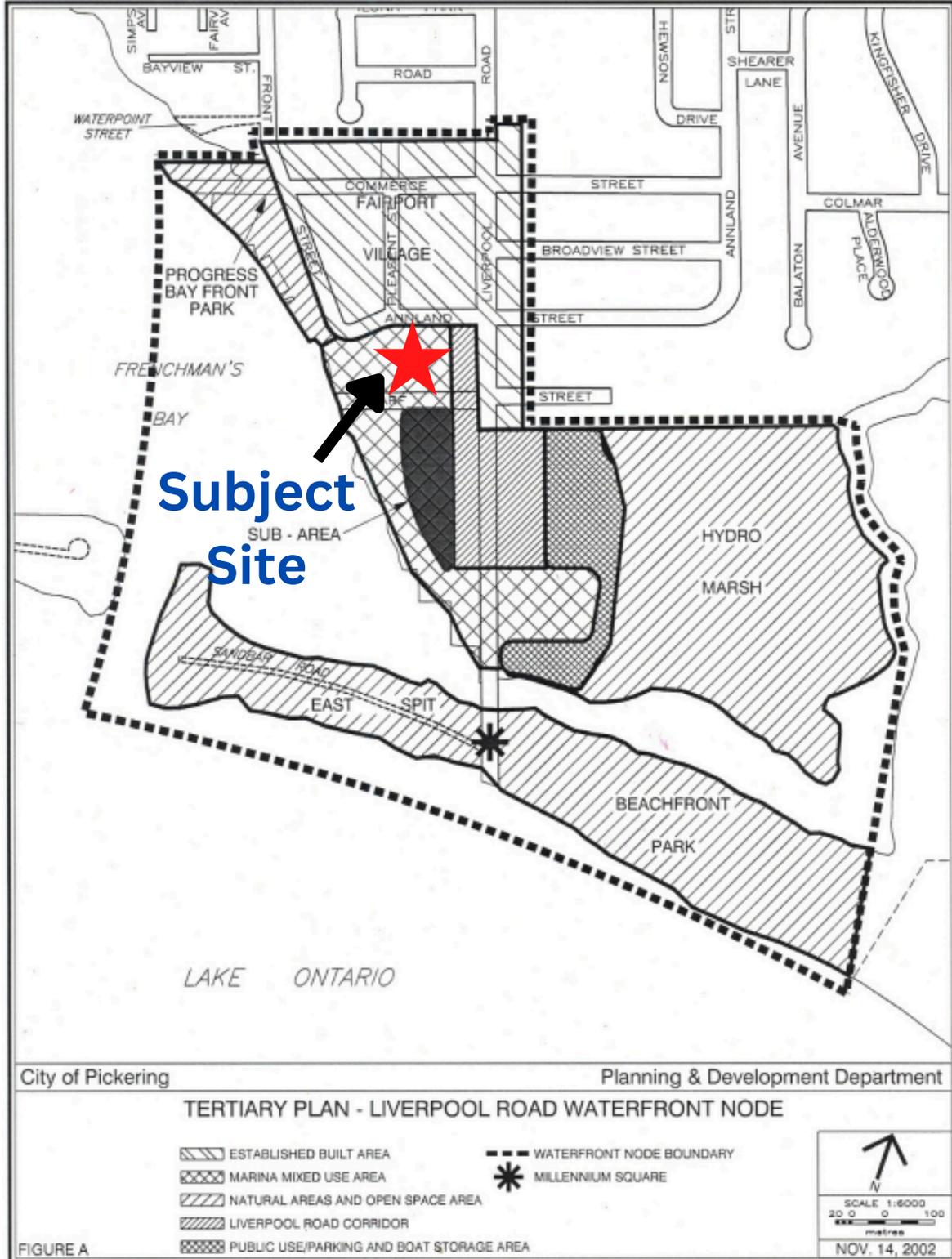
The proposal's response to this policy is to offer a mixed use building, near the corner of Wharf Street and Liverpool Road, adjacent a private open space, that will be publicly accessible (POPS) (privately owned public space). The building provides for 235.6m² of commercial space at grade at this prominent corner. This could provide tenancy for 1 to 4 businesses, depending on tenant requirements.

It overlooks Liverpool Road and the open space at this key corner. It would anchor the existing nautical village in a viable location and configuration. On street parking and dedicated commercial parking would be provided. Both loading and private waste collection have been provided for in the proposal.

The subject site is located within the waterfront node and, therefore, will conform to the *Liverpool Road Waterfront Node Development Guidelines*.

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 4 - LIVERPOOL ROAD WATERFRONT NODE



4.3 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.

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;

- View corridors to the water and open spaces
- 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
- A street and block pattern exists and is intended as the pattern for future development (the Wharf to Annland block on the west side of Liverpool is most of the subject site)
- 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 integrates these elements into the proposed development and will be further developed at the site plan application stage. See Section 4.3.1 Policy Response.

C1.3.4 Liverpool Road Corridor

Certain lands on the Tertiary Plan are identified as the Liverpool Road Corridor. Development along Liverpool Road will achieve a high level of design and architectural quality, featuring a vibrant pedestrian environment. This area represents the tourism and service commercial uses that complement the marina, recreation and waterfront trail uses within the Waterfront Node.

Residential uses within the Liverpool Road Corridor will be permitted provided that a significant public benefit is provided. To qualify as a significant benefit for residential development, the ground floor of the residential units fronting on Liverpool Road must be designed and constructed in such a way that the ground floor can be easily converted in the future to accommodate a range of uses.

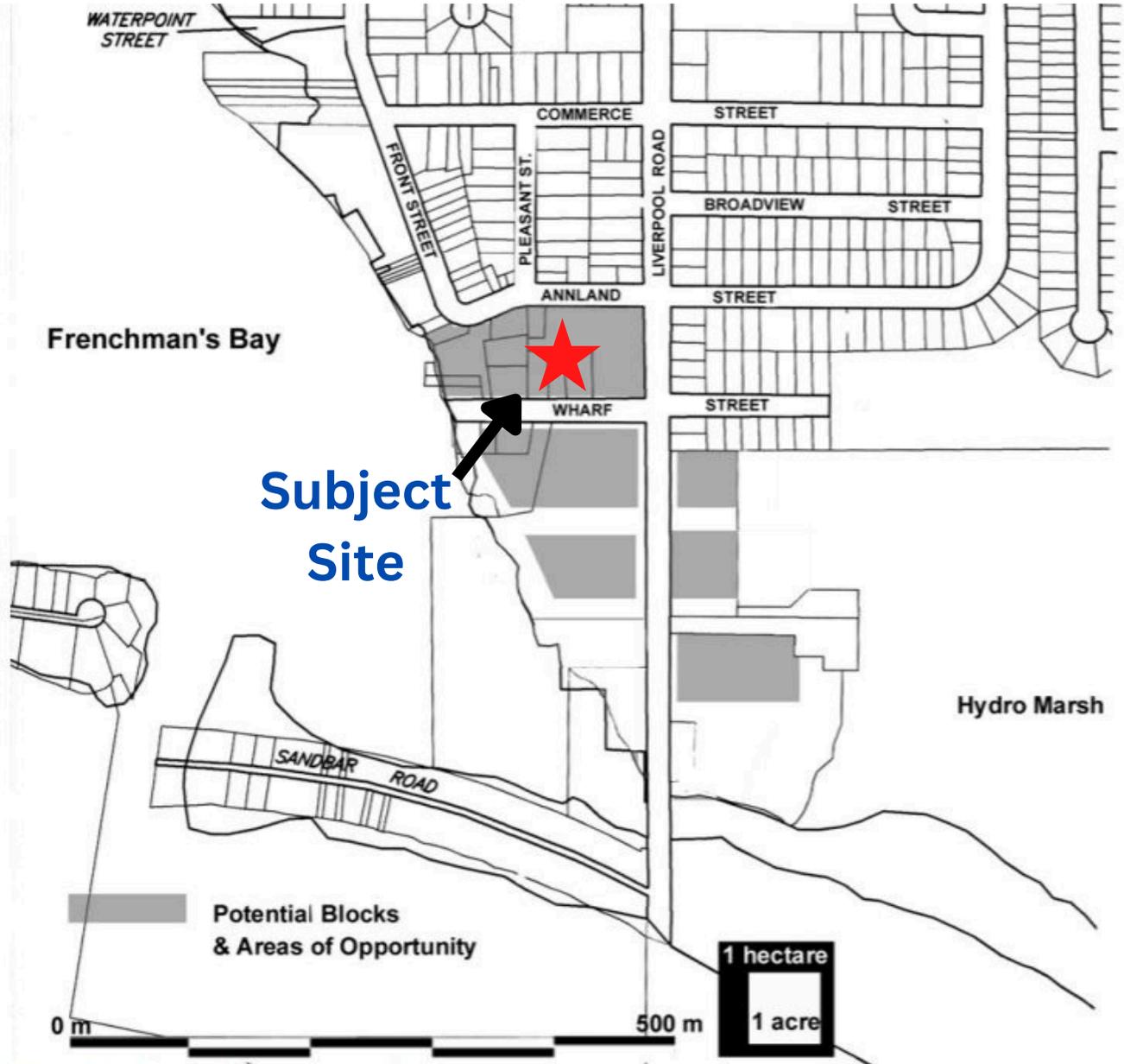
Section C1.4.3 of the Liverpool Road Waterfront Node Development Guidelines classifies 640 Liverpool Road as being in a “potential development block” and “area of opportunity” (see Figure 5 below).

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)

FIGURE 5 - LIVERPOOL ROAD WATERFRONT
DEVELOPMENT GUIDELINES



4.3.1 Policy/Urban Design Response

The Bay Ridges community is undergoing considerable new investment from replacement of single family homes, to larger scale redevelopment of underutilized lands (former marina/vacant lands and a surplus school site).

The new investment is generally gentle intensification in nature. There have been townhome developments of two and three storey heights on Liverpool Road and Wharf Street and detached housing proposals in the same height range.

The fundamental design elements remain in place from the prior application for townhomes.

Urban Design

The proposal for the subject site follows many of the policy objectives for the immediate neighbourhood, including;

- Creating an animated, pedestrian friendly public realm on the Liverpool Road spine and along Annland Street. The sidewalks on Liverpool and Annland are already widened sidewalks reflective of the waterfront trail designation. Individual sidewalks for each home will join the widened sidewalks, along with appropriate landscape details.
- Eliminating individual driveways on all public streets for a more continuous public realm and pedestrian experience. Vehicular access is limited to 2 entries onto Annland Street and one on Wharf Street.
- There is a pedestrian linkage from Liverpool Road into the development (immediately north of Block J) as a break in continuous built form.
- There is also an open space at the corner of Wharf Street and Liverpool Road that will be a gathering place for the residents and area visitors . It will feature a commemorative plaque of the local history (Avis home) and a location for public art, as well as seating areas.
- Wharf Street has direct views to Frenchman's Bay as does Annland Street. In Annland's case the view terminates at a municipal park.
- The buildings are 4.5m from the municipal right of way which provides an appropriate street containment.

- The architecture providing a nautical village appearance. The architectural detail represented in the elevations and renderings suggest intent for the site, to be detailed at the site plan application. It is intended to be unique but blend in with the 'nautical' village theme of other nearby developments.
- Providing an internal circulation pattern for pedestrians and vehicles that minimizes impact in the surrounding neighbourhood. Vehicles are parked with internal garages accessed from internal private streets. Sidewalks are provided throughout the development. The sidewalk on Wharf Street will be extended to the west end of the property.
- Providing an opportunity for a viewing/sitting area for residents of the community on the relatively narrow water frontage parcel (11 m)
- As an alternative to each unit facing Liverpool Road having the potential conversion (main floor) to a commercial, personal service use, the project provides a mixed use building near the corner of Liverpool and Wharf Street of 235m² (net main floor) that would be commercial in use. This would be suitable for one to four commercial businesses and would anchor the commercial uses south of Wharf Street.
- There is dedicated commercial parking within the site for the mixed use building as well as on street parking in front of the building.
- The resident visitor parking is located on site in various locations.

4.3.2 Preliminary Elevations

Preliminary elevations follow for each townhome type.



BLOCK D - FRONT ELEVATION

-  PRIMARY SIDING COLOUR 1
-  ACCENT SIDING COLOUR 1
-  FACE STONE OR BRICK
-  RAISED SEAM METAL ROOF
-  GLASS RAILINGS

CLIENT: 640 Liverpool Road	
DATE: BLOCK D - FRONT ELEVATION (3 Storey Units)	ELEVATION:
TOTAL AREA: AS NOTED	DATE ISSUED: NOV 14, 2025
PROJECT: 2022-10	SCALE: 3/32"=1'-0"
CADREY CODE:	MUNICIPALITY: City of Pickering
	



-  PRIMARY SIDING COLOUR 1
-  ACCENT SIDING COLOUR 1
-  FACE STONE OR BRICK
-  RAISED SEAM METAL ROOF
-  GLASS RAILINGS

BACK TO BACK
UNIT 1
INTERIOR END

BACK TO BACK
UNIT 2

BACK TO BACK
UNIT 3

BACK TO BACK
UNIT 4

BACK TO BACK
UNIT 5
UPGRADE END

2025-11-04

CLIENT: 640 Liverpool Road	
DATE: B2B BLOCK	ELEVATION:
TOTAL AREA: AS NOTED	DATE ISSUED: NOV 26, 2025
PROJECT #: 2022-10	SCALE: 1/8"=1'-0"
CADDED CODE:	MUNICIPALITY: City of Pickering
	

FIGURE 7B - PRELIMINARY ELEVATION - BACK-TO-BACK TOWNHOMES

FIGURE 7C - PRELIMINARY ELEVATION - STACKED TOWNHOMES



-  PRIMARY SIDING COLOUR 1
-  ACCENT SIDING COLOUR 1
-  FACE STONE OR BRICK
-  RAISED SEAM METAL ROOF
-  GLASS RAILINGS

ST-1-UPGRADED END
UNITS 1,4,7

ST-1 INT
UNITS 2,5,8

ST-1-END
UNITS 3,6,9

TYPICAL STACK ELEVATION - 9 UNIT BLOCK

CLIENT: 640 Liverpool Road	
DATE:	ELEVATOR:
STACK BLOCK	
TOTAL AREA: AS NOTED	DATE ESTD: NOV 20, 2025
PROJECT #: 2022-10	SCALE: 1/8"=1'-0"
CITY CODE: City of Pickering	



ST-1-END
UNITS 3,6,9

ST-1 INT
UNITS 2,5,8

ST-1-UPGRADED END
UNITS 1,4,7

TYPICAL STACK ELEVATION - LANEWAY

CLIENT: 640 Liverpool Road	
DATE:	ELEVATOR:
STACK BLOCK	
TOTAL AREA: AS NOTED	DATE ESTD: NOV 20, 2025
PROJECT #: 2022-10	SCALE: 1/8"=1'-0"
CITY CODE: City of Pickering	

FIGURE 7D - PRELIMINARY ELEVATION - COMMERCIAL BLOCK/ MIXED USE BUILDING



COMMERCIAL BLOCK - LIVERPOOL RD ELEVATION

CLIENT		640 Liverpool Road	
SITE #		COMMERCIAL BLOCK	
TOTAL AREA		AS NOTED	DATE ISSUED
2022-10		1/8"=1'-0"	NOV 26, 2025
PROJECT	DATE		
DRAWN BY	CITY OF PICKERING		



COMMERCIAL BLOCK - SOUTH ELEVATION

CLIENT		640 Liverpool Road	
SITE #		COMMERCIAL BLOCK	
TOTAL AREA		AS NOTED	DATE ISSUED
2022-10		1/8"=1'-0"	NOV 26, 2025
PROJECT	DATE		
DRAWN BY	CITY OF PICKERING		



cosburn nauboris LLP
landscape architects

640 LIVERPOOL RD.

CITY OF PICKERING

CONCEPTUAL POPS (HERITAGE) PLAN

DECEMBER 10, 2025
SCALE 1:100

FIGURE 7E - THE GATHERING PLACE

4.4 PLANNING AND IMPLEMENTATION DOCUMENTS

An amending zoning bylaw is provided as Appendix 1 and a draft plan of common element condominium is provided as Appendix 2. Standard condo plans (for the stacked units) will be provided during project implementation.

5.0 COMMUNITY CONTEXT AND IMPACT

This section provides a broad overview of the technical material provided for the application and any implications for the site or wider community. The technical reports deal with the details.

Geotechnical and Hydrogeology findings

The soils on site pose no difficulties for underground services or foundations. The water table is relatively shallow in the eastern portion of the site and informs the detailed grading design for the project. There may be some typical dewatering requirements during installation of deep services and LID (low impact development) measures may be challenging to implement in certain portions of the site.

Environmental Site Assessments (ESAs), Phase One and Two

There are environmental site assessments on the Morgan and Avis properties and the small waterfront lot. There is remedial work that will be carried out as part of preconstruction activities after planning approvals are provided. A record of site condition will be required later in the process after clean up activity is complete. The clean up requirements are relatively modest. These reports have been updated in December 2025, with similar findings and no new issues.

Natural Heritage evaluation (Environmental Impact Statement)

The study evaluates all natural heritage components on the lands and immediately surrounding areas, including vegetation, birds and other wildlife. There are no negative impacts to the natural heritage system. Recommendations are made for construction and post construction. A reliance letter is provided as an update to this application. No new issues were found to exist.

Tree Inventory

The tree canopy has been evaluated and the condition of all material has been noted. The trees on site will be removed and new material will be provided for the urban canopy. A revised report was prepared to account for the different development pattern.

Traffic Findings

Traffic from the development (91 homes and 235m² of commercial) has been evaluated in a new report relative to the surrounding community. The impacts are very minor in nature.



6.0 COMMUNITY BENEFITS

The proposed development provides benefits to the community.

With its key waterfront location, the proposal provides a variety of housing forms and choices for existing or new residents. It provides a development that is consistent with desirable waterfront living near Frenchman's Bay and nearby amenities, in line with municipal planning objectives.

It provides a certainty of 235m² (2,540 sf) of commercial uses to anchor the existing uses in the nautical village.

It provides a gathering area at the north end of the nautical village for residents and visitors.

It provides a building form that offers a more affordable and creative housing solution.

It provides environmental benefits, particularly for cleaner stormwater entering Frenchman's Bay.

It provides municipal revenues through development charges and property tax revenues on an underutilized site.

7.0 PLANNING OPINION

The development proposal of 91 townhomes and a commercial component (235m²) meets the intent and policies for medium density housing forms in Pickering, including the policies related to the nautical village area.

The commercial component is proposed as a built form that will be provided, rather a potential built form (if within live/work units).

The commercial is integrated with residential units above the main floor and is situated at a key corner (Liverpool and Wharf) anchoring the other commercial businesses in the nautical village and adjacent a formal gathering place or parkette.

The residential unit massing and building forms, sitings and recommended architecture all complement the surrounding neighbourhood. Vehicles are situated within internal garages and parking pads, that are oriented internally on the site.

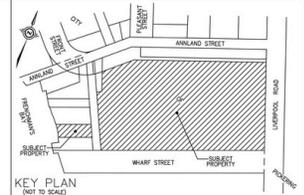
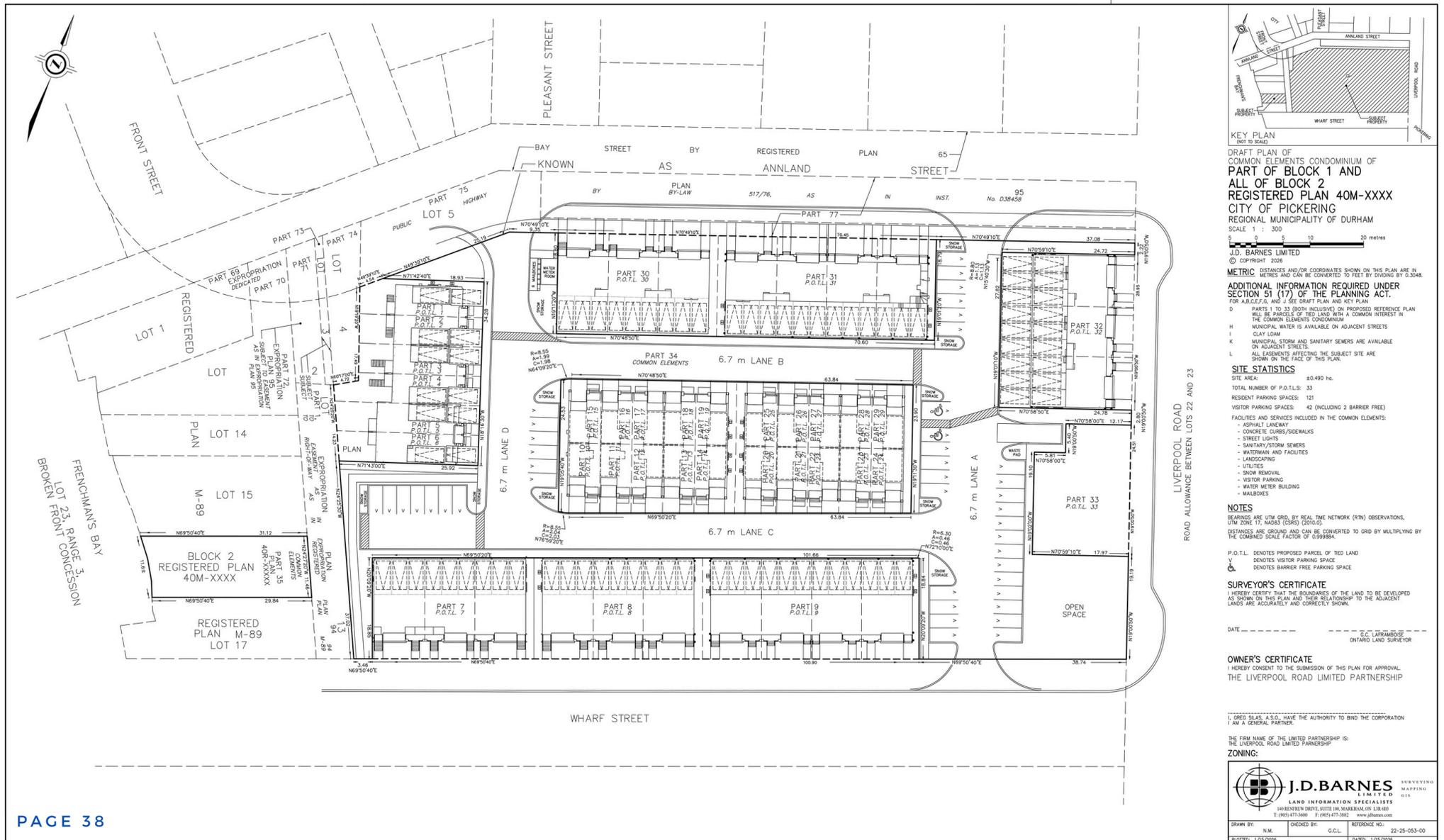
In my respective opinion, the proposal represents good planning for the lands and the surrounding neighbourhood.

Respectfully submitted,



Brian J Moss (R.P.P.)

APPENDIX 1 - DRAFT PLAN OF COMMON ELEMENT CONDOMINIUM



KEY PLAN
(NOT TO SCALE)

DRAFT PLAN OF COMMON ELEMENTS CONDOMINIUM OF PART OF BLOCK 2 AND ALL OF BLOCK 2 REGISTERED PLAN 40M-XXXX CITY OF PICKERING REGIONAL MUNICIPALITY OF DURHAM SCALE 1 : 300

J.D. BARNES LIMITED
© COPYRIGHT 2026

METRIC DISTANCES AND/OR COORDINATES SHOWN ON THIS PLAN ARE IN METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048.

ADDITIONAL INFORMATION REQUIRED UNDER SECTION 51 (17) OF THE PLANNING ACT.

FOR A.B.C.E.F.G. AND J SEE DRAFT PLAN AND KEY PLAN

D PARTS 1 TO 33 (BOTH INCLUDED) ON PROPOSED REFERENCE PLAN WILL BE PARCELS OF THE LAND WITH A COMMON INTEREST IN THE COMMON ELEMENTS CONDOMINIUM

H MUNICIPAL WATER IS AVAILABLE ON ADJACENT STREETS

I CLAY LOAM

K MUNICIPAL STORM AND SANITARY SEWERS ARE AVAILABLE ON ADJACENT STREETS

L ALL EASEMENTS AFFECTING THE SUBJECT SITE ARE SHOWN ON THE FACE OF THIS PLAN.

SITE STATISTICS

SITE AREA: 80,490 sq. m

TOTAL NUMBER OF P.O.T.L.S.: 33

RESIDENT PARKING SPACES: 121

VISITOR PARKING SPACES: 42 (INCLUDING 2 BARRIER FREE)

FACILITIES AND SERVICES INCLUDED IN THE COMMON ELEMENTS:

- ASPHALT LANEWAY
- CONCRETE CURBS/SEWERKES
- STREET LIGHTS
- SANITARY/STORM SEWERS
- WATERMAIN AND FACILITIES
- LANDSCAPING
- UTILITIES
- SNOW REMOVAL
- VISITOR PARKING
- WATER METER BUILDING
- MAILBOXES

NOTES

BEARINGS ARE UTM GRID, BY REAL TIME NETWORK (RTN) OBSERVATIONS, UTM ZONE 17, NAD83 (GCS) COORDINATES.

DISTANCES ARE GROUND AND CAN BE CONVERTED TO GRID BY MULTIPLYING BY THE COMBINED SCALE FACTOR OF 0.999984.

P.O.T.L. DENOTES PROPOSED PARCEL OF TIED LAND
V DENOTES VISITOR PARKING SPACE
S DENOTES BARRIER FREE PARKING SPACE

SURVEYOR'S CERTIFICATE

I HEREBY CERTIFY THAT THE DIMENSIONS OF THE LAND TO BE DEVELOPED AS SHOWN ON THIS PLAN AND THEIR RELATIONSHIP TO THE ADJACENT LANDS ARE ACCURATELY AND CORRECTLY SHOWN.

DATE: _____
G.C. LAFRAMBOISE
ONTARIO LAND SURVEYOR

OWNER'S CERTIFICATE

I HEREBY CONSENT TO THE SUBMISSION OF THIS PLAN FOR APPROVAL.
THE LIVERPOOL ROAD LIMITED PARTNERSHIP

I, GREG SLAUS, AS SO, HAVE THE AUTHORITY TO BIND THE CORPORATION
I AM A GENERAL PARTNER.

THE FIRM NAME OF THE LIMITED PARTNERSHIP IS:
THE LIVERPOOL ROAD LIMITED PARTNERSHIP

ZONING:

DRAWN BY: N.M.	CHECKED BY: G.C.L.	REFERENCE NO.: 22-25-053-00
PRINTED: 1/15/2024		DATE: 1/15/2024

APPENDIX 2 – SUSTAINABILITY REPORT

The proposed development at 640 Liverpool Road will take into account the City of Pickering’s Sustainable Development Guidelines, specifically Guideline #2 – Plan of Subdivision, Site Plan, Rezoning, and Building Permit Guidelines.

The table below provides comments on each of the required (R) guidelines and the relevant optional (O) guidelines for this proposed 91 homes and commercial development.

	Guideline	Comments	Points
1.0 Pre-consultation and on-going consultation			
1.1	Completion of extensive pre-consultation on sustainability elements (O)	Overall preconsultation took place in 2025, not specific emphasis on sustainability	
2.0 Environmental Protection			
2.1	Watershed and sub-watershed planning (R)	Taken into account	
2.2	Master environmental servicing plan (MESP) (R)	Site too small for MESP, but FSR completed	
2.3	Conservation authority regulations (R)	Full circulation to TRCA and met their requirements for submission	
2.4	Oak Ridges Moraine Plan (R)	The proposed development is not in the Oak Ridges Moraine Plan	
2.5	Greenbelt Plan (R)	The proposed development is in a settlement area outside the Greenbelt.	
2.6	Conformance to Provincial Policy Statement (PPS) for building strong communities (R)	The proposed development conforms to PPS policy directions. The application is for zoning and draft plan of condominium(s).	
2.7	Conformance to PPS for wise use and management of resources (R)	The proposed development conforms to PPS policy directions.	

2.8	Conformance to PPS for protecting public health and safety (R)	The proposed development conforms to PPS policy directions.	
2.9	Stormwater quality (R)	Outlined in FSR	
2.10	Maintain or reduce stormwater runoff rates (R)	Outlined in FSR	
2.11	Water balance and source water protection (R)	Outlined in FSR	
2.12	Ground water protection plan (R)	Outlined in hydrogeological report	
2.13	Integrated environmental systems protection (O)	There is internal storm water quality improvement prior to entering the stormwater sewer	3
2.14	Exceeding regulatory requirements (O)		
2.15	Biodiversity protection and enhancement (O)	Improving existing water quality prior to entering Frenchman's Bay	
2.16	Natural heritage protection (O)		
2.17	Required residential site design to maximize permeability (R)	Will be discussed at site plan stage	
2.18	Optional residential site design to maximize permeability (O) <ul style="list-style-type: none"> • 25% increase in permeability relative to conventional methods; or • 50% increase in permeability relative to conventional methods 	To be discussed at site plan stage	
2.21	Native species and planting (O) <ul style="list-style-type: none"> • The project uses native species for 50% of the landscaped area; or • The project uses native species for 75% of the landscaped area; or • The project uses native species for 100% of the landscaped area; or • The project incorporates a site design for native species documented in a Landscape Master Plan 	To be determined at site plan stage	
2.22	Landform conservation (R)	Flat site, no landforms to consider	

2.23	Net environmental gain (O)	Storm water enhancements over existing conditions	
2.24	Pesticide and fertilizer use (O)	Education program for future residents with respect to use of pesticides and fertilizers	2
2.25	Minimize construction related environmental impacts (R)	To be outlined at site plan stage	
2.26	Compensation for unavoidable impacts (O)	Tree compensation to be discussed at site plan stage	3
2.27	Erosion and sediment control (R)	To be outlined at site plan stage	
3.0 Location of development/selection of lands			
3.1	Site typology (O) <ul style="list-style-type: none"> The site pertains to lands that are on previously developed lands at a higher density 	The site is an underutilized infill site	3
4.0 Design of development – land use and distribution			
4.1	Diversity of uses (R)	Residential, commercial, parkette and open space	
4.2	Construction phasing (R)	To be outlined at site plan stage	
4.3	Residential and non-residential phasing (O)	Phasing will be confirmed at site plan application	3
4.4	Proximity to schools (R)	The subject site is located near existing schools including Sir John A. MacDonald Public School (JK-Grade 8) on Balaton Ave (east of Liverpool Road) (1km), Pine Ridge Secondary School (Grades 9-12) (4.3 km) on Liverpool Road, north of Finch Avenue, and Dunbarton High School (Grades 9-12) (5.5 km) at Sheppard Avenue and Whites Road. Catholic separate schools are also available.	
4.5	Provision of mixed uses and commercial streetscape environments (R) <ul style="list-style-type: none"> The plan contains a block for, or the lands are located such that all residential areas are within 400 m walking 	The proposed development is located adjacent retail uses (numerous shops fronting on Liverpool Road), educational facilities (the Montessori Learning Centre), various personal	

	<p>distance, of at least 2 of the following amenities:</p> <ul style="list-style-type: none"> ○ Retail uses ○ Entertainment ○ Educational facilities ○ Government services or other civic buildings ○ Offices ○ Medical facilities ○ Recreational facilities 	<p>services in the ‘nautical village’ and other facilities at Liverpool and Kronos, all within 400m. 265m² of additional commercial use is proposed.</p>	
4.6	Enhanced access to amenities (O)	<p>The proposed development is within 400m of various uses as noted in 4.5, in retail uses. In addition, a private viewing/gathering area will be provided adjacent Frenchman’s Bay within the common elements</p>	3
4.7	Enhanced housing diversity (R)	<p>91 townhomes to be provided in a variety of forms including back to back and stacked units</p>	
4.8	<p>Rental and for-sale housing affordability (O)</p> <ul style="list-style-type: none"> • The plan includes a portion of rental units priced for households earning below area median income such that: <ul style="list-style-type: none"> ○ 20% of units are priced for 50% of area median income; ○ at least 40% of total units are priced for up to 80% of area median income; ○ at least 10% of for-sale housing priced for households up to 100% of the area median income; ○ at least 20% for-sale housing priced for households up to 120% of the area median income. 	<p>Market oriented housing, position in the market place to be determined at site plan stage</p>	
4.9	Retail parcel sizes (R)	<p>265m² of commercial/personal service uses will be provided in the mixed use building</p>	

4.12	Proximity to public spaces (R)	The proposed development is 650 m of the Pickering's beachfront park and Millennium Square and 200m from Progress Frenchman's Bay Park East. It has small scale open space amenity within the development.	
4.13	Apply regional precedents in urbanism and architecture (O) <ul style="list-style-type: none"> Where possible the plan integrates or reflects local and regional historical patterns of neighbourhood development. 	Commitment to architecture (at site plan stage) to 'nautical village' theme, small block development is proposed as identified in the Liverpool Node Development Guidelines	2
5.0 Design of development – density and compact built form			
5.1	Residential density (R) <ul style="list-style-type: none"> The plan implements the net net density achieved at the Neighbourhood Plan level. 	Does not apply	
5.2	Increased residential density (O)	The plan provides medium density building form at 80 units per net ha	2
5.3	Commercial density (R)	256m ² of commercial space provided	
5.4	Increased density and mixed-use (O)	Mixed use building on Liverpool Road	
5.5	Future intensification (R)	Not applicable	
6.0 Design of development – connections			
6.1	Open and connected communities (R)	The proposal designs streets, sidewalks and open spaces to be connected to the existing public realm.	
6.2	Protect linked open space system (R)	The proposed plan provides a passive open space adjacent Frenchman's Bay and a more formal open space on Liverpool Road.	
6.3	Provision of interconnected transportation network (R)	The proposal provides alternative methods of transportation by providing multiple routes for pedestrians, cyclists, transit users, and vehicles.	

6.4	Support for alternative transportation (O)	Passive support (parking for bicycles in garages), ample internal walkways	3
6.5	Street network (R)	The proposal provides 3 connections to the local road network	
6.6	Block perimeter (R)	The block perimeter is less than 550 m.	
6.7	Lanes (O)	The proposal uses private internal streets for all units	3
6.8	Cycling network (R)	The private internal streets can be used for cycling, and is directly connected to the wider community	
6.9	Transit amenities (O)	Not applicable, as transit not on or immediately adjacent site (ie bus shelters)	
6.10	Transit oriented compactness (O)	Supports transit use as increase in density for the property, bus stop at Liverpool and Kronos Blvd.	2
6.11	Parking management (O)	Visitor parking provided for residents and commercial uses. On street parking available on Liverpool Road.	2
6.12	Parking location (R)	The project locates visitor parking areas in the interior of the project to minimize its impact on the overall streetscape.	
6.13	Corridor frontage (R)	The Liverpool Road corridor has commercial frontage with the mixed use building	
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