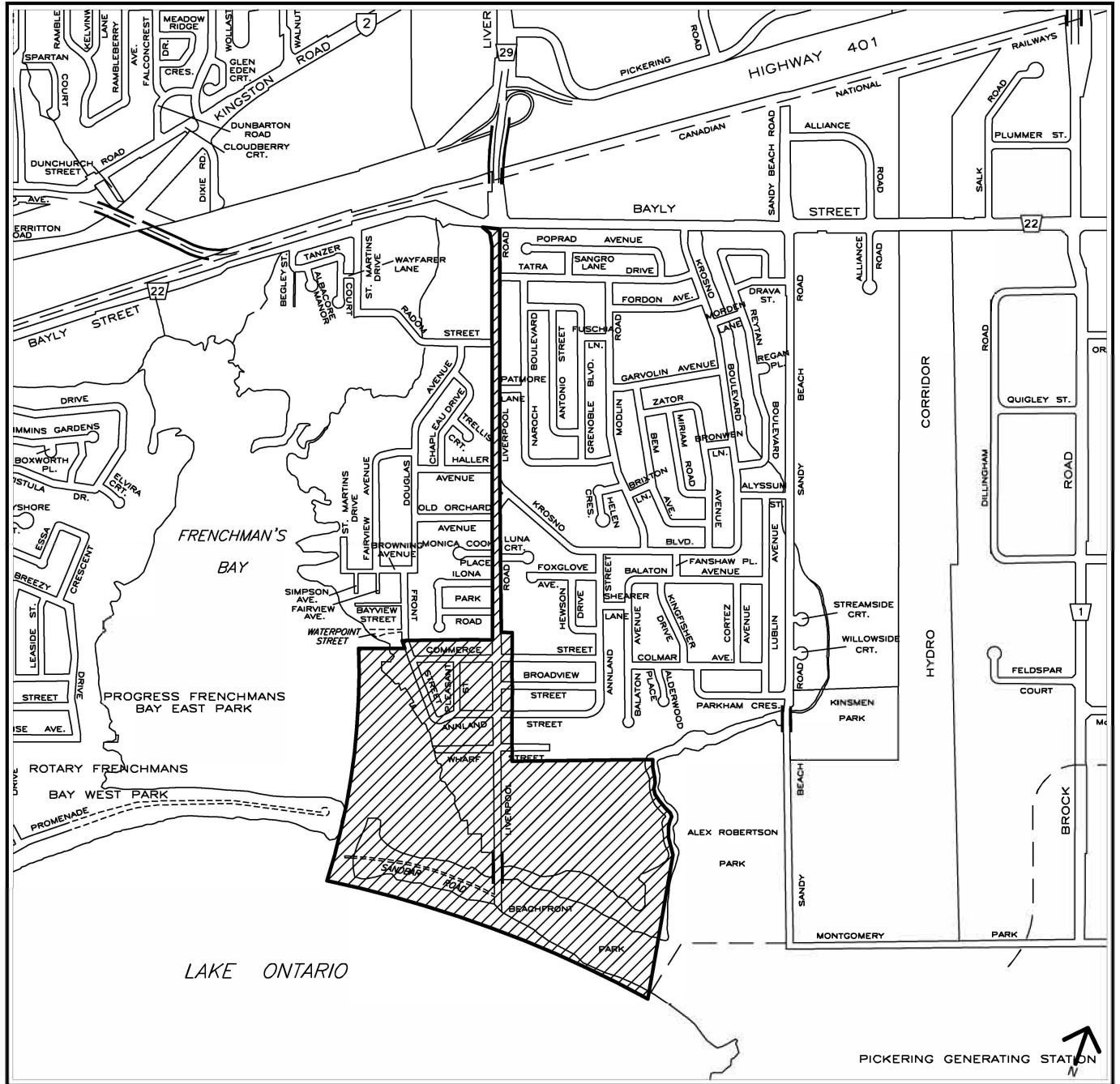


City of  
**PICKERING**

Bay Ridges Neighbourhood

Section C1

**Liverpool Road Waterfront Node**  
DEVELOPMENT GUIDELINES



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The Liverpool Road Waterfront Node Development Guidelines were adopted by Pickering City Council on January 21, 2002. The decision of the Ontario Municipal Board, which was issued on August 7, 2002, respecting the Pickering Harbour Company lands has been incorporated into the Guidelines.

# Liverpool Road Waterfront Node Development Guidelines

## C1.1 General Description

The Liverpool Road Waterfront Node is located at the southern tip of the Bay Ridges Neighbourhood. Bay Ridges lies on the east side of Frenchman's Bay. Highway 401 is the neighbourhood's northern limit, and Lake Ontario is its southern limit.

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

Krosno Creek abuts the east edge of the Node. Further east is Alex Robertson Park, Sandy Beach Road, and the Pickering Nuclear Generating Station. To the south is Lake Ontario. To the west lies Frenchman's Bay, and further west is the West Shore Neighbourhood. To the north lies a mixture of old cottage style development, as well as newer 1950's and 1960's subdivision development. A commercial area serving the Neighbourhood is located about a half a kilometre to the north at the intersection of Krosno Boulevard and Liverpool Road.

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

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

## C1.2 Guiding Vision – "Great Lakes Nautical Village"

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. Recognizing Frenchman's Bay as a boating tourism area, the Nautical Village will provide seasonal marina facilities with some opportunities for visiting boaters. Additional land-based recreation and tourism opportunities will bring visitors from the local area interested in spending a few hours to most of a day in the area. The nature of the Village will be geared toward pedestrian comfort, including street amenities.

The character of the Great Lakes Nautical Village will be established by its series of small blocks with frequent and regular views out to the water. The streets will form view corridors and act as public open space. An added benefit of this form of development is that from Frenchman's Bay, the Great Lakes Nautical Village will be permeated by view corridors, rather than being a continuous wall of buildings.

A well-connected network of public open space and streets, which exhibit a high level of streetscape design and quality, further reinforces the character of the Village. The streets will provide pedestrian-friendly spaces.

Due to the proximity of the Bay and the relatively intense marina uses established in this area, the entire neighbourhood has been influenced by a “nautical heritage”. The existing marinas have provided a focal point and key character-setting element for many years; the continuation of marina uses in these areas will persist as a key character-setting element of the Village. Accordingly, lands adjacent to the Bay, Krosno Creek and Hydro Marsh will feature a variety of marine-related activities, and in some instances public amenities.

In addition to the marine-related activities, the Village will offer a variety of other uses that provide opportunities for people to live, work, shop and play within the area. These additional uses include residential development subject to certain restrictions, retail operations like craft stores, boutiques and bookshops, as well as other uses such as restaurants, art studios, and offices.

### **C1.3 Land Use Objectives**

The Tertiary Plan (Figure A on page 4) provides additional direction on land uses within the Node. Objectives for each land use are detailed below.

#### **C1.3.1 Natural Areas and Open Space Area**

Four areas are found within this land use: Progress Bay Front Park; East Spit; Beachfront Park; and, the Hydro Marsh. The two parks are anticipated to include a mix of active and passive recreational areas, as well as vehicle parking within or near the parks. The “Millennium Square” – a public gathering place, is situated at the foot of Liverpool Road, adjacent to Beachfront Park.

The Hydro Marsh is an environmentally sensitive wetland in which development is not permitted. Development adjacent to the wetland must be designed in a manner, which mitigates detrimental impacts on the wetland. The East Spit exhibits the characteristics of a dynamic beach. Public uses are appropriate on the Spit, as are a limited number of use-supportive buildings (washrooms, landmarks, canteens, etc.). Vehicular access to the East Spit and Beachfront Park shall be restricted to emergency vehicles and maintenance equipment.

#### **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.

### **C1.3.3 Marina Mixed Use Area**

These lands will develop in a manner that creates a high quality built form that is sensitive to views of the water, provides a critical link for visual and physical public accessibility to the waterfront where appropriate, has an attractive pedestrian scale, and builds upon existing neighbourhood patterns.

The mix of uses will relate to the area's nautical heritage, and the mix may vary depending on the location of the lands within the area. This area is the primary marina area. Throughout the area, permissible uses consist of: marinas, yacht clubs, mooring facilities, and ancillary facilities; marina-supportive uses and facilities; restaurants, limited retail; public open space; and community, cultural and recreational uses. The retailing may be limited in both the type and size.

For lands shown as a shaded sub-area within the Marina Mixed Use Area, residential uses may be permitted subject to conditions. These conditions include the requirement that a functional marina operation is maintained on the remaining lands and that a significant public benefit is provided. The provision of publicly-accessible space at the water's edge would qualify as a significant public benefit as part of a redevelopment project.

The inclusion of residential as a possible use introduces a greater mix of uses, creates more vibrancy and opportunities for activity at different times of the day. In addition, there are opportunities for cross-marketing of new residential uses with the marina facilities.

### **C1.3.4 Liverpool Road Corridor**

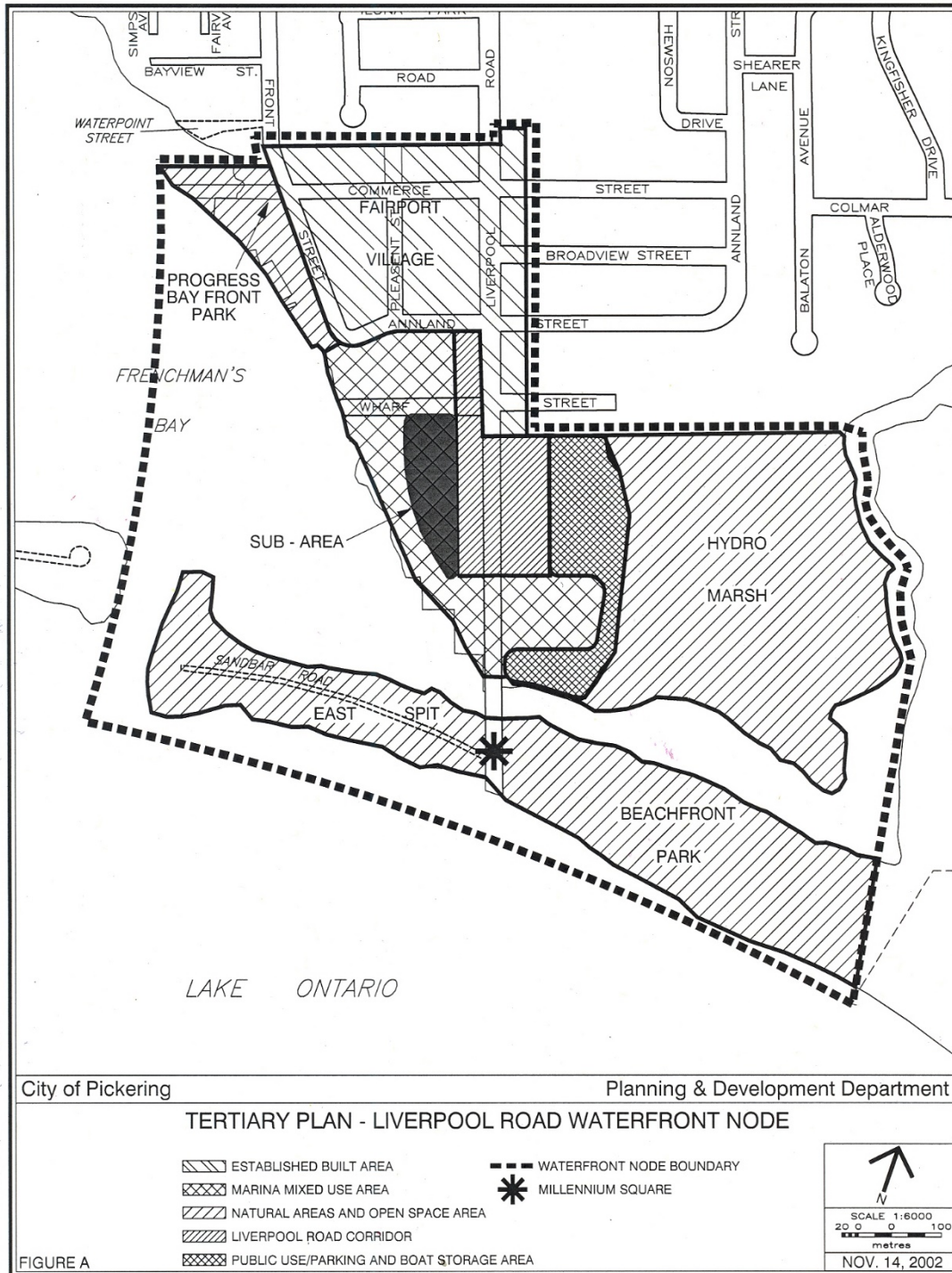
Certain lands on the Tertiary Plan are identified as the Liverpool Road Corridor. Development along Liverpool Road will achieve a high level of design and architectural quality, featuring a vibrant pedestrian environment. This area represents the tourism and service commercial uses that complement the 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. Only eight residential units fronting on the west side of Liverpool Road, south of Wharf Street, have to incorporate the conversion features. Over time, the area will offer a mix of uses including residential, commercial, retail, and office, which contribute to an inviting public realm at street level.

### **C1.3.5 Public Use/Parking and Boat Storage Area**

This area includes the City's parking lot, and lands directly east of the City's parking lot on the 'Coolwater Farms' property (currently proposed for off-season boat storage), the Region of Durham's sewage pumping station and the lands currently owned by Ontario Power Generation located behind the 'Hilts' property.

These lands represent an area where the City is investigating the opportunity for additional public parking facilities, alone or in partnership with other landowners. Landowners may be permitted winter boat storage. A public walkway may also be pursued along the western limit of this area. These uses complement the marina function and waterfront recreational opportunities associates with the Millennium Square, the Waterfront Trail, and the emerging Waterfront Node.



### C.1.4 Development Standards

Chapters 9 – “Community Design” and 13 – “Detailed Design Considerations” of the Pickering Official Plan provide a comprehensive “toolkit” of urban design principles, which are to be employed throughout the City. This section of the Development Guidelines follows from the discussion on the “Great Lakes Nautical Village” vision, and applies the Official Plan’s design “tools” to the Waterfront Node. This direction includes such matters as placement of new streets, massing and siting of buildings, and streetscape design. Detailed design matters, such as architectural themes, landscaping, and design of public roads and trails, are discussed in Appendix A – Detailed Architectural, Landscape and Streetscape Guidelines.

#### C1.4.1 Views and Vistas

Currently, there are open views to Frenchman’s Bay from Liverpool Road, south of Wharf Street, which provide a sense of place to the waterfront location. Views such as these are considered to be of primary importance to the establishment and preservation of a sense of place. These views create the unique atmosphere of the area, and help define the vision for the Node. To preserve, enhance and maximize opportunities for views from the area towards Frenchman’s Bay and Lake Ontario, is of primary importance and shall be a key consideration in the review of any development proposal.

Of utmost importance is the need to protect views, and frame view corridors, at frequent intervals along Liverpool Road to Frenchman’s Bay. The views and vistas conceptualized in the following drawing will help to maintain this area’s link to the waterfront as well as protect and enhance Liverpool Road South’s unique sense of place.

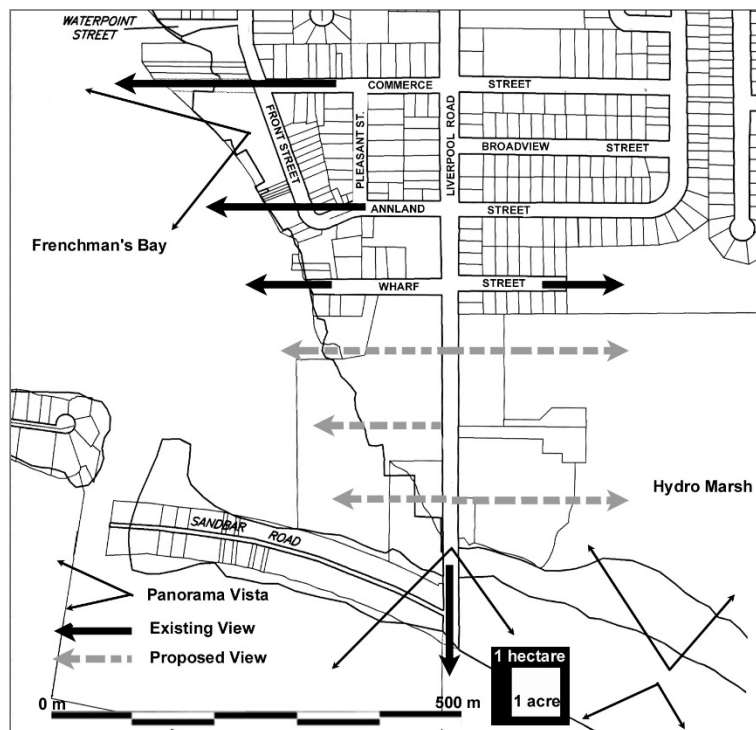


Figure B – Views and Vistas

## **C1.4.2 Transportation Network**

A complete transportation network consists of three primary levels. Roadway surfaces are designed to accommodate vehicular and bicycle traffic, sidewalks are designed to adequately and safely accommodate pedestrians, and a trail system provides other critical links in the vicinity.

### **Roadways**

Existing roads shall be maintained in their existing configuration. Consideration should be given to creating an attractive bus stop near Liverpool Bridge.

New streets will generally feature an 18-metre right-of-way and will be designed in accordance with the evolving character of the area. The use of rear lanes should be encouraged in new development so that garage faces and driveway cuts are minimized along Liverpool Road. Where laneways are public, they shall generally be 7.5 metres in width with underground services.

Liverpool Road shall become the new spine of the proposed public open space network. It will have on-street pedestrian facilities of the highest quality, including wide, hard-surfaced walkways, lighting, seating, trash receptacles, drinking fountains, public art, and signposts.

Detailed guidelines for road design are included in Appendix A – Detailed Architectural, Landscape and Streetscape Guidelines.

### **Sidewalks**

The principles of continuity, safety, convenience, handicap accessibility and comfort will be employed to create a sidewalk system throughout the Node. It will be appropriate to have a sidewalk on both sides of Liverpool Road with access from the public sidewalks into adjacent buildings by a minimum number of steps. Streets leading perpendicular from Liverpool Road to other parts of the study area may require sidewalks on only one side of the street. New public “laneways” may carry such low traffic levels that the lane itself may adequately accommodate pedestrian traffic.

Opportunities to create additional off-road trail connections along the edge of Frenchman’s Bay to Alex Robertson Park and along the Lake Ontario waterfront should be explored through the review of development applications.



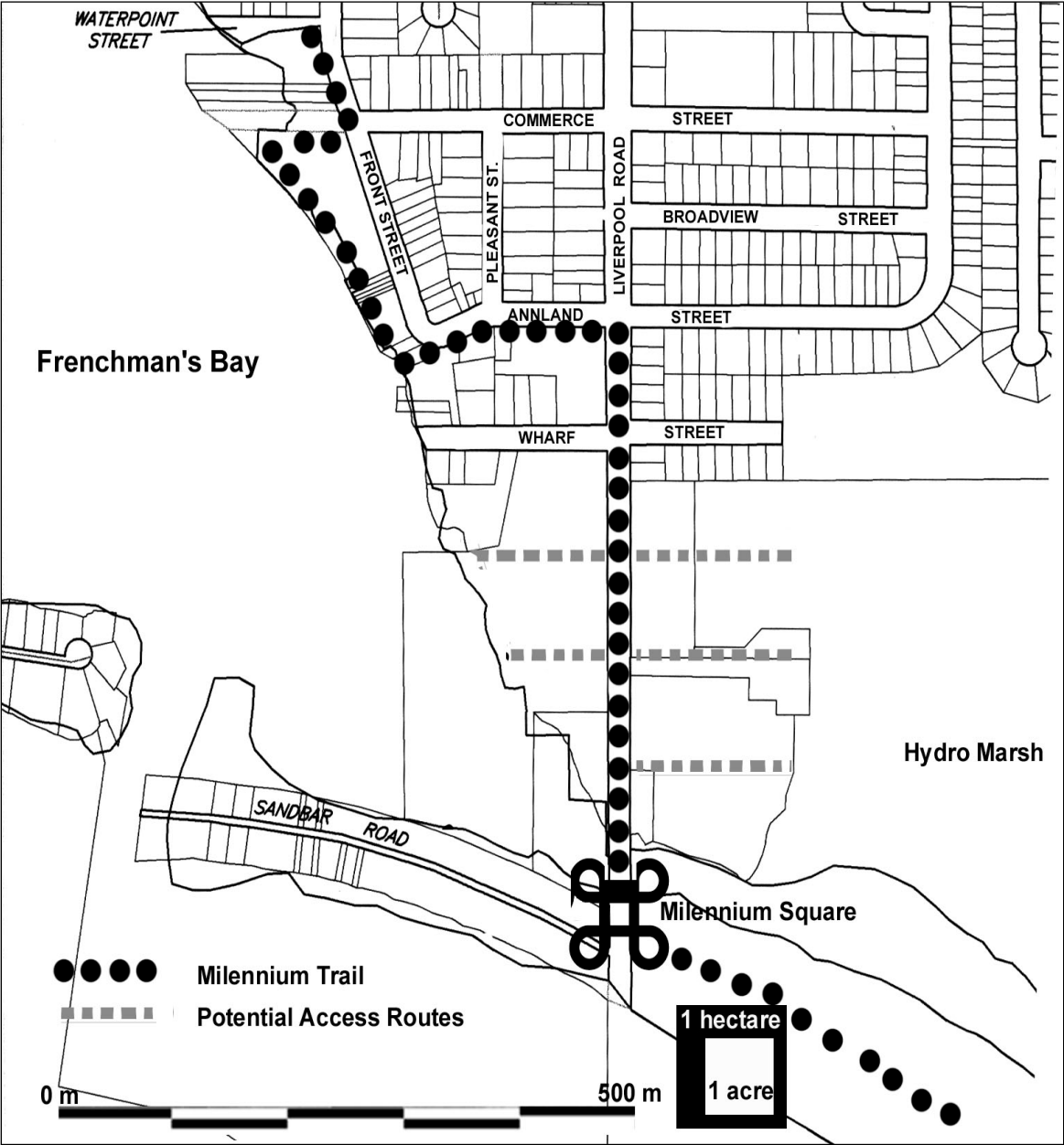


Figure C – Public Streets and Trails

### C1.4.3 Street and Block Pattern

There are established block patterns that currently exist along Liverpool Road north of Wharf Street. It is these streets that provide the framework from which an area is experienced. New driveways or streets, if required and access points should continue this traditional block pattern. Extension of the small blocks will provide additional street edges, greater permeability within the neighbourhood, and frequent views to the water.

Applying the existing block pattern to lands south of Wharf Street will create three blocks on each side of Liverpool Road. These lands provide areas of opportunity for the development of new City blocks. Existing blocks to the north and east have already been fully developed and will remain in their current built form conditions. The new blocks facilitate implementation of the land use objectives for these areas.

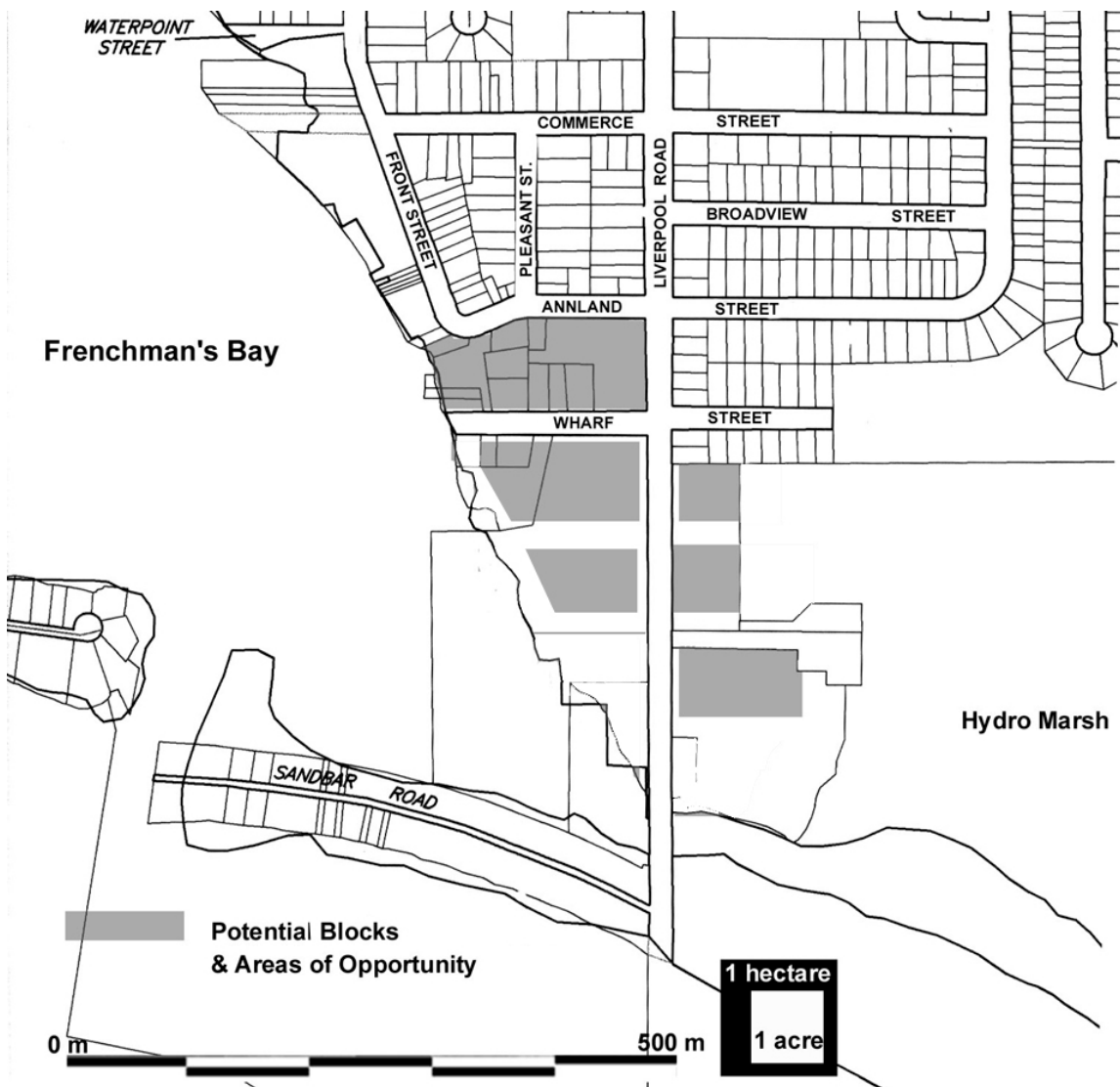


Figure D – Potential Development Blocks

#### **C1.4.4 Built Form**

New buildings should be designed to be welcoming and friendly to pedestrians. This should be accomplished through features such as front porches, high quality landscaping of front yards, large windows on the ground floor, and signage of an appropriate character. All architectural design must be of a high quality. Methodologies that include various design elements for reducing the bulk of a building's appearance should be developed as part of the architectural design. Enhanced flankage elevations will be required for corner lots. The materials, rooflines, design elements and details of new buildings should harmonize with the Great Lakes Nautical Village theme.

The design of buildings directly adjacent to the street will be an important part of the creation of a cohesive design theme for the streets in the area. A continuous street wall (occasionally interrupted to maintain views of the Bay), is ideal for this kind of street treatment.

Buildings along Liverpool Road shall be built close to the street without too much variation in setbacks. This form will help to provide containment to the street. Ample fenestration on the front face of buildings will assist in creating a safe, inviting environment along the street.

Buildings along Liverpool Road must be designed in a manner such that they can accommodate a range of uses over time. Ground-level rooms at the front of buildings will be highly visible, feature ample fenestration, and be easily accessible from the street. These ground-level rooms must be constructed to the appropriate Building and Fire Code standards for easy conversion to accommodate a range of commercial-type uses. The key requirements, which would be required at the time of initial construction, include:

- roughed-in washroom facilities that meet barrier-free standards for the commercial component;
- provisions for a fire alarm systems, if the building is four storeys including basement;
- 1 hour fire separation between residential and commercial occupancy;
- 100 psf live load floor design for commercial use;
- provision for separate mechanical systems to service the ground floor;
- separate exits to the exterior for each use; and
- provision for emergency lighting in an enclosed exit.

Other upgrades may be applicable depending on the proposed design, extent of construction and scope of commercial use. In addition, the design of the residential units would incorporate such elements as higher ceilings, kitchens and dining facilities on the second or third floor, doors generally at-grade access, and special attention to window/door openings, which would make the buildings more readily adaptable to future commercial uses. Further, the exteriors would also reflect the Great Lakes Nautical Village theme by incorporating design details such as balconies, decks, covered entrances, pedestrian scale doorways, awnings and window boxes. Front balconies are encouraged to be as deep as possible to allow for covered patios for future storefronts. Signage for any businesses located here must be discreetly located and consistent with the architectural theme of the building.

The design of the public right-of-way between the curb edge and private property is considered to be critical to the successful development of this area. Special attention will be given to developing a cohesive streetscape treatment that can be applied to private development and the public realm throughout the corridor.

The streetscape treatment will include paving material, lighting, signposts and street furniture (seating, waste receptacles and drinking fountains), which will be located in distinct areas adjacent to the sidewalk for easy pedestrian access.

To foster variety and interest along the street, new development should be freehold tenure, or a form of condominium that cannot place restrictions on the commercial uses encouraged for the area.

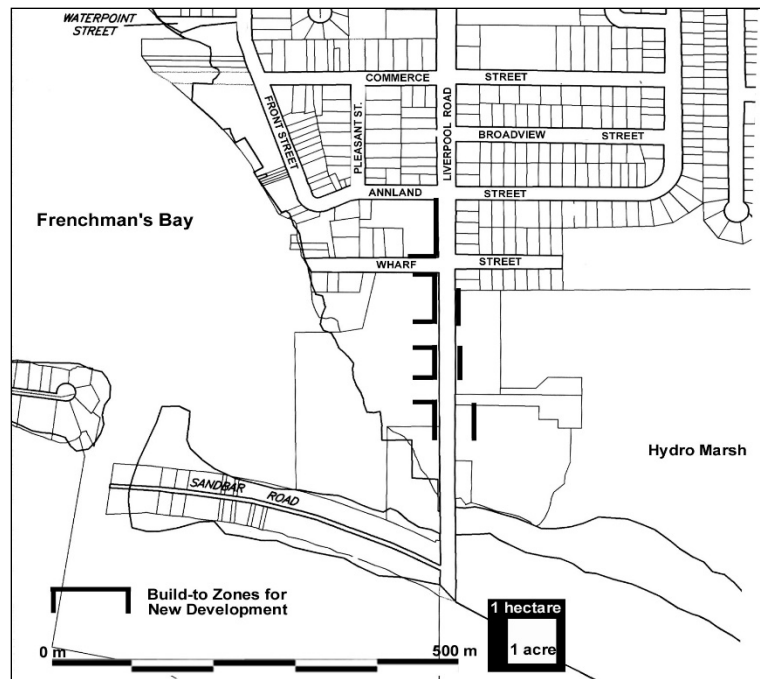


Figure E – Build-to Zones

Detailed streetscape guidelines are included in Appendix A – Detailed Architectural, Landscape and Streetscape Guidelines.

### C1.4.5 Fairport Village

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

If a landowner wishes to incorporate uses such as tea rooms, craft shops, art studios, and professional offices within a dwelling, site-specific rezoning applications will be required. Matters that will be considered in the review of the applications include: the availability of off- and on-street parking; that minor or no exterior renovations are required; and that signage is discretely accommodated.

### **C1.5 Parking Strategies**

Creative parking arrangements, not previously employed in Pickering, are required for this area. Opportunities for parking include:

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

### **C1.6 Environmental Management**

Development proposals within the Node must comply with all relevant resource management policies of the Pickering Official Plan. The following matters are of particular interest:

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

## **C1.7 Servicing**

### **C1.7.1 Water and Sewage**

The Region of Durham Works Department indicates that ample capacity exists with water supply to service new development in the Liverpool Road Waterfront Node. Sanitary servicing constraints have been identified for major new residential development and commercial uses generating high volumes of waste. The Region has identified both interim and long-term solutions to address these limitations. Applicants should consult with the Regional Works Department in this regard.

### **C1.7.2 Stormwater Management**

All new development must incorporate stormwater “best management practices” to ensure that post-development flows are of equal or superior quality and quantity to that of pre-development flows.

## **C1.8 Implementation**

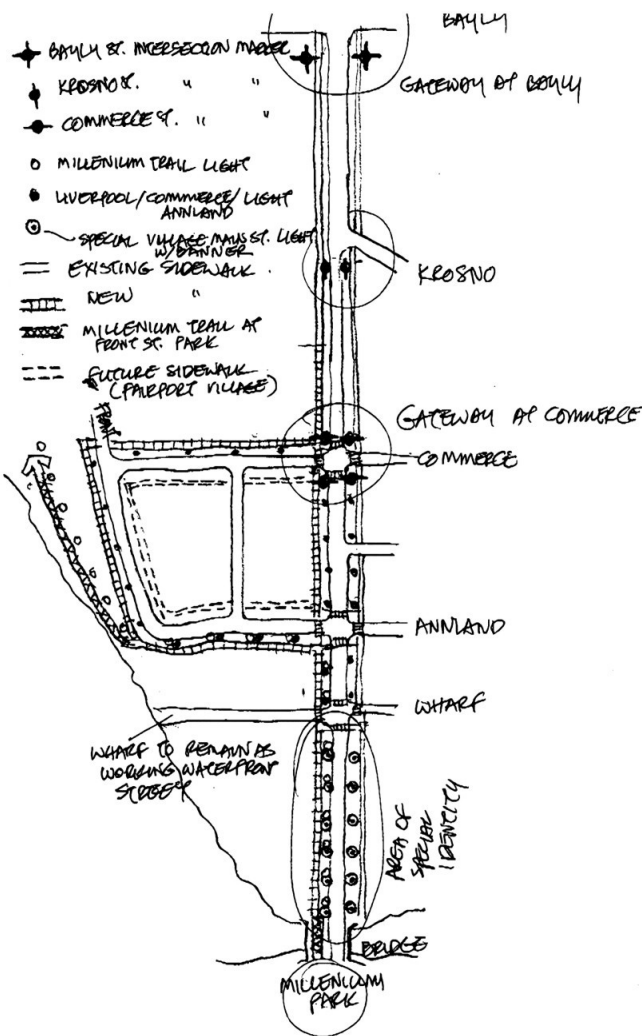
Council and City staff will rely on the direction provided by the Official Plan and these Development Guidelines in the review of all development applications in the Liverpool Road Waterfront Node. The Guidelines should also be referred to in the preparation of:

- zoning by-law amendment applications;
- draft plans of subdivision;
- draft plans of condominium;
- siting and architectural design statements;
- site plans;
- land severance applications;
- variance applications;
- building permit applications; and
- construction/engineering drawings.

Appendix A

Detailed Architectural, Landscape and Streetscape Guidelines

**Detailed Architectural, Landscape and Streetscape Guidelines**



Lake Ontario, Frenchman’s Bay and Krosno Creek frame the Study Area on three sides, shaping its development as a marine activity node. The Area represents a complex mix of landscape components – buildings, public spaces and street networks – that has developed over time in response to this intimate geographical relationship.

These landscape components include the side streets that run east and west from Liverpool Road, the historic Village of Fairport, the proposed Front Street Park, the Millennium Trail and Square, the active marine nodes and vacant open space. Liverpool Road links these landscape components together and is itself, an important landscape component.

In order to reinforce and capitalize on the Area’s unique natural setting and marine association, a conceptual design theme has been generated to guide future development within the Study Area. Detailed design guidelines have been prepared to operationalize the theme, ensuring that all development initiatives, whether restoration and/or new construction, result in a complementary and consistent built form.

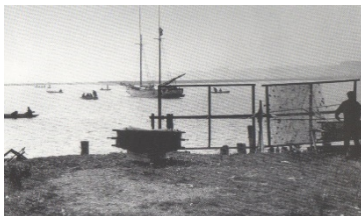
Opportunities to apply the design theme and guidelines to different landscape components throughout the Study Area have been proposed for the following ‘Design Precincts’:

- Liverpool Road and Bayly Street intersection
- Liverpool Road and Krosno Street intersection
- Liverpool Road and Commerce Street intersection
- Liverpool Road and Annland Street intersection
- Liverpool Road between Bayly and Krosno Streets
- Liverpool Road between Krosno and Commerce Streets
- Liverpool Road between Commerce and Wharf Streets
- Liverpool Road between Wharf Street and the Bridge Side Streets



**Theme**

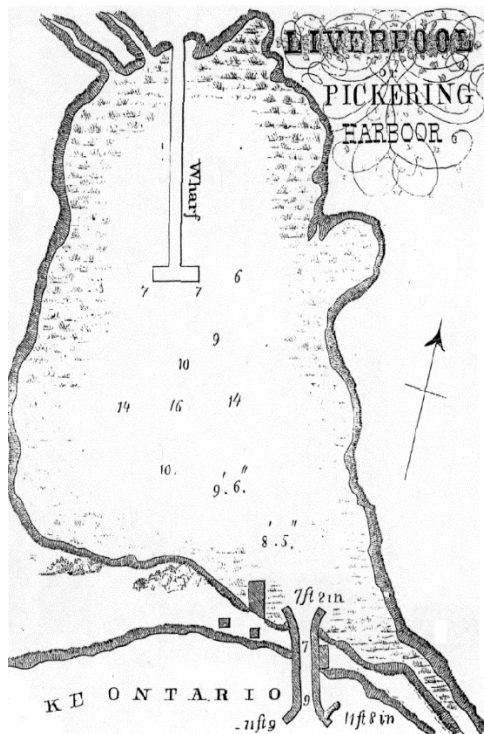
Due to the proximity of the Bay and the relatively intense marina use established in this area, the entire neighbourhood has been influenced by a ‘nautical heritage’. The ‘Great Lakes Nautical Village’ theme reflects the outcomes of historical research on the early life of the Bay, Fairport Village and Pickering; an extensive consultation process; and review of current planning policy and development directions for the Area.



At the core of the guidelines is the underlying Great Lakes Nautical Village theme that has evolved based upon the Study process. Public, stakeholder, land owner and municipal consultation, background research, previous studies, market factors and sound design principles have been combined to distil the theme to the Nautical Village concept.

In addition to the obvious aesthetic characteristics of the Great Lakes Nautical Village theme are a series of other, equally important, first principles that the design guidelines and future development should reflect. These other first principles have been derived from the work previously completed by the various Pickering initiatives such as the Pickering Waterfront 2001 Mayor’s Task Force, Liverpool Road South Detailed Design Part One, Pickering Official Plan and extensive public and focused consultation. The other first principles inherent in the Nautical Village theme include:

- use of an eco-system approach to enhance sustainability and environmental responsibility;
- retention and promotion of marine and marina related uses;
- design and specification of appropriate building materials and strategies that reflect current development initiatives, harsh climate and public nature of the area;
- consideration of and provision for all people;
- design for the accommodation/integration of mixed uses.

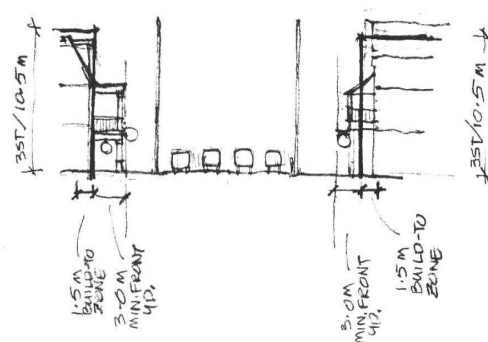
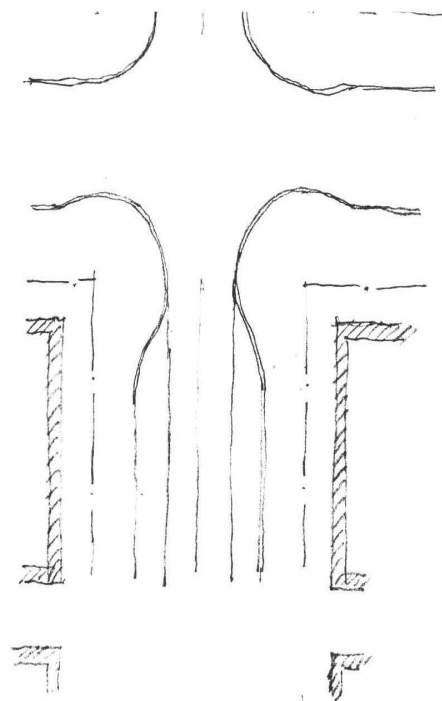


These principles will be included in the consideration and definition of all detailed guidelines.

## Architectural Guidelines

### Built Form

- Buildings along Liverpool Road from Wharf Street south to Coolwater Farms to be aligned so that main entrances front onto Liverpool Road;
- Front walls of buildings to be located in a build-to zone of 3-4.5m from front property to provide enclosure to the street, except for the “Coolwater Farms” property where a 15 – 16.5m setback is required to accommodate a servicing easement;
- “Build-to zones” will be established along Liverpool Road typically requiring that a minimum of 85% of the length of the front face of any new building be set back a minimum of 3.0 metres to a maximum of 4.5 metres from the front property line (see Figure E – Built-to Zones), except on the “Coolwater Farms” property where the build-to zone must accommodate servicing easement.
- Setbacks greater than the build-to zone will be permitted if the result is a hard-surfaced outdoor seating area (i.e. restaurant patio), or a public resting node along the street;
- Encourage front porches, covered entrances and upper floor decks – front porches to be as deep as possible to allow for covered patio for future storefronts; front porches, terraces, and decks can be built in front yard space (i.e. from front wall to property line);
- Generally, as-of-right building height for new development along public streets south of Annland should be 3 storeys or 11m. However, new building should not exceed 3 storeys when located adjacent to existing residential buildings;
- New buildings on Liverpool Road, south of Wharf Street, shall have a minimum building height of two storeys;
- Decorative features – such as towers, turrets, etc. – are encourage to rise above the height limit, provided no habitable space exists above the 3rd floor;
- Buildings to be sited so that there is a view and access corridor approximately midway between Wharf Street and the road to the treatment plant;
- Buildings along Liverpool Road must be designed in a manner such that they can accommodate a range of uses over time. Ground-level rooms at the front of buildings will be highly visible, feature ample fenestration, be easily acceptable from the street, and be suitably arranged to accommodate such activities as retail shops, cafes, studios and offices. These ground-level rooms must be constructed to the appropriate Building and Fire Code standards for easy conversion to commercial uses. Signage for any businesses located here must be discreetly located and consistent with the architectural theme of the building.



## Buildings

Buildings should be designed so that the ground floor is available for retail, office or other publicly-oriented uses, and have easy and convenient pedestrian access from the sidewalk and front yard. Buildings should be designed so that the ground floor use can be separated from upper floor uses (if different) to meet Ontario Building Code requirements.

Architecture of buildings along Liverpool Road to follow nautical theme, be characterized by facades of varying designs that incorporate balconies, decks, front porches, awnings, and window boxes.

Nautical Village elements for buildings include:

- Maintaining a scale of smaller historic buildings, so that larger buildings need to be broken down visually into smaller components;
- Front entrances encouraged to have large and generous porches with upper floor balconies or decks above porches; ground floor windows encouraged to be part of extended front porch, or have awnings or canopies, which can also contain signage;
- Exterior cladding materials that would have been used in earlier buildings along waterfronts, e.g. brick or siding, but not concrete block;
- Exterior trim in contrasting colour (e.g. white), tying in with the colour of porches, balconies, railing and other decorative treatment;
- Windows to have proportions that reflect those of earlier buildings, not a typical horizontal strip window; however, ground floor windows to be bigger, to act a store front windows; windows to have trim surrounds;
- Window colour and pattern to be in keeping with rest of exterior treatment
- Roofs not to be flat, but to be steeply pitched;
- Front yard treatment can include nautical elements found in working waterfronts;
- Signage to be scaled for pedestrians, not vehicles; signs to be mounted on walls, awnings or canopies, or as projecting signs to act as secondary signs; colour of signs to be in keeping with colour and treatment of building; lighting for signs to be external, but not backlit, backlit plastic signs not acceptable.

## Landscape Guidelines

Historically nautical villages had very little vegetation standing in and/or around the working waterfront. The Great Lakes Nautical Village will also have very few trees within the public road allowance due to limited space and spatial conflict with the markers, lights and buildings. North of the Village, on the side streets and behind Liverpool Road frontages, a variety of trees can be incorporated. The trees should be planted to accomplish specific goals such as shade provision, visual screening, physical barrier and aesthetics. Native species should be used to reduce the potential for species invasion within the nearby sensitive areas. Long-term plantings such as trees and shrubs have been listed on the attached Preliminary Plant List. Where colour and ornamentals are desired perennials and annuals should be used. The selection of these plants should be based upon the desired effect and proven success rate.

**SHADE TREES**

Botanical Name	Common Name	Height	Comments / Features
Acer saccharum 'Green Mountain'	Green Mountain Sugar Maple	18m	waxy green leaves, hardiest form of sugar maple
Celtis occidentalis	Hackberry	20m	leaves and form resemble elm, native tree very tolerant of harsh conditions
Cercidiphyllum japonicum	Katsuratree	16m	narrow form, leaves emerge reddish purple and change to bluish green
Fraxinus pennsylvanica 'Summit'	Summit Green Ash	16m	upright, columnar form, uniform branching, tolerates urban conditions
Ginkgo biloba 'Princeton Sentry'	Princeton Sentry Ginkgo	16m	slow-growing, extremely tolerant of urban conditions, columnar form
Gleditsia triacanthos 'Skyline'	Skyline Locust	16m	fine-textured leaves, tolerant of harsh conditions, upright form

**ORNAMENTAL TREES**

Botanical Name	Common Name	Height	Foliage/Flowers
Prunus virginiana	Chokecherry	8m	white flowers, green leaves change to maroon, red-black fruit
Syringa reticulata 'Ivory Silk'	Ivory Silk Tree Lilac	7m	fragrant white flowers late June/early July, single/multi stem
Viburnum lentago	Nannyberry	6m	white flowers in spring, native, purplish in fall, single/multi stem

**LOW LEVEL PLANTING**

Botanical Name	Common Name	Height	Foliage/Flowers
Cornus alba 'Elegantissima'	Silverleaf Dogwood	2m	green and white variegated leaves, burgundy-red branches in winter
Cornus sericea	Red Osier Dogwood	2m	native, bright red stems, dark green leaves
Myrica pensylvanica	Northern Bayberry	2m	native, aromatic, blue-grey fruit, tolerant of urban conditions
Potentilla fruticosa	Shrubby Cinquefoil	1m	small green leaves, compact native shrub, small yellow flowers all summer
Rosa rugosa	Rugosa Rose	1.5m	green leaves, yellow in fall, pink-white flowers all summer, prickly stems
Spiraea alba	Steeplebush	1.5m	native, white flowers in spring, dried flower heads are attractive all winter

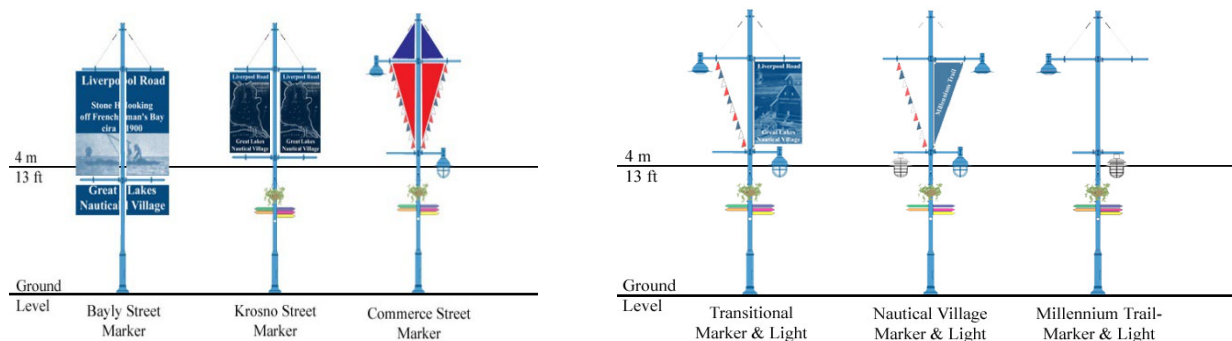
**SCREENING**

Botanical Name	Common Name	Height	Foliage/Flowers
Picea abies	Norway Spruce	20m	pendulous, graceful branches when mature
Picea glauca	White Spruce	20m	compact native evergreen, needles aromatic when crushed
Picea pungens 'Glauca'	Colorado Blue Spruce	20m	blue needles, very hardy
Pinus resinosa	Red Pine	20m	long needles in bundles of 2, native, reddish bark, intolerant of shade
Pinus strobus	Eastern White Pine	25m	long soft needles, bundles of 5, native, Ontario's provincial tree
Syringa vulgaris	Common Lilac	4m	very hardy, fragrant flowers in early June
Thuja occidentalis	Eastern White Cedar	15m	scale-like evergreen foliage, native, good for hedging/windbreaks
Viburnum trilobum	American Highbush Cranberry	3m	native, white flowers in spring, red berries in fall

**Streetscape Guidelines**

The termination of Liverpool Road at the south spit does not accommodate through-traffic, limiting the economic viability of proposed commercial development in the Study Area. Without this traffic flow to support the Village’s destination value, it is necessary to create an effective series of ‘gateways’ and focal points, connected by a high quality streetscape, that attracts and maintains interest as visitors progress southwards along Liverpool Road.

The detailed streetscape guidelines for each ‘Design Precinct’ incorporate interpretations of the ‘Nautical Village’ theme that reinforce the visual and functional continuity of the Study Area. A series of markers and poles are proposed.



### **Liverpool Road and Bayly Street Intersection**

Creating a “gateway” to the study area on Liverpool Road at Bayly Street is intended to attract vehicles travelling on the major east-west regional arterial just south of Highway 401. The gateway is to consist of:

- Two, nautically-themed markers at the intersection -each illustrative of a mast (a metal or wood pole), “sail” (colourful banners), stays (diagonal cabling), and a flag at the top of the pole to complete the image;
- Uplights for night-time illumination of banners;
- Special paving treatment of pedestrian crossings at the intersection to signal start of a new pedestrian-oriented environment along Liverpool Road south to the Bridge;
- The exact location of intersection markers will be finalized by the Region of Durham (for Bayly Street) and City of Pickering (for Liverpool Road).

### **Liverpool Road and Krosno Street Intersection**

Creating a second “gateway” at Krosno Street is intended to attract travelers down Liverpool Road by maintain visual continuity and interest between Bayly Street and the ‘Nautical Village’. While Liverpool Road slopes down from Bayly Street and offers a view of Lake Ontario, it is important to provide visual cues that lead the transition to streetscape elements further south. The “gateway is to consist of:

- Two, nautically-themed markers at the intersection – each comprising symbols related to those at Bayly Street in terms of design principles, but with triangular-shaped “sails”;
- Uplights for night-time illumination of “sails” (banners);
- Special paving treatment of pedestrian crossings at Krosno Street to encourage pedestrian activity and safety along Liverpool Road.

### **Liverpool Road and Commerce Street Intersection**

Creating a third “gateway” is intended to act as an entrance to the “Nautical Village” that highlights the proposed Front Street Park and Millennium Trail. The “gateway” is to consist of:

- Two, nautically-themed markers at the intersection – each comprising symbols similar to Krosno Street Intersection;
- Markers establish a triangular theme of pennants, which is echoed in the shape of banners, pennants and stays on streetlights south of Commerce (as well as the family of other design elements, including pedestrian scale street lights, hanging flowers, street signs and pedestrian level way-finding signs).

### **Liverpool Road and Anland Street Intersection**

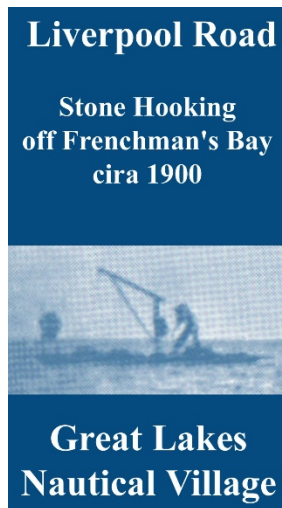
Creating a fourth “gateway” is intended to parallel the Commerce Street Intersection, closing the proposed Front Street Park loop. The “gateway” is to consist of:

- Similar treatment in terms of intersection markers as Commerce Street Intersection;
- Curb “bulge-outs” similar to those at Commerce Street to increase pedestrian convenience of street crossing and for traffic calming;
- Special pavement treatment at pedestrian crossings.

## Banners

Banners are intended to provide opportunity for identification and way-finding along Liverpool Road from Bayly Street to the Bridge, and throughout the Study Area. The banner program is to include:

- Way-finding to the “Nautical Village”, special promotional events (e.g. Waterfront fair), seasonal events (Canada Day, Christmas, Easter, etc.) and other marketing events to promote the Village;
- Flexibility in changing banners to provide varied information on each seasonal event or promotional opportunity.



## Liverpool Road between Bayly and Krosno Streets

Streetscape improvements on Liverpool Road between Bayly and Krosno Streets are intended to create a new character that is more comfortable and friendly. Streetscape elements will provide containment to the street independent of existing buildings, increase pedestrian amenity and convenience, and allow opportunities for promotional and wayfinding signage. Improved streetscaping along Liverpool Road south to the Bridge can create an instant change of character in the public realm. Liverpool Road is to be treated as a major pedestrian link for people to have an attractive environment for walking down to the bridge during special events. The proposed streetscape elements consist of:

- Comprehensive tree planting program on the boulevard, eventually providing a mature tree canopy over the sidewalk and enclosure to the street;
- Standard metal poles and cobra-head streetlights but have triangular banners similar to those at the Krosno Street intersection markers;
- Streetlight poles to have brackets for hanging flower baskets from Bayly Street to Krosno.

### Liverpool Road between Krosno and Commerce Streets

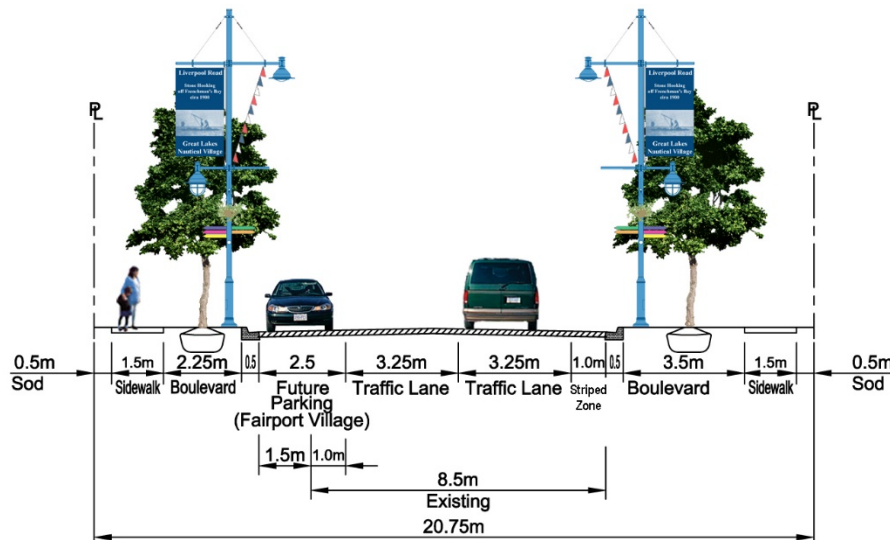
Streetscape improvements on Liverpool Road between Krosno and Commerce Streets are intended to continue the street enhancements established further north. The proposed streetscape elements consist of:

- Same treatment of the street light poles – cobra-head streetlight, banners, and hanging flower baskets;
- Same tree planting program to provide containment of street;
- New sidewalk construction on the west side from Park Road to Commerce Street with a width of 1.5m (any new sidewalk reconstruction on Liverpool Road should include widening the sidewalk from 1.2m to 1.5m);
- Provide traffic calming measures by using paint to create striped zones next to the curb to reduce traffic lanes to 3.25m maximum width.

### Liverpool Road between Commerce and Wharf Streets

Streetscape improvements on Liverpool Road between Commerce and Wharf Streets should reinforce the role of Commerce Street Intersection as the main entrance point to the “Nautical Village”. Pedestrian amenity and choice is to be reinforced from this intersection to provide two routes: west along Commerce Street to the proposed Front Street Park and Millennium Trail, and south along Liverpool Road to the Bridge. The proposed streetscape elements, in addition to the intersection markers described above, consist of:

- Street curb and boulevard widening;
- Narrowing pavement width to two, 3.25m traffic lanes for traffic calming and greater convenience for pedestrians at street crossings;



Liverpool Road: Wharf Street to Commerce Street

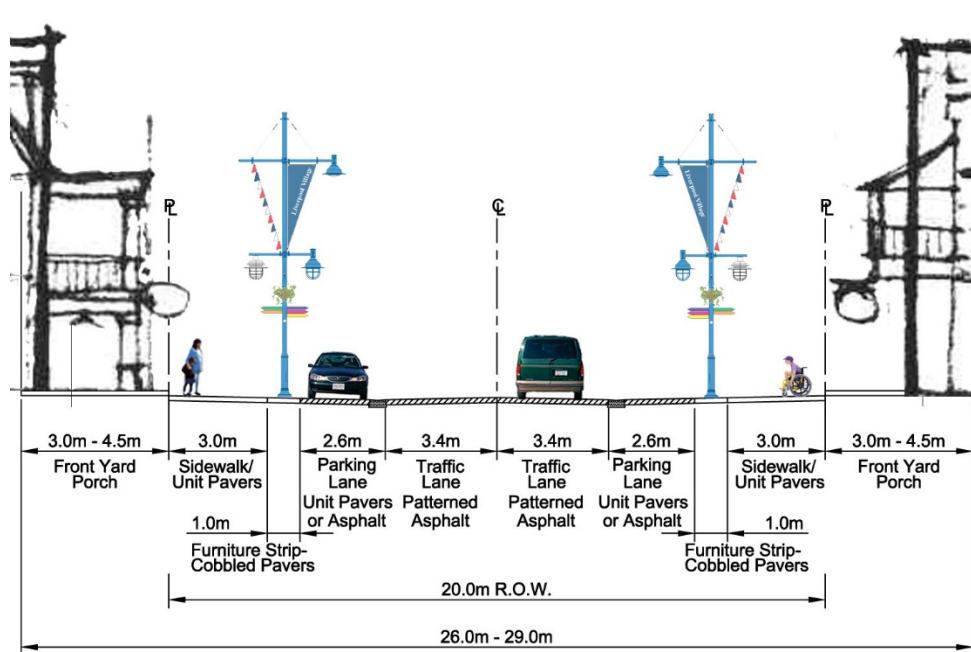
- From Commerce to Wharf Streets -new street light fixtures of nautical type at low height, triangular banners continuing the theme of Liverpool Road, hanging flower baskets, and addition of pedestrian scale light on boulevard side to illuminate sidewalk;
- Boulevard to consist of a new 1.5m sidewalk on west side and the existing east side sidewalk to be widened to 1.5m when it requires repair/reconstruction;
- Provision for future parking lane of 2.5m on west side of Liverpool Road, as warranted by demand arising from new retail at “Nautical Village”;
- Continuing traffic calming through striped zones next to the curb and reduction of traffic lanes to 3.25m.

Same streetscape treatment as Commerce to Wharf Streets

### Liverpool Road between Wharf Street and Coolwater Farm

Streetscape treatment is intended to create a zone that evokes a working waterfront, as well as a zone that is neither car-dominated nor pedestrian focused, but is used for both. This will be the “main street” of the “Nautical Village”, with wide sidewalks and active ground floors accessible to pedestrians. The proposed streetscape elements to consist of:

- Unit paving treatment of front yards and sidewalks, to create a wide pedestrian zone;
- Parking lane on each side of street to be built of unit pavers and at the same level as the sidewalk. This provides the flexibility to transform the parking lanes into a wider pedestrian zone during special events, when on-street parking could be banned;
- Parking lane separated from sidewalk with furniture strip, along with unit pavers. The strip has street lights, benches, bike racks, trash/recycling containers and newspaper containers that act as a buffer between parking and pedestrians;



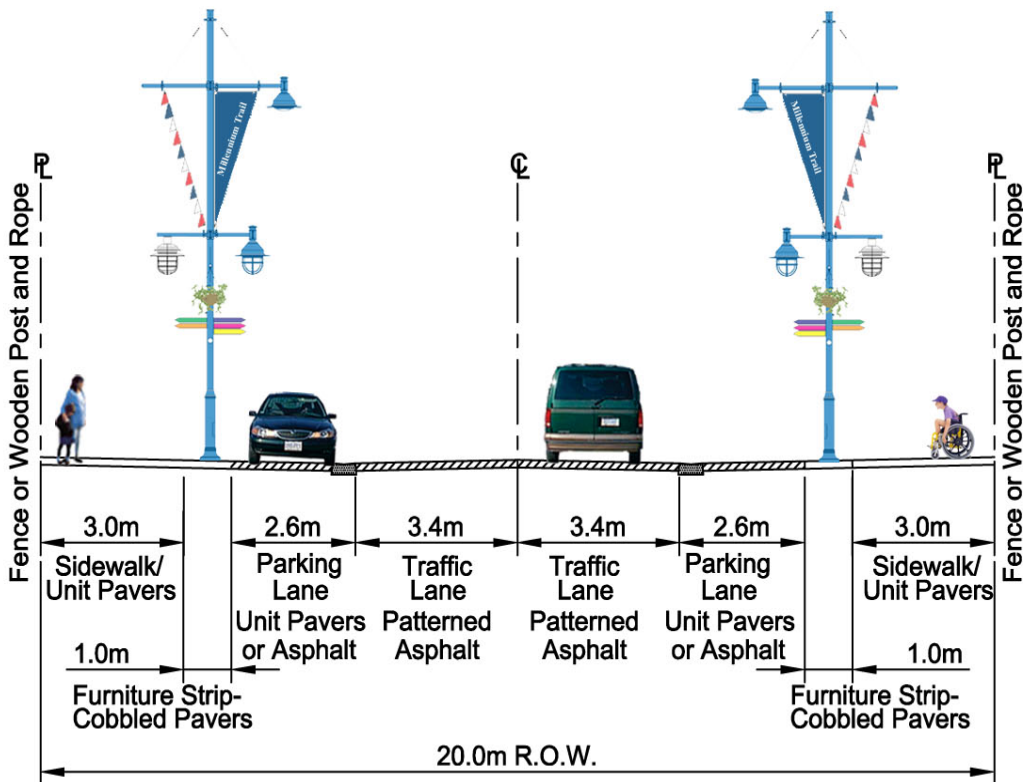
Liverpool Road: Great Lakes Nautical Village (Coolwater Farms to Wharf Street)



- Street light design to have special light at high level with Millennium Trail pedestrian lights (white) at low level on both sides to illuminate the sidewalk and parking lane. The light pole will accommodate flower baskets, triangular banners on one side and a string of pennants on other side, plus diagonal stays at top;
- Traffic lanes to be constructed with asphalt and roll curbs out of concrete;
- Curb and boulevard to ‘bulge-out’ at Wharf Street to allow for only two traffic lanes of 3.25m each.

**Liverpool Road between Coolwater Farm and Bridge**

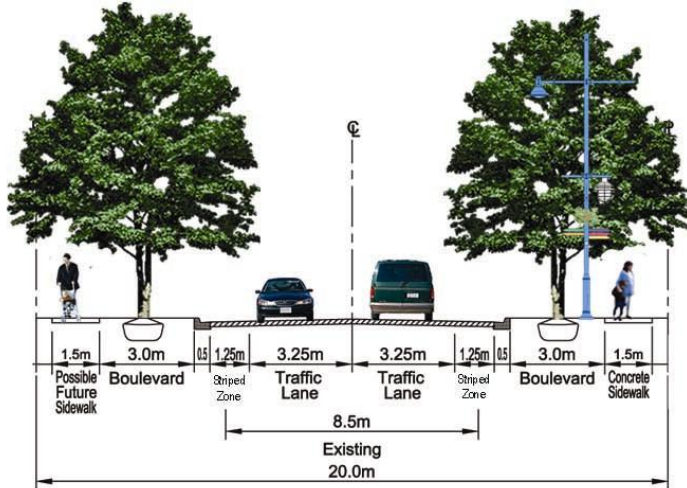
Same treatment as for Liverpool Road from Wharf Street to Coolwater Farm. Since no buildings or potential front yards exist, a separation will be provided between the sidewalk at the property line and adjacent parking uses through a low fence of metal posts and bars or wood posts and rope.



Liverpool Road: Bridge to North edge of Coolwater Farms Property

**Side Streets – Commerce, Front, Annland and Wharf**

**Commerce Street** is intended to function as a pedestrian link to Front Street Park. The proposed streetscaping elements to consist of:



Commerce Street: Liverpool Road West to Front Street

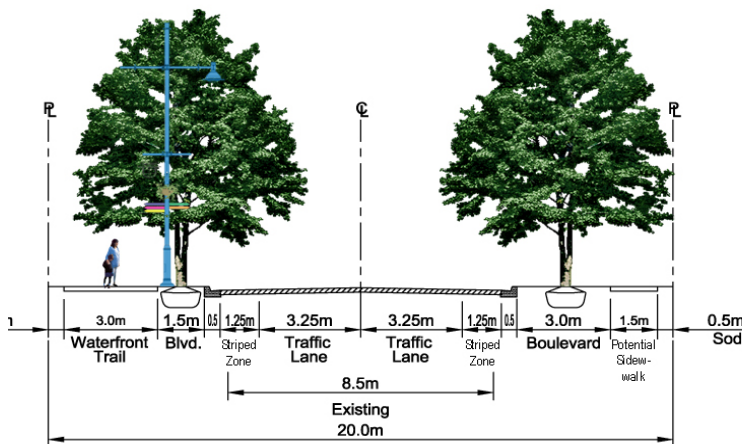
- New concrete 1.5m sidewalk on the north side;
- Street lamps on the north side only using nautical theme – high street light fixture plus lower light on sidewalk side for pedestrian comfort and safety;
- Posts to have stays, maybe no banners;
- Reduce traffic lanes to 3.25m with painted striped zones at curbs.

**Front Street** treatment is similar to Commerce Street, consisting of:

- Same lamps with potential for banners;
- Lights on west side only;
- Design of sidewalk from municipal drawings for Front Street Park;
- Reduce traffic lanes to 3.25 using painted striped zone at curbs.

**Annland Street** treatment is similar to Commerce Street, consisting of:

- New 3m wide sidewalk on the south side to allow for continuation of Millennium Trail;
- Street lamps on south side only with higher and lower lights, including wayfinding markers for Millennium Trail;
- Traffic lanes to be reduced to 3.25m with painted striped zones at curb.



Annland Street: Liverpool Road West to Front Street

**Wharf Street** to remain in current condition as a “working” street for marina activities in waterfront, and not part of the pedestrian trail system.

## Implementation Strategy

## **Implementation Strategy**

This section addresses those components of a desirable waterfront, which assist in implementing land use, design and development matters, or are complementary strategies and initiatives. While the implementation matters identified here are aimed at Council, there are other levels of government, public and private agencies, private and non-government organizations, and others who will collaboratively assist in the achievement of a desirable waterfront node.

### **To assist in the implementation of the Liverpool Road South Area Detailed Review, Pickering City Council shall consider:**

- as occasions arise, and through the development review process, identify opportunities for providing public access to Frenchman's Bay, where appropriate;
- as part of the annual budget process, allocate monies for complementary public infrastructure improvements (such as signage, pedestrian-oriented (coloured) paving; pedestrian lighting, sidewalk enhancements), within the Waterfront Node; through the development review process, apply site plan control to residential developments along Liverpool Road that feature commercial business zoning;
- request that the Director, Planning & Development, submit an annual monitoring report in the fall of each year which comments on the success of the Liverpool Road Waterfront Node Official Plan policies and development guidelines, and recommends actions that pertain to the findings of the report;
- request that the Director, Operations & Emergency Services, in consultation with the City Clerk, submit an annual monitoring report in the fall of each year which comments on the traffic and parking conditions within the immediate environs of the Waterfront Node, and recommends actions that pertain to the findings of the report;
- request that the Directors of Planning & Development, and Operations & Emergency Services, coordinate budget submissions for modifications to Liverpool Road, in accordance with the Liverpool Road Waterfront Node Development Guidelines); and
- request the Directors, Planning & Development and Operations & Emergency Services to investigate with Ontario Power Generation the opportunity for additional parking 'behind the Hilt's property'.

### **To assist in furthering waterfront, tourism, boating and marine related activities in the Waterfront Node, Pickering City Council shall consider:**

- in coordinating partnerships, and identifying and securing sources of funding for the on-going maintenance of the harbour channel, improvements to the harbour channel, and dredging of Frenchman's Bay;
- through the development review process, enact agreements to exempt landowners from the requirement to provide parking where appropriate, by providing cash-in-lieu, for the small-scale commercial uses within the Node;
- through the development review process, consider permitting all or a portion of the required parking for marina and marina-support uses to be provided off-site through long-term lease arrangements;
- consider on-street parking on both sides of Liverpool Road, south of Wharf Street;

- at an appropriate time in the future, consider the use metered on-street parking in the Node, particularly on Liverpool Road south of Wharf Street, and in public parking areas;
- through the development review process, secure lands under parkland dedication for public parking;
- make formal arrangements (if required), with the Durham Region Catholic Separate School Board, to lease (or sign appropriately) parking at Holy Redeemer Separate School for overflow parking purposes;
- through its Waterfront Coordinating Committee, investigate with Ontario Power Generation the opportunity for additional parking at the foot of Sandy Beach Road;
- through its Waterfront Coordinating Committee, consider investigating further the establishment of a boat launch at the foot of Sandy Beach Road on the west side of the Pickering Nuclear Generating Station; and
- through its Waterfront Coordinating Committee, consider, in partnership with other landowners, the establishment of a water taxi between the east and west spits.

**To assist in improving the health of Frenchman’s Bay, Pickering City Council, shall consider:**

- through its Waterfront Coordinating Committee, continue working with existing partnerships, and identifying and securing sources of funding, for the preparation of hydraulic and sedimentation models of Frenchman’s Bay, including the channel to Lake Ontario, as well as Krosno Creek and Hydro Marsh;
- as part of the annual budget process, continue funding of subwatershed and stormwater management studies for each of the creeks flowing into Frenchman’s Bay, as required;
- as part of the annual budget process, continue funding of remedial stormwater management projects for the various watercourses flowing into the Bay;
- as part of the development review process, require new development to have a net positive impact on the health of Frenchman's Bay, and treat stormwater, at a minimum, through the use of oil-grit separators; and
- ensure any proposal for bay-fill is designed to improve environmental conditions along the shore, is supported by appropriate studies to the satisfaction of the regulatory agencies, and receives all required approvals and permits.

**To address other matters raised during the course of this Detailed Review, Pickering City Council, shall consider:**

- through its Waterfront Coordinating Committee, consider whether the issue of people living permanently on their boats in the marinas requires further municipal review; and
- through its Waterfront Coordinating Committee, consider whether the issue of resident geese in the area are a nuisance and requires further municipal review.