

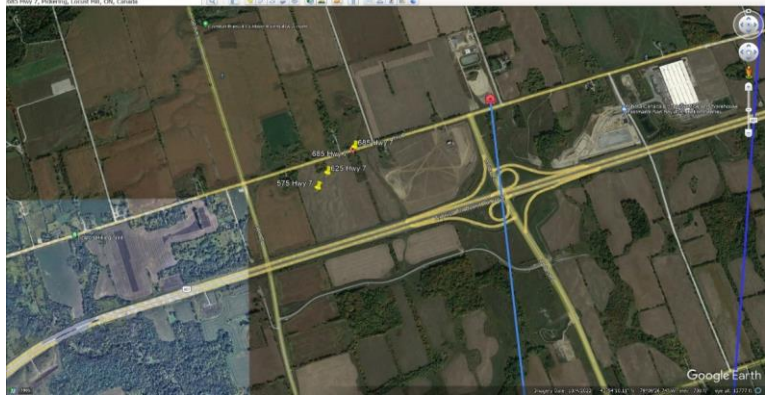
FGF Food Manufacturing Campus - Phase 2 Draft Plan and Rezoning (2nd Submission Response to Comments) December 20th, 2023			
The Biglieri Group Ltd.	City File No. SP-2023-03	TBG Project: 22871	
	Address: 575, 25, and 685 Highway 7 Pt Lot 28, 29 and 30, Concession 5, Pickering	TBG Client: Caplink Limited	
Reference	Comment	Action By	Response
TRCA - August 29, 2023			
Thank you for the opportunity to review the above noted applications received on July 14, 2023. We have reviewed the submission and provide the following general and detailed comments (the latter are contained in Appendix I). TRCA staff are available to discuss this correspondence to assist the municipality and the applicant in addressing our comments.			
Subject Property			
1	The subject site is located on the south side of Highway 7 and east of North Road in the City of Pickering and is within the TRCA Regulated Area of the Duffins Creek watershed. The site is regulated with respect to the Duffins Creek headwater drainage features and their associated ravine corridors along the east and west portion of the site. The following natural features/hazards are consistent with the ravine corridors: unevaluated wetlands, Regulatory Storm Floodplain, and watercourse meanderbelt.	TBG	Thank you.
Subject Proposal			
2	<p>We understand that the applicant is proposing to development the lands into a food manufacturing facility consisting of six buildings, including four manufacturing plants, freezer storage, distribution center, and logistics. Access to the site will be achieved off Highway 7 and continuing onto the new public street to the future Wonder Drive. The site will contain six blocks for employment uses, one block for the stormwater management facility and one for future road widenings/public roads.</p> <p><u>Draft Plan of Subdivision</u> The proposed Draft Plan of Subdivision is required to subdivide the site into the required blocks.</p> <p><u>Zoning By-law Amendment (ZBA)</u> The subject lands are currently zoned "Rural Agricultural" (A) in the City of Pickering Zoning Bylaw No. 3037. The proposed ZBA is seeking to bring the site into the following appropriate zoning categories as pr the Seaton Zoning By-law 7364/14: "Prestige Employment General"(PEG) and "Stormwater Management" (SWM). There is also a site-specific zoning category of "Prestige Employment General" (PEG-X) which has been proposed in addition to the categories above. This site specific zoning will facilitate the food manufacturing campus with office, freezer storage, logistics, and distribution centre uses.</p>	TBG	Thank you.
TRCA Commenting and Regulatory Roles			
3	<p>TRCA provides comments based on our roles as a conservation authority:</p> <ul style="list-style-type: none"> - A public commenting body under the Planning Act, including a delegated responsibility of representing the provincial interest on natural hazards encompassed by Section 3.1 of the Provincial Policy Statement; - A regulator under section 28 of the Conservation Authorities Act - TRCA's regulation is Ontario Regulation 166/06, as amended or superseded, Development, Interference with Wetlands, and Alterations to Shorelines and Watercourses; - A resource management agency. 	TBG	Thank you.
TRCA General Comments			
4	<p>The following points summarize the key concerns of TRCA staff based on our review:</p> <ol style="list-style-type: none"> 1. Regulatory storm floodplain to be updated on all relevant drawings. 2. Hydraulic modeling files to be provided for review. 3. Additional hydrogeological information required. 	SKA / EXP / TBG	Thank you.
Comments			
5	<p>TRCA staff are recommending deferral of application Nos. SP-2023-03 and A 11/23 until such time that the comments below have been addressed. The next submission should be accompanied by a cover letter which identifies the requested revisions.</p> <p>We trust these comments are clear and of assistance. Please feel free to contact me if you have any questions.</p>	TBG	Thank you.
Water Resources Comments			

6	It has noted that the TRCA regulatory floodplain elevation has not been included in the current drawings. Please incorporate this limit onto all relevant drawings verifying that the proposed development is situated beyond the floodplain and its required 10-meter buffer.	SKA	The regulatory floodplain has been added to all drawings as requested. Similar to the Phase 1 lands, there is some grading within the floodplain as this area has been identified as an area of special interest, in which the MESP recommended filling within the table land to floodproof the proposed development.
7	Please submit the hydraulic modeling files carried out for this project to TRCA for review.	SKA	The HEC-RAS modelling files have been included for your review.
8	Please note, if there is servicing facility proposed to pass beneath the watercourse it is essential to maintain a minimum clearance of 2 meters between the top of the pipe and the bottom of the culvert. Please provide additional details to confirm that this requirement has been satisfactorily fulfilled.	SKA	Additional information has been provided on Figure 5 - NHS Crossing. The clearance from the top of pipe to the watercourse is 3.13m.
Ecology Comments			
9	TRCA looks forward to reviewing the EIS addendum and updated reports and drawings as part of the Site Plan Application. Please ensure the EIS addendum includes any ecological implications associated with dewatering outlined in the Hydrogeology and Water Balance Reports.	Palmer	Deferred to detailed design.
Hydrogeology Comments			
10	TRCA hydrogeological staff support Pinchin's recommendation for a Phase Two Environmental Site Assessment and encourage the proponent to continue working with the MECP under Regulation 153/04.	EXP	Deferred to detailed design.
11	As the ultimate SWM pond will be constructed below the water table, TRCA hydrogeological staff recommend an impermeable liner be considered.	EXP	Deferred to detailed design.
12	TRCA hydrogeological staff support the recommendation by EXP that the underground freezer structures be waterproofed with perimeter drain.	EXP	Acknowledged.
13	TRCA hydrogeological staff require a minimum separation of 1 m from the base of the infiltration facility and the seasonally high-water table. Additionally, please provide in situ infiltration testing at the base elevation of the infiltration facility. For further information please refer to the Stormwater Management Criteria, Appendix C"– TRCA, August 2012.	EXP	Noted. The seasonal groundwater monitoring is currently on-going. The in-situ infiltration testing completed on broad scale across the site and LIDs specific in-situ testing will be conducted once LIDs design details are finalized.
14	TRCA hydrogeological staff would be appreciative if a figure could be provided which outlines the locations of the proposed infiltration facilities overlain by the seasonally high-water table contours. Figure 6A of the Hydrogeological Investigation would be an appropriate template.	EXP	Deferred to detailed design.
15	Where servicing apparatus will be installed below the water table. TRCA Hydrogeological staff recommend the installation of trench plugs and anti-seepage collars to prevent the creation of preferential groundwater flow paths.	EXP	Deferred to detailed design.
16	Please confirm where dewatering discharge will be directed.	EXP	Deferred to detailed design.
17	Please submit the results of the ongoing seasonal surface water and groundwater monitoring program once complete.	EXP	Noted. The seasonal groundwater monitoring is currently on-going and results will be submitted upon completion.
City of Pickering - Sustainability - September 11, 2023			
We have reviewed the submission of the above-noted applications and the supporting materials to facilitate Phase 2 of a Food Manufacturing Facility consisting of six blocks for employment uses, one block for a stormwater management pond, and blocks for future road widening and public roads. The applicant intends to submit subsequent Site Plan Applications for each block, and detailed engineering drawings for the proposed subdivision works (roads and ponds) at a later date.			
Integrated Sustainable Design Standards (ISDS)			

<p>1</p>	<p>The ISDS is a tool to assist the City in implementing and achieving its sustainable community vision through the development approval process. The new standards consist of two Tiers of performance measures that promote sustainable site and building design. Tier 1 is mandatory through the planning approval process for all new developments arising from Site Plans and Subdivision applications deemed complete on or after January 1, 2023. These applications were deemed complete on July 12, 2023, and, therefore, subject to the new Integrated Sustainable Design Standards (ISDS) (Council Resolution #982/22).</p> <p>The ISDS is principally intended to be implemented through Site Plan Control and Draft Plan of Subdivision planning processes. Plans of Subdivisions for the purpose of subdividing large blocks of land for the sole purpose of creating lots for future employment, industrial, commercial, or institutional development, and which will require subsequent Site Plan Applications and Approval are not required at this point in the planning process to provide the information regarding how the application will achieve ISDS Tier 1 performance measures. In this instance, the ISDS Checklist may be used to communicate the City's expectations (Tier 1 sustainable measures) and the applicant's commitment to Tier 1 measures at the Site Plan Application/Approval stage. In this regard, the following condition is recommended for the proposed Draft Plan of Subdivision Application:</p> <p>a) The Owner and City acknowledge and agree, that prior to final Site Plan Approval, the Owner shall provide final site plan drawings substantially in accordance with the Council adopted Integrated Sustainable Design Standards (ISDS) Checklist, and at a minimum achieve Tier 1 mandatory requirements, to the satisfaction of the Director & CBO, City Development.</p>	<p>TBG</p>	<p>Thank you.</p>
<p>Sustainability Information Provided and Analysis</p>			
<p>2</p>	<p>In support of the above-noted applications, the applicant submitted the following information:</p> <ul style="list-style-type: none"> • Sustainable Development Report and Checklist prepared by The Biglieri Group Ltd., dated June 2023; • Urban Design Brief prepared by The Biglieri Group Ltd., dated June 2023; • Planning Rationale Report prepared by The Biglieri Group Ltd., dated June 2023; • Draft Plan of Subdivision prepared by The Biglieri Group Ltd., dated March 6, 2023; • Conceptual Master Site Plan prepared by Baldassarra Architecture, dated June 30, 2023; and, • Lighting and Photometrics Plan prepared by Hammerschlag and Joffe Inc., dated May 23, 2023; We are pleased that the applicant is working towards satisfying the City's Official Plan policies within Chapter 11 (Seaton Sustainable Place-Making Guidelines), FGF Manufacturing corporate sustainability commitment, and the Council adopted ISDS Tier 1 sustainable development requirements. A detailed analysis of each ISDS principle and development feature/Tier is noted in Appendix 1. We recommend the applicant re-consider the inclusion and integration of the following measures: 	<p>TBG</p>	<p>Thank you.</p>
<p>2a</p>	<p>ISDS Energy & Resilience Principles:</p> <ul style="list-style-type: none"> • According to the Durham Region report, "Keeping Our Cool: Managing Urban Heat Islands in Durham Region," the proposed development area is located in an area with high surface temperatures, and any redevelopment may increase the impacts of urban heat island effect to higher temperatures. We appreciate the information that a green roof is not feasible for the proposed development. However, to help mitigate the urban heat island effect (ISDS Performance Measure – ER1), the applicant is requested to re-consider a cool roof design and/or solar panel ready infrastructure on the top of the proposed buildings. • Incorporate energy efficiency beyond the Ontario Building Code requirements by including a prescriptive energy conservation pathway/measure such as Energy Star certifications, zonal HVAC heating and cooling controls, triple pane windows with low emissive coatings, and supplying on-demand water heating to reduce energy demand. At the Draft Plan of Subdivision and/or Site Plan Application stage, it is understood that many of the building design details, equipment and other required inputs still need to be completed. However, during the early design phase, decisions made by the designer can significantly influence the building's energy performance, such as building articulation, orientation, building envelope, glazed area, and major mechanical and electrical energy decisions. For additional information on ISDS Performance Measure ER2, please refer to the City of Pickering ISDS Building Energy Performance and Emissions: Energy Modelling Report Guidelines. Please consider exploring the Independent Electricity System Operator (IESO) Save on Energy Industrial Energy Efficiency Program (IEEP) that supports industrial customers across Ontario in improving their industrial processes and implementing system optimization projects. 	<p>TBG</p>	<p>Thank you.</p>
<p>2b</p>	<p>ISDS Neighbourhood Principles:</p> <ul style="list-style-type: none"> • The applicant has indicated that no wayfinding signage and Crime Prevention Through Environmental Design (CPTED) site and building considerations were incorporated into the proposed campus-oriented development (ISDS Performance Measures N4 and N5). These performance measures intend to create accessible and safe places to live and work for all residents. • The applicant is requested to re-consider these Tier 1 requirements and, like other detailed site design considerations at the Site Plan Application stage, commit to achieving the required measures. We would be pleased to discuss these performance measures with the applicant prior to the second submission. 	<p>TBG</p>	<p>Thank you.</p>

2c	ISDS Waste Management Principle: • The applicant has yet to commit to diverting 50 percent or more of all non-hazardous construction, demolition, and land-clearing waste from landfills. This Tier intends to allow the applicant to identify strategies to reduce waste generated during the project design and construction and establish waste diversion goals for the project. This is usually achieved by providing a Letter of Commitment to the City at the Site Plan Application stage (ISDS, Performance Measure – WM1).	TBG	Thank you.
Next Steps			
3	At the Zoning By-law Amendment and Draft Plan of Subdivision planning stages, the applicant is required to demonstrate commitment to achieving the Council adopted ISDS Tier 1 mandatory performance measures, or where ISDS Tier 1 cannot be achieved due to site constraints, propose an alternative sustainable development solution that either achieves equal to or above the benefits of the required measure, to the satisfaction of the Director & CBO, City Development. We look forward to reviewing additional information to ensure the future compliance of ISDS Tier 1 performance measures at the Site Plan Application stage. Please ensure the next submission includes a covered letter and an updated ISDS Checklist for review. If the applicant requests an exemption, please include the request in the next submission. Should you have any questions or wish to discuss this proposal further, please contact me at extension 2075.	TBG	Noted.
E1 (Resident Education Information package)			
4	Not applicable; proposed development is non-residential development/building type.	TBG	Thank you.
ER1 (Urban Heat Island) - Tier 1 – Not Met - Re-consider			
5	Due to the nature of the building use, we recognize the applicant's comments that a green roof is not feasible at this location; however, the applicant should re-consider cool roof building designs, and integrate other non-roof site designs. The applicant is requested to provide additional information regarding non-roof measures to reduce ambient surface temperatures (e.g., future treatment of hardscape areas, shade from architectural structures that are vegetated or have an initial solar reflectance of at least 0.33 or Solar Reflectance Index (SRI) of 29).	Baldassarra Architects	Cool roof is proposed through the use of high albedo roof ballast.
ER2 (Building Energy Performance and Emissions) - Tier 1 – Not Met - Re-consider			
6	The applicant advised that the proposal will follow Ontario Building Code requirements. This Tier intends to encourage early consideration and incorporation of sustainable design features in the planning process related to improving building energy efficiency. Prior to site plan approval, the applicant is required to submit a Letter of Commitment to the City, referencing City of Pickering ISDS Building Energy Performance and Emissions: Energy Modelling Report Guidelines.	Caplink Limited	Will be explored at Site Plan stage.
R3 (Energy) - N/A - Voluntary Tier 2 not pursued			
7	There are no Tier 1 performance measures for non-residential building types. The applicant has decided not to pursue Tier 2, voluntary on-site renewable energy generation or incorporate peak-shaving devices like battery storage.	Caplink Limited	Correct, not pursuing Tier 2 measures.
ER4 (Building Resilience) - N/A			
8	There are no Tier 1 and/or Tier 2 performance measures for non-residential building types.	TBG	Noted.
N1 (Private Pedestrian Walkways) - Tier 1 requirement will be met, details will be provided at Site Plan Approval stage			
9	Satisfactory information was provided on the proposed Master Site Plan and Landscape Plan.	TBG	Noted.
N2 (Private Play Area and Structures)			
10	There are no Tier 1 and/or Tier 2 performance measures for non-residential building types.	TBG	Noted.
N3 (Building Access) - Tier 1 requirement will be met, details will be provided at Site Plan Approval stage			
11	The applicant has committed to designing the proposed building to enable a broad spectrum of people to live within and access the proposed building, regardless of ability, by providing the same means of entrance for all users to public entrances of the proposed building on-site and providing equal access when access by the same means is not possible.	Baldassarra Architects	Accessible principle entrances are proposed to each building and curb ramps are provided on site at crosswalk locations.
N4 (Wayfinding Signage) - Tier 1 – Not Met - Re-consider			
12	The applicant advised that no wayfinding signage is proposed for the development. The applicant is advised to re-consider this Tier and commit to installing AODA-compliant wayfinding signage (e.g., braille and/or tactile signage for the visually impaired) for the proposed building and public spaces.	Baldassarra Architects	Noted. Site lighting is proposed throughout the site.
N5 (Community Safety) - Tier – Not Met - Re-consider			
13	The applicant has advised that no Crime Prevention Through Environmental Design (CPTED) principles have been incorporated in the development. The applicant is advised to re-consider this Tier and commit to designing the proposed site using CPTED principles that encourage site and building design to eliminate or reduce criminal behaviour and create a safe space.	Baldassarra Architects	Noted. Bird friendly glazing is proposed.
LN1 (Topsoil) - Tier 1 requirement will be met, details will be provided at Site Plan Approval stage			
14	The applicant has committed to providing healthy soil for turf and high-quality topsoil for all planting beds. Higher amounts of good quality soil help ensure the success of vegetation and trees.	Landscape Planning	Noted.
LN2 (Light Pollution Reduction) - Tier 1 requirement will be met, details will be provided at Site Plan Approval stage			
15	The applicant has committed to reducing nighttime glare and light trespass from the building and the site by designing all exterior lighting to be Dark Sky Compliant with the exemption of street lighting, which is governed by the City's Street Lighting Requirements. If a Dark Sky Fixture Seal of Approval is not available, fixtures must be full-cutoff and with a colour temperature rating of 3000K or less.	H&J	Noted. Lighting fixtures are full-cutoff and rated at 3000K.
LN3 (Native and Non-Invasive Species) - Tier 1 requirement will be met, details will be provided at Site Plan Approval stage			
16	The applicant has committed to planting at least 50 percent native plant species, including trees, shrubs, and herbaceous plants, drought-tolerant and pollinator-friendly, outside of the buffer area and within the development limit. The remaining plantings will be non-native species and will be non-invasive.	Landscape Planning	Best effort will be made to select native species as much as possible. Planting species will need to match client's requirement. (Food Manufacturing)

LN4 (Vegetated Buffers) - Tier 1 requirement will be		
17	The applicant has committed to providing an undisturbed buffer area to the Open Space zoned lands), between the development limit and the key natural heritage feature. This Tier ensures the restoration of 100 percent native plant species, including trees, shrubs, and herbaceous plants, preferably drought-tolerant, within the undisturbed buffer area.	Landscape Planning Noted.
LN5 (Tree Preservation and Removal Compensation) - Tier 1 requirement will be met, details will be provided at Site Plan Approval stage		
18	The applicant has committed to planting large caliper deciduous trees (minimum 60 millimetres) and high coniferous (1.8 metres) trees in accordance with the tree compensation requirement.	Landscape Planning Noted.
LN6 (Healthy Street Trees) - Tier 1 requirement will be met, details will be provided at Site Plan Approval stage		
19	The applicant has committed to planting large calliper trees where possible and designing a water and fertilizing program for at least the first two years of plants have been provided.	Landscape Planning Noted.
LN7 Mid to High Residential (Common Outdoor Amenity Space) - N/A - Re-consider		
20	There are no Tier 1 and/or Tier 2 performance measures for non-residential building types. Similar to Caplink Phase 1 consider employee services and facilities and provide dedicated outdoor seating amenities for employees.	TBG/Caplink Limited Like mentioned, similar to Phase 1, the proposed development would have outdoor seating areas with picnic tables.
LN8 Mid to High Residential (Natural Heritage Features and open Space Enhancement) - Tier 1 requirement will be met, details will be provided at Site Plan Approval stage		
21	The applicant has provided satisfactory information regarding the key natural heritage features and open spaces on site and compensation for the loss of ecosystem functions due to development impacts. Natural heritage features and hydrologic features on site are protected by providing an appropriate setback, as per coordination with TRCA.	Landscape Planning Noted.
LN9 (Bird-Friendly Design) - Tier 1 requirement will be - met, details will be provided at Site Plan Approval stage		
22	The application has committed to designing the proposed buildings with bird-friendly glazing to reduce bird collisions caused by buildings.	Baldassarra Architects Correct, further information at Site Plan Stage.
T1 (Electric Vehicles including plug in hybrid vehicles) – Residential -N/A		
23	Not applicable; proposal is non-residential development/building type.	TBG Noted.
T2 (Electric Vehicles including plug in hybrid vehicles) – NonResidential Tier 1 requirement will be met, details will be provided at Site Plan Approval stage		
24	The application has committed to providing EV rough in charging infrastructure for 20 percent of the parking spaces	BA Group/ Baldassarra Architects Correct, further information at Site Plan Stage.
T3 (Bicycling Parking and Storage Facilities) - Tier 1 requirement will be met, details will be provided at Site Plan Approval stage		
25	The application has committed to providing long-term bicycle parking spaces and change rooms for employees.	BA Group/ Baldassarra Architects The proposed development can provide bike parking with canopies located near the entrances.
WM1 (Construction Waste Reduction) - Not Met - Re-consider		
26	The applicant has not committed to diverting 50 percent or more of all non-hazardous construction, demolition, and land-clearing waste from landfill.	Caplink Limited / TBG At this stage, it is unknown.
WM2 (On-Site Storage) - Tier 1 requirement will be met, details will be provided at Site Plan Approval stage		
27	The applicant has committed to providing a dedicated area or area attached to the building for the separate collection and storage of accumulated recyclables, waste, and organics.	Caplink Limited / Baldassarra Architects Correct, further information at Site Plan Stage.
W1 (Stormwater Management) - Tier 1 requirement will be met, details will be provided at Site Plan Approval stage		
28	The applicant has designed the proposed development to achieve a level one/enhanced stormwater treatment for all stormwater and the minimum achieve runoff reduction of rainfall depth, in accordance with the Credit Valley, Toronto and Region and Central Lake Ontario (CTC) Source Protection Plan and the City of Pickering Stormwater Management Design Guidelines. Approval of this requirement will be confirmed by the City's Senior Water Resources Engineer, Engineering Services. The approved report details will be added to the future Site Plan Agreement.	SKA Acknowledged.
W2 (Building Water Efficiency) - Tier 1 requirement will be met, details will be provided at Site Plan Approval stage		
29	The applicant advised the proposed development will be designed to install WaterSense®labelled water fixtures.	Caplink Limited / TBG Correct, further information at Site Plan Stage.
W3 (Rainwater Harvesting) - N/A		
30	Not applicable; proposal is non-residential development.	TBG Noted.
Durham Regional Police Service - Radio Systems, Communications - September 12, 2023		
Region's Next Gen Radio System		

<p>In response to the attached By-Law amendment notice received by E-Mail September 9th – attached is the microwave obstruction scan for this location. A .jpg file.</p> <p>Fortunately, in this case, I can say that construction in the outlined area (please confirm if you can this is the correct location on the attached .jpg file) will pose no immediate obstruction issue for the Region’s NextGen radio system and associated microwave links.</p> <p>Regional Microwave links are the GREEN lines on the attached diagram.The Proposed site location is in Yellow.</p> <p>In addition to the microwave path obstruction noted above INTERNAL in-building radio coverage for First Responders MAY be an issue in the future if larger buildings are constructed in the outlined area.</p> <p>Larger and newly constructed buildings will have to be tested for in-building coverage once the buildings are completed.</p> 	<p>Caplink Limited / TBG</p>	<p>Correct, the location shown in the jpg is the subject site. Noted.</p>
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Durham Regional Comments - October 24, 2023 (Revised)

Sara Hajsaleh, Planner | sara.hajsaleh@durham.ca | 905-668-4113 x 2574.

Our review of the above-captioned plan of subdivision and zoning by-law amendment is now complete and we offer comments regarding official plan conformity, provincial policies, the Region’s delegated provincial plan review responsibilities, Regional servicing and transportation.

Purpose of the Applications		
The applicant proposes a draft plan of subdivision comprised of 6 employment blocks (Block 1-6), a stormwater management pond block (Block 7), road widening (Block 8) and two new streets.	TBG	Noted.
The proponent is proposing one signalized access point from Highway 7 and a second access to north road which may be signalized. The proposed development also includes two roads, Street “A” with a 22m right-of-way width, and Street “B” a 29m of right-of-way; both providing access to all buildings on the site.	TBG	Noted.
The proposed stormwater management facility will be located at the southwest corner of the site.	TBG	Noted.
The purpose of the Zoning By-law Amendment application is to rezone subject lands, from Rural Agricultural to a site specific zoning that permits Prestige Employment General Uses.	TBG	Noted.
Conformity to the Durham Regional Official Plan		
This proposed plan of subdivision is located with Special Policy Area ‘A’ in the Regional Official Plan (ROP), which is identified as the Central Pickering Development Plan Area (CPDP) in the City of Pickering, also known as the Seaton Community. Central Pickering shall be developed in accordance with the provisions of the now rescinded Central Pickering Development Plan, which designated the site as Employment Area.	TBG	Noted.
Envision Durham		
On May 17, 2023 Regional Council adopted the new Regional Official Plan (Envision Durham) which has been forwarded to the Province for approval. The subject land is designated as “Employment areas” within Envision Durham.	TBG	Noted.
In accordance with policy 5.5.2 of Envision Durham, Employment Areas are locations for primary employment generating uses such as manufacturing, assembly, processing, generation, freight and transportation, warehousing, storage, major facilities and similar uses that require access to highway, rail, shipping facilities and/ or separation from sensitive land uses. Hotels, subject to land use compatibility, service industries, and limited supportive uses including associated retail and ancillary facilities may also be permitted.	TBG	Noted.
The proposed employment blocks are intended for prestige employment uses such as office, manufacturing, freezer storage, distribution centre and logistics totaling an overall gross floor area (GFA) of 134,810.46 m2. As such the proposed subdivision generally conforms with the Envision Durham policies.	TBG	Noted.
Provincial Policy Statement (PPS)		
The Region has reviewed the subdivision proposal for consistency to the 2020 Provincial Policy Statement (PPS).	TBG	Noted.

<p>The Provincial Policy Statement (PPS) provides a comprehensive vision for growth and development. The PPS requires planning authorities to provide for an appropriate mix and range of employment, institutional and broader mix of uses to meet the long-term needs. It also requires planning authorities to protect and preserve employment areas for current and future uses. These areas are to be planned to provide for separation or mitigation from sensitive land uses to maintain the operational and economic viability of the planned uses and function of these areas.</p>	<p>TBG</p>	<p>Noted.</p>
<p>The proposed development supports the policy directions of the PPS as it provides for new industrial uses within an employment area within the Seaton community area.</p>	<p>TBG</p>	<p>Noted.</p>
<p>Delegated Provincial Plan Review Responsibilities</p>		
<p>We have screened the subdivision application in accordance with the Region's delegated Provincial Plan Review responsibilities and offer the following comments.</p>	<p>TBG</p>	<p>Noted.</p>
<p>Environmental Site Assessment (ESA)</p>		
<p>In support of this application, the applicant submitted a Phase One Environmental Site Assessment (ESA) that was prepared by Pinchin Ltd., dated April 27, 2023. The Phase One ESA identified seven Areas of Potential Environmental Concern (APEC's) on the site five offsite PCA's and have identified the need for further investigation.</p>	<p>Pinchin Ltd.</p>	<p>Noted.</p>
<p>Pinchin recommends that a Phase Two ESA be conducted on the property to further examine the potential contaminants on and adjacent to the property.</p>	<p>Pinchin Ltd.</p>	<p>Noted.</p>
<p>As such, the Region will require the applicant to complete an O. Reg. 153/04, as amended, compliant Phase Two ESA and any further studies as may be required by the Region's Soil and Groundwater Assessment Protocol.</p>	<p>Pinchin Ltd.</p>	<p>Phase 2 ESA is provided as part of this submission.</p>
<p>In Addition to the ESA reports, the Region will require the following documents to be submitted:</p> <ul style="list-style-type: none"> • Reliance Letter; and • Certificate of Insurance 	<p>Pinchin Ltd.</p>	<p>The Reliance Letter and Certificate of Insurance is provided as part of this submission.</p>
<p>Archaeological Potential</p>		
<p>The subject lands are entirely within the Region's archaeological potential model. A Stage 1 Archaeological Assessment was completed by WSP, dated April 26, 2022. The study area in the report is located on Lots 27 & 28 Concession 5, the proposed subject land is not included as part of the study area. As such, the Region requires an updated report for the proposed site located on Lots 29 and 30, Concessions 5 and known municipally as 575, 625, & 685 Highway 7.</p>	<p>WSP</p>	<p>Stage 1 AA report dated April 26, 2022 contains the Phase 1 Lands (Lots 27 and 28) which has been provided to the Region for their review. The lands within Lots 29 and 30 (575, 625, 685 Highway 7) are reported on within the Stage 1 AA for the Phase 2 Lands. Both Stage 1 AA have been submitted and accepted by MCM.</p>
<p>In addition, as a Regional condition of approval, the updated the report(s) must be submitted to the Ministry of Heritage, Sport, Tourism and Culture Industries for their review and approval.</p>	<p>WSP</p>	<p>Stage 1 AA for Phase 2 lands have been submitted and accepted by the MCM. The final report and registry has been provided as part of this submission. Also, Stage 2 AA has been provided as part of this submission.</p>
<p>Key Natural Heritage/Hydrologic Features</p>		
<p>Several Key Natural Heritage and Hydrologic features are located in the north, northwest, and eastern portions of the site. Policy 2.3.43 of the ROP also indicates that development proposals in proximity to KNHHF must be supported by an "Environmental Impact Study" (EIS)</p>	<p>Palmer/TBG</p>	<p>Noted.</p>
<p>An Environmental Impact Study prepared by the environmental firm Palmer and dated June 23,2023 was submitted in support of the application.</p>	<p>Palmer/TBG</p>	<p>Noted.</p>
<p>The study recommends several mitigation measures. The study also states that further studies will be conducted in the summer of 2023 and will be addressed in an addendum or revised EIS. Based on the findings and recommendations of this study to date, it is Palmer's professional opinion that with the implementation of the mitigation measures provided in the study, the proposed development plan is environmentally feasible.</p>	<p>Palmer/TBG</p>	<p>Noted.</p>
<p>The Toronto and Region Conservation Authority (TRCA) provided their comments on the application in a letter dated August 29, 2023. In that letter outstanding information was identified related to:</p> <ul style="list-style-type: none"> • The regulatory storm floodplain to be updated on all relevant drawings; • Hydraulic modeling files to be provided for review; and • Additional hydrogeological information required. 	<p>Palmer/TBG</p>	<p>Noted.</p>
<p>Conformity with the Region's existing ROP and Envision Durham will be determined once we receive favourable comments from the TRCA on the application.</p>	<p>Palmer/TBG</p>	<p>Noted.</p>
<p>Further, the Region notes that there was EIS Addendum prepared and completed summer 2023. The Region will require a copy of the said EIS in order to determine if a peer-review is required for the natural heritage components located on the subject lands given this review responsibility is no longer addressed by conservation authorities.</p>	<p>Palmer/TBG</p>	<p>Noted. An unupdated EIS Addendum is provided as part of this submission.</p>
<p>Noise Impact Study</p>		
<p>The applicant submitted a Noise Impact Study prepared by Aercoustics and dated May 24, 2023. The report notes that the dominant noise source in the area is generated from Highway 7. Due to the traffic noise from Highway 7, the daytime and evening sound levels at three of the noise sensitive receptors result in a background sound level that is above the daytime and evening sound level limits provided by MECP for Class 2 areas.</p>	<p>Aercoustics Ltd. / TBG</p>	<p>Noted.</p>
<p>The Noise Report does recommend mitigation measures on one building (Building 11) to limit the noise levels from the rooftop cooling equipment on one of the nearby noise sensitive receptors. The mitigation measures on Building 11 will result in the noise levels at the sensitive receptors being within MECP limits.</p>	<p>Aercoustics Ltd. / TBG</p>	<p>Noted. A noise control measure is currently contemplated for Building 11; however, it is preliminary and will be further studied at Site Plan stage as the design of the building and site plan is explored.</p>
<p>The noise study is acceptable to the Region. The proponent will be required to implement the recommended noise measures affecting the proposed development in the Draft Plan of Subdivision and Site Plan Agreement and/or Condominium Agreement to the satisfaction of the Region.</p>	<p>Aercoustics Ltd. / TBG</p>	<p>Acknowledged. As stated above, the noise control measure is preliminary and will be further explored at Site Plan stage. Therefore, the noise levels and alternative measures will be further reviewed at Site Plan stage.</p>

Regional Servicing		
Municipal Services		
The subject property will be located within the Zone 5 Water Pressure District of the water supply system for Pickering. The estimated static water pressure for this area is approximately 573 kPa (83 psi) to 579 kPa (84 psi).	SKA	Acknowledged.
The Zone 5 water pumping station is not yet operational but is expected to be operational in the fourth quarter of 2023.	SKA	Acknowledged.
Water supply will be available from the 400mm dia. watermain that will be installed on Wonder Drive in the phase 1 lands of the Caplink development.	SKA	Acknowledged.
Sanitary servicing flow from the subject property will be conveyed by gravity to the future West Subtrunk 1 sanitary sewer which is currently at the design stage.	SKA	Acknowledged.
Transportation		
It is recommended that a setback of 15 metres be maintained from the existing south streetline for possible road widening conveyance to provide an ultimate corridor of 45 metres measured from the north streetline.	TBG	A road widening is provided to support for an ultimate right of width of 45m for Highway 7.
Transportation Planning		
The proposed development was also reviewed by Transportation Planning perspective and it was determined that the proposed development does not pose any concerns.	BA Group	Thank you.
Durham Region Transit (DRT)		
The proposed development has been reviewed by Durham Region Transit (DRT) who offer the following comments:		
Sidewalks be installed and opened in tandem with occupancy of the subject site along: a) The north and south sides of Highway 7. b) The east and west sides of North Road. c) The north and south sides of Street A. d) The north and south sides of Street B.	BA Group/EXP/TBG	a) Highway 7 At this time sidewalks will not be constructed along Highway 7 as it is to remain as a rural cross-section. Consideration for improved pedestrian facilities will be undertaken as part of the upcoming Highway Access Management Plan study. b) North Road The proposed design of North Road does not currently contemplate pedestrian facilities south of the development; therefore, this section of North Road would not be suitable for sidewalks and cycle lanes. c) Street A Sidewalks are provided on each side. d) Street B Sidewalks are provided on each side. Steve Krossey from BA Group is currently coordinating conversation with DRT staff to discuss comments.
Space be protected for possible future bus stops at the following locations, as per the attached "S" drawing: a) Eastbound Highway 7, east of North Road, including potential queue jump/bus bay design. b) Eastbound Highway 7, nearside or foreshore of Street B. c) Northbound North Road, nearside or farside of Street A. d) Northbound North Road, south of Highway 7.	BA Group/EXP/TBG	As per discussion with DRT on December 21, 2023, the comment have been revised, see below. • Highway 7 nearside stops at Stonefire Drive. This will connect to pedestrian crossings of Highway 7 and the sidewalks on either side of Stonefire Drive. • Stonefire southbound south of Highway 7. • Wonder Drive northbound at Highway 7. However, further discussion with MTO, DRT and City of Pickering is required to determine potential bus stop locations. At this stage, no commitment has been made for the bus locations and will be determined through discussions.
In addition, the north road and Highway 7 must be signalized in order to allow for access to potential bus stops. The applicant should also consider a pedestrian signal for street B and Highway 7. Lastly, on demand service is currently available in this area.	BA Group/EXP/TBG	MTO has currently permitted a new traffic signal at Stonefire / Highway 7 only.
Conclusion		
The proposed development proposal with facilitate the creation of 6 employment blocks (Block 1-6), a stormwater management pond block (Block 7), a road widening (Block 8) and 2 new streets.	TBG	Noted.
Our review of this proposed plan of subdivision and supporting materials has identified the need for additional supporting information before the Region can be in a position to issue conditions of draft approval. Accordingly, our comments at this time are preliminary until the above noted issues have been resolved to the satisfaction of the Region.	TBG	Acknowledged.
In addition, the proposed zoning by-law amendment will require the inclusion of an appropriate Holding(H) Symbol. The Holding symbol on the subject site will require a future site servicing agreement to demonstrate that there is sufficient sanitary servicing capacity to enable the full development of the site as proposed by the Zoning By-law amendment to the satisfaction of the Region.	TBG	Acknowledged the inclusion of an appropriate Holding Symbol.
If you have any questions, please contact Sara Hajsaleh, Planner at sara.hajsaleh@durham.ca or 905-668-4113 x 2574.	TBG	Noted.

Richard Holborn			
	The Engineering Services Department has reviewed the information provided in support of the above noted applications and comment as follows:	TBG	Noted.
	Please ensure the next submission includes a letter re-stating the City's comment followed by an appropriate response, immediately afterwards, outlining how the proponent addressed the comment. The response must also outline any revisions which impact the overall site design.	TBG	Noted.
Development Services			
General Comments			
1	The Owner shall satisfy all requirements, financial and otherwise, of the City of Pickering. This shall include, among other matters, the execution of a subdivision agreement between the owner and the City of Pickering concerning the provision and installation of services, grading, drainage and other local services and including the following:	Caplink Limited	Acknowledged.
1a)	that the Owner satisfy the Director, Engineering Services respecting a stormwater drainage and management system to service all the lands in the subdivision, and any provisions regarding easements.	Caplink Limited	Acknowledged.
1b)	that the Owner satisfy the Director, Engineering Services for contributions for stormwater management maintenance fees.	Caplink Limited	Acknowledged.
1c)	that the Owner satisfy the Director, Engineering Services respecting submission and approval of a grading control plan.	Caplink Limited	Acknowledged.
1d)	that the Owner satisfy the Director, Engineering Services respecting the submission and approval of a geotechnical soils analysis.	Caplink Limited	Acknowledged.
1e)	that the Owner satisfy the Director, Engineering Services respecting the authorization from abutting land owners for all offsite grading.	Caplink Limited	Acknowledged.
1f)	that the Owner satisfy the Director, Engineering Services respecting the construction of storm sewers, sidewalks and boulevard designs.	Caplink Limited	Acknowledged.
1g)	that the Owner satisfy the City respecting arrangements for the provision of all services required by the City.	Caplink Limited	Acknowledged.
1h)	that the Owner satisfy the appropriate authorities respecting arrangements for the provision of underground wiring, street lighting, cable television, natural gas and other similar services.	Caplink Limited	Acknowledged.
1i)	that the cost of any relocation, extension, alteration or extraordinary maintenance of existing services necessitated by this development shall be the responsibility of the Subdivider.	Caplink Limited	Acknowledged.
1j)	that the Owner convey to the City at no costs: i. any easements as required. ii. any reserves as required by the City.	Caplink Limited	Acknowledged.
1k)	that the Owner convey any easement to any utility to facilitate the installation of their services in a location(s) to the satisfaction of the City and the utility.	Caplink Limited	Acknowledged.
1l)	that the Owner arrange at no costs to the City any easements required on third party lands for servicing and such easements shall be in a location as determined by the City and/or the Region and are to be granted upon request at any time after draft approval.	Caplink Limited	Acknowledged.
1m)	that the Owner make arrangements with the City respecting a Construction Management Plan, such Plan to contain, among other things:	Caplink Limited	Acknowledged.
1m)i.	details of erosion and sedimentation controls during all phases of construction and provide maintenance requirements to maintain these controls.	Caplink Limited	Acknowledged.
1m)ii.	addressing the parking of vehicles and the storage of construction and building materials during servicing and building construction and ensuring that such locations will not impede the flow of traffic or emergency vehicles on either existing streets or the proposed public street.	Caplink Limited	Acknowledged.
1m)iii.	confirmation that the City's Noise By-law will be adhered to and that all contractors, trades and suppliers are advised of this By-law.	Caplink Limited	Acknowledged.
1m)iv.	the provision of mud and dust control on all roads within and adjacent to the site.	Caplink Limited	Acknowledged.
1m)v.	type and timing of construction fencing.	Caplink Limited	Acknowledged.
1m)vi.	location of construction trailers.	Caplink Limited	Acknowledged.
1m)vii.	details of the temporary construction access.	Caplink Limited	Acknowledged.
1n)	that the Owner satisfy the City with respect to the provision of temporary fencing around the entire perimeter of the subject lands during construction, prior to the commencement of any works.	Caplink Limited	Acknowledged.
1o)	that the Owner submit a boulevard street tree planting plan to the satisfaction of the City.	Caplink Limited	Acknowledged.
1p)	that the Owner satisfy the City respecting the submission of appropriate engineering drawings that detail, among other things, City services, roads, storm sewers, sidewalks, site grading, streetlights, fencing and tree planting, and financially secure such works.	Caplink Limited	Acknowledged.
2	The City of Pickering's Fill & Topsoil By-law prohibits soil disturbance, removal or importation of material to the site unless a permit has been issued. No on-site works prior to Draft Plan Approval is permitted. A Fill and Topsoil Permit will be required should grading works proceed prior to a Subdivision Agreement.	Caplink Limited	Acknowledged.
3	That the Owner satisfy the City of Pickering with regards to the Development Services Engineering Review Fee, Lot Grading Review Fee and Development Services Inspection Fees.	Caplink Limited	Acknowledged.
4	As per the Development Services User Fee Schedule, please provide payment in the amount of \$7,800.00 for the review of the Functional Servicing and Stormwater Management Report (FSSR).	Caplink Limited	The fee was dropped off on November 29th, 2023 attention to Paal Helgesen.
5	The proposed municipal roads are to be designed to City of Pickering standards. Provide typical cross section for Streets "Wonder Drive and Stonefire Drive".	Caplink Limited	Acknowledged.
6	The site is located partially within the Toronto Region Conservation Authority (TRCA) screening area. A copy of TRCA approval will be required for our records prior to approval.	TBG	Acknowledged.
7	The site is within the Ministry of Transportation (MTO) regulated area. Written approval from MTO must be provided to the City prior to approval.	TBG	Acknowledged.
8	As per the recommendations of the Phase One Environmental Site Assessment (ESA) provide a Phase Two ESA with the next submission.	TBG/ Pinchin Ltd	The Phase 2 ESA has been provided as part of this submission.

9	As per the recommendations of the Stage 1 Archaeological Assessment, provide a Stage 2 assessment with the next submission.	TBG	The Stage 2 Archaeological Assessment has been provided as part of this submission.
10	All Highway 7 drainage is to be directed to the ditches. Drainage should not be directed to Street A or Street B.	EXP Services	No drainage is directed to Street A or B, it directed to the ditches.
11	Label the access road connecting between Phase 1 and Phase 2.	SKA/Baldassarra	The road connecting Phase 1 and Phase 2 is a continuation of Wonder Drive.
12	Confirm 29.0m right-of-way on the Stonefire Drive.	BA Group/SKA	Confirmed, the proposed ROW width of Stonefire Drive is 29m.
13	Note that further detailed comments shall be deferred to the detailed design stage.	TBG	Noted
Draft Plan of Subdivision			
14	Update the Draft Plan number to SP-2023-03.	TBG	Updated.
Conceptual Master Site Plan			
15	Indicate all curb radii on the plan.	Baldassarra Architects	Access road has been labelled.
16	Provide a legend on the plan.	Baldassarra Architects	Curb radii have been provided at site entrances.
17	Label the concrete sidewalk with width and material on the plan.	Baldassarra Architects	Symbol legend has been provided on the site plan.
18	Label the concrete sidewalk with width and material on the plan.	Baldassarra Architects	Concrete sidewalks have been labelled on the site plan
Preliminary Grading Plan			
19	As per City of Pickering design criteria, there is a requirement for a minimum grade of 1.0% around the longest curb. A road grade of 0.5% will result in a gutter grade of less than 1.0%. Review and revise as required.	SKA	Noted. All grading will be finalized with detailed design to ensure a minimum curb grade on curves of 1.0%.
20	Include maintenance holes and catch basins in the legend.	SKA	Maintenance holes and catchbasins have been included on the legend
21	The use of retaining walls shall be avoided in greenfield developments. Steep road grades can be taken up by stepping the buildings.	SKA	Due to the topography of the site and the clients building requirements the use of retaining walls has been avoided where possible but will be required in certain areas. Any retaining walls will be privately owned and maintained.
22	There appears to be a low point at an elevation of 215.64 (fronting Block 4), with no catch basin to capture the drainage. Review and revise. This can be addressed at the detailed design stage.	SKA	Catchbasins have been revised to capture the low point.
Preliminary Servicing Plan			
23	Provide the profile view on the plan.	SKA	Plan and Profile drawings will be provided with detailed design.
24	Indicate the location of the splash pad for the storm sewer outlet on the interim servicing plan.	SKA	The interim drainage design has been revised, and the revised splash pad location has been shown.
25	The ultimate servicing plan indicates sewers located on private property. Differentiate between public and private sewers in the legend. Private storm sewers shall not be connected to the storm sewer withing Wonder Drive. They are to drain directly to the SWM facility.	SKA	The stormwater management plan has been revised to include storage pipes for the municipal drainage. All pipes withing the ROW are municipal sewers, they have been differentiated on the plan. All other pipes are private sewers. There are no longer any connections from the private to municipal sewer system.
Functional Servicing and Stormwater Management Report			
26	Provide the updated index for the report.	SKA	An updated index has been provided.
27	In the storm sewer design sheet, ensure the pipe capacity does not exceed 80%. This can be addressed at the detailed design stage.	SKA	Noted. This will be finalized and addressed at the detailed design stage.
Geotechnical Investigation Report			
28	We have no comments on the Geotechnical Investigation Report.	EXP Services	Noted.
Hydrogeological Investigation and Water Balance Assessment			
29	We have no comments on the Hydrogeological Investigation and Water Balance Assessment.	EXP Services	Noted.
Traffic Impact Study			
30	Make any necessary revisions to the report based on our Traffic Comments below.	BA Group	Noted.
Water Resources Comments			
1	It should be noted that the Functional Servicing and Stormwater Management Report (FSSR) provides the functional level of the proposed servicing and grading plans for future developments. As such, a detailed design information (i.e. storm sewer sizing calculations and drainage plans), included in the FSSR, have not been reviewed. These calculations will be reviewed at a detailed design stage.	SKA	Noted.
2	The required quantity, quality and erosion control targets shall not be reduced by proposed infiltration volumes. All proposed infiltration systems must have an overflow into a storm sewer, thus all flows from rooftops can be redirected into the SWM facility if infiltration systems fail or do not function as per the design. Revise the control targets and the design accordingly.	SKA	As the underground infiltration facilities are fully sized to store and infiltration the extended detention volumes from Buildings 6, 7, 8 and 10 in under 48 hours, we feel that is it appropriate to discount this volume from the SWM pond. This is an accepted practice from the TRCA to discount extended detention volumes when implementing on-site retention through LIDs. It should be noted that the entire extended detention volume can be stored within the unit, and granular storage beneath the facilities has not been taken into account. Overflows have been provided for all facilities for events larger than the 25mm storm event. No proposed infiltration facilities are proposed for Buildings 9 and 11, therefore, SWMF 59 has been designed to provide the necessary quality, quantity and erosion control to account for these two roofs.
3	Further to the above, the erosion control/extended detention volume of runoff from rooftop areas can be provided in the underground storage systems. However, the erosion control volume shall be provided in addition to infiltration volume and shall be controlled to the target release rates as per the Seaton MESPA.	SKA	Futher to above, there is no proposed discharge from the underground facilities under the 25mm storm event, as the full 25mm runoff volume will be infiltrated (same design as the Phase 1, Block 1 underground facility).

4	The imperviousness parameter used in the VO model and the design is underestimated. An imperviousness of 95% shall be used for the site area. Furthermore, the proposed facility requires a liner due to high ground water levels and the berm design requirements. Therefore, an imperviousness of 90% shall be used for lined area. Revise weighed imperviousness calculations accordingly.	SKA	An imperviousness of 95% was used for the entire site previously. The weighted percent imperviousness for the pond block has been revised to account for the lined area. The Weighted percent imperviousness for the pond block is now 61%. Further details can be found in Appendix B.
5	The Initial abstraction (Ia) value of 1mm shall be used in the VO modelling. Revise modeling and the design accordingly.	SKA	VO model has been revised to use an initial abstraction value of 1mm.
6	The proposed grading plan shows uncontrolled areas around the perimeter of the subject site. The total of controlled and uncontrolled flows from the site shall not exceed the target release rates. Provide a summary table of controlled, uncontrolled and total flows and show uncontrolled areas on Figure 4.	SKA	Figure 4 - Proposed Storm Drainage Conditions (Ultimate) has been revised to show the uncontrolled area. Table X in section 8.4.1.2 summarizes the controlled, uncontrolled and total flows.
7	The Stage-Storage table shall be revised to show the facility design information with incremental depth of a minimum 0.1m and to show stacked volume in a separate column. Revise all relevant tables in the report.	SKA	The Stage-Storage table included in Appendix B shows a storage and elevation value at every pond contour illustrated on the SWM pond drawing, so there is no additional accuracy provided by increasing the incremental depth shown. Please note that the stacked volumes are also listed separately.
8	The areas of Buildings 10 and 11 are not consistent between functional design drawings and Figure 4. Verify and revise accordingly.	SKA	The drainage labels in for Buildings 10 and 11 in Figure 4 has been revised to match the functional design drawings.
9	Indicate block area in the Underground Storage calculations.	SKA	Additional information regarding roof drainage areas has been added to the Underground Storage calculation sheet. Please see Appendix B for further detail.
10	The emergency spill of flows towards North Road is not acceptable. The design shall be revised with an alternative spillway option.	SKA	A 2438 by 1829 mm emergency DICB has been proposed capture and convey the regional flow to the West Duffins Creek DC13. For further detail please see the emergency capture calculation in Appendix B and Drawing B2.
11	The proposed design is based on the assumption that all required controls of the runoff from Wonder Drive and Stonefire Drive will be provided in the proposed SWMF59. As stated previously, the City will not assume ownership of the SWMF59. All flows from municipal roads shall be controlled within the right-of-way. The design shall be revised accordingly.	SKA	The overall stormwater management strategy under the ultimate conditions has been revised. Surface runoff from Wonder Drive and Stonefire Drive will now be kept separate from private drainage and stored in storage pipes along Wonder Drive. SWMF 59 will only accept drainage from the private blocks. Independent outlets have also been provided for each facility.
12	The runoff coefficient used in the design is underestimated. Several catchments within the proposed site are entirely paved, as such, a runoff coefficient of 0.95 shall be used for such areas in the storm sewer design. The comment should be addressed at the detailed design stage.	SKA	All runoff coefficients have been revised on the drainage plans to 0.95. The design sheets have been updated as well.
13	Based on the proposed design, major system flows from the site will be captured at low points within development blocks. Provide calculations confirming capture of the 100-year flows on-site assuming 50% blockage of all catchbasins. In addition, the storm sewer proposed within the site must be sized for the 100-year flow. Add a column in the Storm Sewer Design Sheet to show the sewer capacity for the 100-year flows. This information should be provided at the detailed design stage.	SKA	To be provided at detailed design.
14	All berms exceeding 2m in height must be designed by a Geotechnical Engineer with experience in the design of dams in accordance with the requirements of the Ontario Dam Safety Guidelines (MNR 1999), which have been replaced with the Lakes and River Improvement Act Technical Bulletins (LRIA, MNR, 2011). Refer to Section 5.4.7 of the City's SWM Design Guidelines for berms detailed design requirements and provide the required analysis at a detailed design stage.	SKA	To be provided at detailed design.

Capital Projects Comments


General Comments

1	Region of Durham to confirm the sight triangles at the Highway 7 and Stonefire Drive intersection are satisfactory.	SKA / TBG	Thank you.
2	Provide a 3.5m road widening on North Road south of Wonder Drive. The road widening shall ensure access to the overpass on Highway 407.	SKA	A 3.5m buffer between the North Road ROW limit and the pond grading has been provided for a future widening.
3	Provide the maintenance easement at the east side of development for future bridge over the creek.	Caplink Limited	The NHS Crossing (Wonder Drive) is a public road and it would be conveyed to the City as part of the Phase 1 development; therefore no easement would be required. A Reference Plan has been provided for the NHS Crossing to the City for their review as part of Phase 1 Subdivision Agreement.
4	For all internal driveways, the curb and gutter is to be continuous through the entrances.	SKA	Noted. This will be finalized and addressed at the detailed design stage.
5	Label the proposed sidewalk to be 1.8m on boulevard.	Baldassarra Architects	Sidewalk has been labelled.
6	For the Elexicon hydro poles on private property, confirm an easement exists or is incorporated into the new road widening.	H&J	The easment should be incorporated into the new road widening.

Traffic Comments

7	Show the proposed bike lanes, bike lanes buffer, and the lane widths for Stonefire Road and Wonder Drive (similar to the Phase 1) on the plan.	BA Group	All lanes widths associated with the bike lanes have been illustrated on the functional road plans.
8	Add cross-rides at the Stonefire Road and Wonder Drive intersection, as per the Ontario Traffic Manual Book 18.	BA Group	Functional road plan illustrates the cross rides at the intersection of Stonefire Road and Wonder Drive as per OTM Book 18.
9	Show the lane configuration for the proposed access on the south side of the Stonefire Road and Wonder Drive intersection. Confirm that there are no turning conflicts.	BA Group	Functional road plan illustrates lane configuration on the south side at the intersection of Stonefire Road and Wonder Drive.
19	As per the Official Plan Edition 9, North Road is an Arterial Road C. Show the right-of-way and the proposed lane widths on the site plan. The existing right-of-way of North Road is 20m. Show the proposed road widening width on the site plan.	BA Group	A road widening of 2metres has been dedicated along North Road to achive an ultimate road widening of 24metres.

11	Confirm all the proposed designated fire route widths are minimum 6.5m.	Baldassarra Architects	The designated fire route widths are 6.5m. Refer to Master Conceptual Plan.
12	Show the proposed accesses radii on the proposed site plan.	BA Group	Curb radii have been dimensioned on the functional road plan
13	Provide a line painting and signage plan for the interim and the ultimate stages.	BA Group	This is deferred to detailed engineering submission.
14	Provide autoturn maneuvering diagrams for car, waste vehicle, WB20 and fire truck for the road and the proposed accesses.	BA Group	Vehicle Manuevering Diagrams are provided in this submission.
Landscape and Parks Development Comments			
1	Based on the Arborist Report and the City's Tree Compensation Policy, 184 trees are required for compensation. Compensation is required through on-site plantings and/or cash-in-lieu at the rate in the City's current fee schedule. The required boulevard tree planting does not form part of the tree compensation.	Landscape Planning	Noted.
2	Provide a barrier-free pedestrian connection from the municipal sidewalks to all main entrances of the proposed buildings.	Landscape Planning	Coordinated with Master Conceptual Site Plan.
3	Add deciduous tree planting down the landscape island between Building 7 and Building 8.	Landscape Planning	Planting has been added where it is possible to avoid conflict with other site elements. Refer to landscape plan.
4	Ensure that sufficient area is provided for the employee outdoor amenity space at each building. Provide a detailed plan of these areas.	Landscape Planning	Outdoor amenity area has been provided at each building. Detail plan will be provided at site plan stage.
5	Label width and materials for the proposed sidewalks and cycling paths. Note that strip between the cycling path and the curb on Stonefire Drive is to be maintenance free of a material other than asphalt if it is a narrow strip. Currently the line-work on the drawing seems inconsistent with the base plans, particularly on the corner. Provide a cross section of the boulevard to demonstrate the make-up.	Landscape Planning	Coordinated with Master Conceptual Site Plan.
6	Provide detailed landscape plans and a cost estimate with the next submission.	Landscape Planning	Detail landscape plans and cost estimate will be provided at site plan stage.
Exlexicon - July 17, 2023			
Ed Johnston, Planning & Standards			
	Further to the referenced File # SP-2023-03 Exlexicon Energy Inc. has no objection to the proposed Site Plan Application to permit the development of Phase 2 manufacturing facility consists of 6 buildings, including 4 manufacturing plants, freezer storage, distribution centre and logistics on subject lands.	Caplink Limited	Thank you.
	The applicant or its authorized representative shall consult with Exlexicon Energy Inc. concerning the availability of supply voltage, service location, metering, costs and any other details. These requirements are separate from and in addition to those of the ESA. Exlexicon Energy Inc. will confirm the characteristics of the available electrical supply and will designate the location of the supply point to the applicant. Exlexicon Energy Inc. will also identify the costs that the applicant will be responsible for.	Caplink Limited	Noted.
	The applicant or its authorized representative shall apply for new or upgraded electric services and temporary power service in writing. The applicant is required to provide Exlexicon Energy Inc. with sufficient lead-time in order to ensure: a) The timely provision of supply to new and upgraded premises; and/or b) The availability of adequate capacity for additional loads to be connected in the existing premises	Caplink Limited H&J	Noted.
	Please ensure that Exlexicon's approved standards and clearances are followed, for all structures, equipment, and people.	Caplink Limited H&J	Noted.
	For all future applications and related correspondences kindly forward digital copies to: DevelopmentApplications@exlexiconenergy.com	Caplink Limited	Noted.
MTO - October 31, 2023			
Alexander Hajjar C.E.T. Sr. Project Manager Toronto-Durham Telephone: 437-833-9453 Email: alexander.hajjar@ontario.ca			
Corridor			
	MTO requires a detailed design of the proposed access point along North Rd. that meets access spacing requirements.	BA Group TBG	Functional Road Design has been provided as part of this submission. Additionally, the Functional Road Plan for Phase 1 and 2 has been previously deemed acceptable by MTO. The distances and access locations have not changed since MTO's approval at Phase 1 Draft Plan stage.
	Site Plan MTO Highway Engineering Office is satisfied with the submitted documents at this time.	Baldassarra Architects	Thank you.
Traffic			
	• Illumination warrants along Highway 7 and illumination design if warranted.	EXP Services	Illumination design has been submitted – please see latest package submitted on 31 Oct 2023
	• Looking forward for PHM-125 for signalized intersection.	EXP Services	PHM 125 has been submitted – please see latest package submitted on 31 Oct 2023
Highway 407			
	• Proximity of SWM pond (Block 7) to North Road/407ETR structure is detailed to be partially within the 14m MTO setback. The encroachment of the pond within the 14m MTO setback could be a potential hindrance against future Arterial Road and Bridge Widening to accommodate increased traffic volumes.	TBG	As per correspondence confirmation from Angelo Pilla at MTO, the 'new' North Road is not within MTO ownership.
	• The developer is solely responsible for all noise mitigation measures, and such must be located beyond ministry property, noise berms or grading of any kind will not be permitted on Highway 407ETR corridor property.	Aercoustics Ltd. / TBG	Noted.

<ul style="list-style-type: none"> The developer is solely responsible for all light trespassing mitigation measures. All external illumination must be directed away from the highway right-of-way. Light levels must be 0 lux at the Hwy property line with no light spillage. Lighting and Photometrics plan do not detail LUX readings at the 407ETR property lines. 	<p>H&J</p>	<p>Noted.</p>
<p>Drainage The Stormwater Management strategy is acceptable. A detailed design submission will be required prior to MTO permit being issued and that this approval is for the functional servicing report which is a preliminary design from MTO point of view.</p>	<p>SKA</p>	<p>Noted.</p>
<p>Site Lighting</p>		
<p>Lighting calculations will need to be revised and resubmitted to determine if the light trespass is within MTO's requirements.</p>	<p>H&J</p>	<p>Lighting calculations have been revised.</p>
<p>The plan drawings should include the following:</p> <ul style="list-style-type: none"> Lighting calculation plan showing horizontal illuminance levels at and beyond the MTO right-of-way in metric units of lux to 1 decimal place minimum. 	<p>H&J</p>	<p>Lighting calculation plan has been modified to show 0 lux at near property line.</p>
<p>See image attached for reference – "Image_Ph2_Sub01"</p>  <p>The image is a technical drawing titled 'N PHASE II - PHOTOMETRIC' showing a plan view of a highway corridor. It features a grid of light level measurements (lux) across the width of the highway and adjacent areas. A red rectangular box highlights a specific section of the plan. The drawing includes various annotations such as 'LANDSCAPED AREA', 'MTO ROW', and 'PROPERTY LINE'. The title block at the bottom right indicates 'No. 3/0', '40R-29854', and '(ROAD)'.</p>	<p>H&J</p>	<p>Refer to the revised photometric plan for the updated calculations.</p>
<ul style="list-style-type: none"> Regarding light trespass onto MTO right-of-way: It is Ministry practice to have zero light trespass onto MTO right-of-way. In some cases, this may not be achievable, however every effort should be explored in attempt to achieve this. Concessions may be granted on a case-by-case basis up to the MTO highway lighting trespass restriction practice, which is 1 lux in residential areas and 3 lux in other areas (i.e. Crown land, commercial areas, parks, etc.). 	<p>H&J</p>	<p>Lighting calculation plan has been modified to show 0 lux at near property line.</p>
<p>Note: Following the granting of a permit, if it is determined that light glare from the installation adversely affects the travelling public, the developer will be required to address the problem at their expense, and to the satisfaction of the ministry.</p>	<p>H&J</p>	<p>All lighting fixtures are full cut off to provide no glare.</p>
<p>Environmental:</p>		
<p>MTO Environmental Office has highlighted a number of concerns since all the reports provided indicated that further investigation is required and there's no resolution on how that will be addressed and the mitigation in the Environmental Impact Study is not sufficient to address these concerns.</p>	<p>Palmer</p>	<p>An Environmental Impact Study Addendum Letter has been prepared by Palmer and is provided in this submission.</p>
<ul style="list-style-type: none"> The Phase 1 Environmental Site Assessment recommendations notes that a Phase 2 is required. Please confirm if this has been completed and provide a copy of the report. 	<p>Pinchin Ltd.</p>	<p>Phase 2 ESA is provided as part of this submission.</p>
<ul style="list-style-type: none"> The Stage 1 Archaeological Assessment recommends that a Stage 2 Archaeological Assessment. Please confirm if this has been completed and provide a copy of the report. 	<p>WSP</p>	<p>Stage 2 AA is provided as part of this submission.</p>
<ul style="list-style-type: none"> Please advise if any of the excavated soil will managed on site or will to be managed off-site as excess soil. 	<p>Caplink Limited/ SKA</p>	<p>The excavated soil will be managed on site as the site is ultimately in a deficit and will require fill.</p>
<ul style="list-style-type: none"> The Environmental Impact Study notes that mitigation measures suffice for implementation for the Project. MTO has concerns re: the mitigation measures: o Section 7.3 Species at Risk, 7.3.1 SAR Bats, indicates that 9 potential maternity roosting trees were identified in the study area and that further consultation with MECP is required. 	<p>Palmer</p>	<p>Potential bat maternity roosting trees were identified within the Phase 2 lands; however, subsequent acoustic monitoring in July 2023 confirmed that no endangered bat species were utilizing the property. Results were shared with MECP, and MECP agreed with Palmer's assessment that SAR bat species were present. As a result, MECP confirmed that no authorizations under the Endangered Species Act, and no compensation is required (see attached MECP correspondence). Trees within the Phase 2 FGF Brands lands are to be removed outside of the bat maternity roosting window of April 1 – September 30.</p>
<ul style="list-style-type: none"> MTO's experience, a widening of highway typically triggers SAR bat compensation. A permit or Letter of Advice from MECP maybe required. For any tree to be removed within the MTO ROW, MTO is requesting that MECP be consulted to ensure that advice is obtain prior to the trees being removed and for that to be shared with MTO. o MTO will not permit any SAR bat compensation within the MTO ROW or 14 m setback. 	<p>Palmer</p>	<p>Palmer staff will complete a comprehensive review of all trees located along the Highway 7 corridor that is proposed to be widened. Results of the survey will be shared with MECP and any subsequent monitoring (i.e., acoustic monitoring) will be completed as per the MECP's approved monitoring protocol.</p>
<ul style="list-style-type: none"> The Heritage Impact Study notes that further mitigation is required with a Cultural Heritage Resource Documentation Report (CHRDR). Will a CHRDR be prepared? 	<p>WSP</p>	<p>A CHRDR will be prepared at the time of Site Plan Approval and removal of the Heritage House</p>
<ul style="list-style-type: none"> Please advise if there will be any excavated soil to be managed on-site or off-site. No soil stockpiles are to be to be placed within the MTO ROW or within 14 m 	<p>SKA</p>	<p>No soil stockpile will be placed within MTO ROW or within 14m.</p>

I trust that the above is clear, however if you have any questions, please feel free to ask. Also, if you prepare a recommendation report to Council, please advise us of the City's recommendation.	TBG	Thank you.
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Cristina Celebre		
clarification that Phase 2 includes approximately 1.5 million square feet of the planned total of 2.5 million square foot project;	TBG	Correct, Phase 1 lands include approximately 1,043, 540 square feet and Phase 2 includes approximately 1,451,000 square feet which totals approximately 2.5million square feet.
clarification that that application for Phase 2 is primarily for the purpose of meeting the MTO requirement for controlled accesses to Highway 7;	TBG	Correct.
whether Stonefire Road and Wonder Drive would be municipal roads;	TBG	Stonefire Rod and Wonder Drive are municipal roads and have been added to Pickering streetname list.
the drive aisles and visitor parking provisions for the project;	TBG	<p>The proposal provides the following:</p> <ul style="list-style-type: none"> -A total of 1,301 surface parking spaces are proposed to support the development. -The proposal includes 50 barrier-free spaces, -329 loading spaces, -212 trailer storage spaces, -A approximately 55 carpool spaces, -A approximately 60 EV charging stations, and -A approximately 120 bicycle parking stations. <p>Furthermore, the Phase 2 would have access to the each block will be via driveways along the Wonder Drive frontage only and no private roads area required to access the buildings, parking areas, or loading spaces. The drive aisles would be used by trucks, staff and visitors parking spaces.</p>
whether the planned intersection of Stonefire Road and Highway 7 would be signalized;	TBG	The intersection at Stonefire Road and Highway 7 would be a signalized intersection. The detailed design from Highway 7 and Whites Road to Highway 7 and North Road is undertaken by EXP Services.
whether the planned intersection of Wonder Drive and North Road would be right in, right out, noting that further study would be required for signalization;	TBG	Correct, further study would be required for signalization. Right now, it is currently not slated for that. The intention is for Stonefire Road and the left hand road along Wonder Drive.
whether the planned intersection of Wonder Drive and Highway 7 will be right in, right out;	TBG	Wonder Drive and Highway 7 would be a right in and right out only, it would not be signalized. Eastbound traffic making a right in; that is why the Stonefire Road access is important for site as it would control left move into the site. Right in and right out for Phase 1 and full moves in Phase 2.
whether the MTO was satisfied with the proposed road network;	TBG	As part of the requirements for Phase 1, a review of the MTO for the full campus so thus the requirement for the full move intersection; that was determined through a TIS. The Traffic Impact Study is what determined the intersection points and the design of the right in and right out Phase 1 and Phase 2 full moves. We're still moving on that basis and MTO continues to work with separate consultant led by EXP who is actually doing the design of Highway 7 and those intersections. There's no indication that MTO has changed their position; still moving with full design for those intersection.
clarification regarding the business of FGF Brands that would be operating the food manufacturing campus, and the street naming after their sub-brands Wonder Bread and Stonefire;	TBG	That's correct, that's some of the brands.
the anticipated completion of Phase 1 in 2025 or 2026;	TBG	Right now, Building 1 and 2 are currently are being constructed; looking at occupancy one year from now on. Block 3 and 4 is about 2-3 years from now on. We're currently at 2025 and 2026 completion which includes the ponds and the public roads.
clarification that both Phase 1 and 2 will be used for food manufacturing and distribution;	TBG	The same uses will be extended from Phase 1 such as warehousing and food manufacturing or building associated with storage, distribution, that sort of thing. It would be the same as Phase 1 lands.
clarification that MTO required the proposed intersection of Stonefire Road and Highway 7 for be signalized prior to occupancy of Blocks 1 & 2 in Phase 1;	TBG	In order for the first buildings to be occupied, MTO requires full lit intersection at Stonefire Road. This time next year, in order to get our occupancy for those two buildings is to have the full moves at Stonefire Road. That is why we've come forward with this application - that intersection would be ready for a left in at the time of occupancy.
the Vardon House and barn currently on the site, the Heritage Impact Assessment being conducted for these elements, and clarification that there are no plans to integrate these elements into the Phase 2 plans;	TBG	There is a non-listed property, it had heritage review and will actually be going to Heritage Advisory Committee later on this month to discuss that one. There has been a Heritage Impact Assessment (HIA) done and the intention is for this property is not being incorporated into the development unlike where Percy House is being relocated and additional footage added.

	<p>clarification that the applicant would be open to exploring opportunities for relocation or salvaging of materials from the Vardon House and barn;</p>	<p>TBG</p>	<p>Phase 1, Percy House will be relocated from its current location and will act as a learning studio and admin office for the campus. Given the fact that each of these buildings are required to have at least 5-10% office space and to have additional office space on top of that is too much for what our clients would require. Therefore, right now where it sits is right in the middle of a employment blocks and from our clients perspective it is something that can be salvaged or worked around; that's why there isn't an intention for that. The Heritage Impact Assessment will look at any materials that can be salvaged; same as we did for barns and silos in Phase 1 - we will certainly look at any documentation of those materials in the Percy House as well.</p> <p>When we were looking at the Percy House; one of the options was to move the Percy House and we've reached out to a number of places and even moving it to a museum village. Our client even offered to support the relocation of that; at that time there were no interest. We will explore that opportunity and anything that can be salvaged and relocated, we're open to that.</p>
	<p>the site alterations that the applicant undertook prior to approval of Phase 1, and clarification that the applicant intends to obtain full approvals before proceeding with work on Phase 2;</p>	<p>TBG</p>	<p>There was some site alteration that has occurred on the application; and any concerns have been dealt with and rectified with City staff. Our application is proceeding with different permits and applications to move forward.</p> <p>The work required in Phase 2 will only be contained in the public road portions; extension of Wonder Drive and construction of Stonefire Road, servicing connections that would go with those and any servicing connection that go across to North Road in order to connect for Phase 1. Those are external works for Phase 1 development application. Any works that are happening may happen at the same time or similar time as we get approval for Phase 2. The timing would be subject to getting the approval for this application. Those external works may happen before we received ultimate registration to Draft Plan. This will be done with your Building and Engineering staff.</p>
	<p>the infrastructure requirements required to support the 60 planned electric vehicle charging stations; and,</p>	<p>TBG/Hammerschlag & Joffe</p>	<p>The infrastructure for the 60 EV charging stations would be private.</p>
	<p>the two watercourses that abut the subject property and the applicants plan to mitigate any potential negative impacts to the Natural Heritage System.</p>	<p>TBG</p>	<p>Same as Phase 1, an Environmental Impact Study (EIS) was completed and is now in the review process with the TRCA. TRCA provided their clearance of conditions for Phase 1 based on the EIS there. The watercourse there is shared with Phase 2 and the development would be the same approach as approved for Phase 1. The watercourse in the northwest corner, there are protections and buffers involved to maintain and no encroachments; additionally, there has been compensation in large areas that would be included in Phase 2 lands.</p> <p>The TRCA, City Development and IO that would be reviewing those applications to ensure the proposed works is conforming to natural heritage policies and regulations.</p>