

# PICKERING - SMARTCENTRES

OPA 20-003/P, A 07/20 & S 06/20 Comment Matrix – OPA/ZBA/SPA 1<sup>st</sup> Submission

October 8, 2020



I. ENGINEERING			
ITEM	COMMENT RECEIVED	APPLICANT RESPONSE	PARTY
1.0	<b>Introductory Comments</b>		
	<b>OPA/ZBA</b>		
1.1	The Engineering Services Department has reviewed the materials (NTD: see letter re SPA S06/20 for detailed list of materials) submitted in support of the above noted applications, and offer the following comments: 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.	Acknowledged. This document is the referenced responses to all City comments.	SmartCentres
	<b>Site Plan</b>		
1.2	The Engineering Services Department has reviewed the above noted drawings (NTD: see September 29, 2020 Memo re S06/20 for list of documents reviewed) and reports and provide the following comments: 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 comments.	Acknowledged. This document is the referenced responses to all City comments.	SmartCentres
2.0	<b>General Comments</b>		
	<b>OPA/ZBA</b>		
2.1	Confirm all proposed construction works, including restoration requirements, within the Brock Road right-of-way, are to the satisfaction of the Region of Durham. Provide a copy to the City of Pickering.	SmartCentres will confirm and provide to City at time of building permit.	Schaeffers
2.2	Confirm with the Ministry of Transportation of Ontario (MTO) required approvals, if any, as the site lands are within MTO regulatory buffers.	SmartCentres has reached out to MTO and all required approvals will be obtained.	SmartCentres
2.3	Approval from the Toronto and Region Conservation Authority (TRCA) is required as lands abut TRCA Screening zone. A copy is to be forwarded to the City of Pickering.	SmartCentres has confirmed that Block 1 is not within the TRCA Screening Zone.	SmartCentres
2.4	Provide a Draft R-Plan, including all proposed blocks, as discussed in Section 4.3 of the Master Servicing Report, dated April 2020.	Draft R-Plan to be provided at a later phase.	SmartCentres
2.5	Confirm if the intent is to use existing entrances and curbs without realignment through both phases or provide further details (e.g. curb radii, curb lengths, entrance width between curb transitions, etc.) on Architectural and Engineering drawings if new or realigned entrances are proposed.	The existing right-out egress onto Pickering Parkway will be kept the same in Phase 1. However, it will be realigned during the completion of Block 1. <b>Figure 7-11</b> of the WSP TIS, dated March 26, 2021 shows the driveway design in the ultimate conditions.  For the 3/4 access on Brock Road, the existing median for westbound right-turn channelization was redesigned. This would reduce the pedestrian crossing distance by 8m and improve the pedestrian realm. The corner radii on the north and south side was redesigned to 15m and 12m, respectively and this can accommodate MSU and garbage truck vehicles. The pedestrian crossing distance was reduced from approximately 23m to 15m and the westbound right lane was reduced to 4.5m. The existing centre median on Brock Road is extended by approximately 8.7m to provide for an improved physical barrier prohibiting drivers making illegal westbound left turns through the median gap while still accommodating simultaneous turns of the garbage truck and MSU as shown in <b>Figure 7-13</b> of the WSP TIS, dated March 26, 2021.	WSP
	<b>Site Plan</b>		

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2.6	Development Services charges an Engineering Review Fee for the detailed design package for site plans. As per the User Fee Schedule, the Engineering Review Fee for the detailed design package of this site plan will be based on a sliding scale of the total cost of works, based on Comment 2 below, with 75% of the Engineering Review Fee payable at second submission, and the resulting 25% payable at the signature of the Site Plan Agreement. The cheque should be made payable to the City of Pickering. A copy of the 2020 Development Services User Fee Schedule is attached.	Acknowledged. The Engineering Review Fee for the detailed design package for site plans will be provided based on the User Fee Schedule and timeline stated.	SmartCentres
2.7	Please provide a Cost Estimate with the next submission. The estimate is to include concrete curb and sidewalk, top asphalt, all stormwater management works, and all erosion and sediment control measures. This will form the basis for the security amount to be collected with the subsequent site plan agreement. Development Services will advise as to the amount required for the associated fees.	Cost estimate is included with this submission.	Schaeffers
2.8	A Road Degradation Fee is required for sanitary and watermain works on Pickering Parkway, which is to be paid prior to Site Plan Approval. The fee is calculated at \$30/m <sup>2</sup> of pavement cut. Please note that any works related to the driveway accesses are also subject to a Road Occupancy Permit.	Acknowledged. The Fee will be provided prior to Site Plan Approval.	SmartCentres
2.9	Please note that unshrinkable fill is not be used as backfill for trenches within the Pickering Parkway right-of-way. Backfill to be as per City of Pickering Standard P-430 (see attached).	Acknowledged.	Schaeffers
2.10	Confirm all proposed construction works, including restoration requirements, within the Brock Road right-of-way, are to the satisfaction of the Region of Durham. Provide a copy to the City of Pickering.	All proposed construction works and Notes regarding restoration requirements are shown on drawing SS-1. Copy will be provided to City at time of building permit.	Schaeffers
2.11	Confirm with the Ministry of Transportation of Ontario (MTO) that approval is required, as the site lands are within MTO regulatory buffers,	SmartCentres has reached out to MTO and all required approvals will be obtained.	WSP
2.12	Approval from the Toronto and Region Conservation Authority (TRCA) is required as lands abut TRCA Screening Zone. A copy is to be forwarded to the City of Pickering.	Block 1 is not within the TRCA Screening Zone.	N/A
2.13	Provide a Construction Management Plan/Drawing to show how the underground structure is built without adversely impacting all adjacent buffer areas. Provide shoring information and details. Indicate extents of tie-backs on a plan. An Encroachment Agreement will be required between the City of Pickering and the Region of Durham for tie backs.	Construction Management Plan/Drawing will be submitted during future submissions/phases of these applications.	SmartCentres
2.14	Provide an Electrical Site Plan and Photometrics Plan.	Please refer to drawing PH-01, Electrical Site Lighting Photometric as part of the submission materials.	MHBC / ABLE
2.15	Both curb and boulevard restoration within the limits of the existing access driveways to the existing lot will be required in addition to any required restorations as a result of construction works.	Acknowledged.	Schaeffers
2.16	Provide a Storm Sewer Design Sheet which corresponds to the proposed storm sewer network.	Design sheet is included with this submission.	Schaeffers
2.17	Include City of Pickering file number (S06-20) on all engineering drawings.	City file number is included on all drawings	Schaeffers
2.18	Please note "Future Phase" drawings and documentation shall be reviewed in detail under separate Site Plan Application as this application has been identified as intended for Phase 1 works only.	Acknowledged. Only Phase 1 is part of the Site Plan Application. "Future Phase" or "Phase 2" will be reviewed under a separate Site Plan Application.	SmartCentres

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ITEM	COMMENT RECEIVED	APPLICANT RESPONSE	PARTY
<b>3.0</b>	<b>Floor 01 Plan - SPA 151</b>		
	<b>OPA/ZBA</b>		
3.1	Provide further Site Plan information for the future phase, like what has been provided for Phase 1 works as the future phase has been included as part of re-zoning application.	Site Plan Approval is only being advanced for Phase 1. A separate Site Plan Application will be submitted for the balance of the block at a later date. Please refer to SPA005b, which outlines the extent of the SPA application and OPA/Zoning application on the site plan (ultimate). A Legend has been provided to help clearly delineate the phasing and application submissions. Please clarify what additional information could be provided to assist with the rezoning review?	TFAI
3.2	Provide tactile walking surface indicators on pedestrian ramps.	Please refer to SPA151 that illustrates tactile walking surface indicators on the pedestrian ramp to the south, near the retail area.	TFAI
3.3	Confirm snow storage locations or provide information on snow removal strategy.	Please refer to SPA151 that illustrates snow storage locations.	MHBC / TFAI
	<b>Site Plan</b>		
3.4	Provide Tactile Walking Surface Indicators within the site and public right-of-way, where required.	Please refer to SPA151 that illustrates tactile walking surface indicators on the pedestrian ramp to the south, near the retail area. This is within the site.	TFAI
3.5	Show all maintenance hole (MH) and catchbasin (CB) tops and associated identification number consistent with the Site Servicing and Grading Plans.	There are shown on Site Servicing plan, drawing SS-1	Schaeffers
3.6	Label the centerline of roadway radii. Please note minimum 12m centerline of roadway radius required in accordance with City of Pickering Fire Services Procedures.	TFAI to coordinate with WSP to identify on plan	TFAI/WSP
3.7	Show and label all proposed retaining walls in accordance with Grading Plan G1	Shown on SS-1 and SG-1, detail per MHBC	Schaeffers / MHBC
3.8	Indicate all curb types (e.g. barrier, curb & gutter, depressed, etc.).	Curb type is identified on Site Servicing plan drawing SS-1	Schaeffers
3.9	Show and label proposed snow storage locations or provide information on snow removal strategy.	Please refer to SPA151 that clearly illustrates and labels the snow storage locations.	TFAI / MHBC
3.10	Show and label instances of Fire Route Signage.	Please refer to SPA151 that includes the fire route location on Brock Rd.	WSP / TFAI
<b>4.0</b>	<b>Site Grading Plans - SG-1 &amp; SG-1</b>		
	<b>OPA/ZBA</b>		
4.1	Show westerly walkway tie-ins from residential units to the Brock Road municipal sidewalk in accordance with Floor 01 Plan and provide grading information.	The walkways are shown in landscape drawings L1, grading is provided in xx	MHBC/ Schaeffers
4.2	Provide 100-year ponding locations and elevations.	100 year ponding is shown on grading plan SG-1	Schaeffers
	<b>Site Plan</b>		
4.3	Confirm the overland flow outlet for the site during construction works.	Shown on Sediment control plan drawing SC-1	Schaeffers
4.4	Coordinate tree protection and removals with what is shown on the Existing Conditions, Proposed Site Plan, Tree Inventory and Preservation Plan (Fig 1a), by Kuntz Forestry Consulting Inc.	Tree protection is shown on Sediment control plan drawing SC-1	Schaeffers
4.5	Include signage for temporary construction entrance on the plan, in accordance with Ontario Ministry of Transportation (MTO) Book 7.	signage for temporary construction entrance on the plan will be submitted during future submissions of these applications	CM/SmartCentres
4.6	Identify temporary topsoil/fill stockpile locations, if required. Note that the stockpile side slopes are to be 3:1 maximum and a height not exceeding 3.0m in accordance with City of Pickering standards.	It will be provided in future submission of these applications, if required.	CM/SmartCentres
4.7	Identify the location of the site trailer and visitor/construction parking areas.	the location of the site trailer and visitor/construction parking areas will be provided in future submission of these applications.	CM/SmartCentres

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4.8	Identify concrete wash out locations.	It will be provided in future submission of these applications.	CM/SmartCentres
4.9	Identify location of temporary washroom facilities.	The temporary washroom facilities will be provided in future submission of these applications.	CM/SmartCentres
4.10	Include information within the ESC notes for the 24-hour emergency contact(s), including name and phone number.	The information will be provided in future submission of these applications.	CM/SmartCentres
<b>5.1</b>	<b>Site Grading Plans - SG-1 &amp; SG-1</b>		
	<b>OPA/ZBA</b>		
5.1	Show westerly walkway tie-ins from residential units to the Brock Road municipal sidewalk in accordance with Floor 01 Plan and provide grading information.	The walkways are shown in landscape drawings L1, grading is provided in civil drawings SG-1 and SG-2.	Schaeffers / WSP
5.2	Provide 100-year ponding locations and elevations.	Shown on SG-1	Schaeffers
	<b>Site Plan</b>		
5.3	Indicate the area of disturbance required to complete the proposed utility cuts on Pickering Parkway.	shown on drawing SS-1	Schaeffers
5.4	Label all proposed curb radii.	Shown on drawing SS-1	Schaeffers / WSP
5.5	Indicate all curb types (e.g. barrier, curb & gutter, depressed, etc.) and provide reference standard.	Shown on drawing SS-1	Schaeffers
5.6	Show proposed hydrant(s) in accordance with the Floor Plan 01 (SPA151).	Proposed hydrants are shown on drawing SS-1 as per Floor Plan 01	Schaeffers
5.7	Provide Tactile Walking Surface Indicators within the private site and public right-of-way, where required.	Please refer to SPA151 that illustrates tactile walking surface indicators as required at curb ramps and entry ramp.	TFAI/WSP
5.8	Show and label all proposed surface treatment types (e.g. asphalt, concrete, grass, etc.).	Surface treatments are shown on drawing SS-1 as per landscape drawings	Schaeffers / MHBC
<b>6.0</b>	<b>Site Servicing Plan – SS-1</b>		
	<b>Site Plan</b>		
6.1	Show proposed hydrant(s) in accordance with the Floor Plan 01 (SPA151).	Proposed hydrants are shown on drawing SS-1 as per Floor Plan 01	Schaeffers
6.2	Provide top of grate and invert information for all proposed catch basins.	Shown on drawing SS-1	Schaeffers
<b>7.0</b>	<b>Details — D-1</b>		
	<b>Site Plan</b>		
7.1	Provide details for the proposed underground storage tank.	Detail shown on drawing SEC-1	Schaeffers
7.2	Provide details for proposed retaining walls.	Please refer to landscape drawing L3 for details of the proposed retaining wall.	MHBC
<b>8.0</b>	<b>Master Servicing &amp; SWM Report</b>		
	<b>OPA/ZBA</b>		
8.1	Section 4.3.2 — Permanent Dewatering — The Report states that it is intended to discharge groundwater flows to the storm sewers which is not acceptable. Please provide alternative solutions, with supporting studies.	Ground water discharge is to storm.	Schaeffers/Dewatering/EXP

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II. CAPITAL PROJECTS			
ITEM	COMMENT RECEIVED	APPLICANT RESPONSE	PARTY
1.0	<b>General Comments</b>		
1.1	None (Official Plan and Site Plan),	N/A	N/A
2.0	<b>Landscape Comments</b>		
<b>OPA/ZBA</b>			
2.1	The South Pickering Intensification Study indicates a linear park/open space from Brock Road to Beechlawn Park that runs along the east-west road north of the subject site. This space is shown within the Phase 1 area but not for the future development east of this. Tower 3 needs to be shifted to the south to provide space for the open space to continue east beyond the proposed courtyard area.	The proposed concept for the future development lands incorporate a central open space located at grade, which will serve both the Phase 1 and future development portions of Block 1. A portion of this outdoor open space is provided as part of Phase 1 development. The location and North-South orientation of the proposed central park is planned in such a way to utilize sun exposure, provide frontage along the municipal road, Pickering Parkway and acts as a centre of activities and civic life for the inhabitants and visitors of the development and also the broader community.	TFAI
2.2	The Arborist Report and Tree Inventory and Preservation Plan provided are for the full plaza area/land holdings. Please provide a plan and report specific to the site area for this application, including a summary of the number of trees required for compensation for this application.	Please refer to <i>Phase 1 Tree Inventory and Preservation Plan</i> and Report provided by Kuntz Forestry Consulting as part of this resubmission.	Kuntz
<b>Site Plan</b>			
2.3	Provide a detailed set of landscape plans with the following submission.	Refer to landscape plans as resubmitted	MHBC
2.4	The open space area north of the Tower 1 should include a multi-use path, rest areas with site furniture, large shade trees and additional plantings. Consider the addition of public art within a gateway landscape feature on the corner at Brock Road.	The space north of tower 1 (based on April 24th, 2021 submission) no longer acts as open space. The- location was not desirable for an open space due to shadow from the adjacent building. The proposed Block 1 development contemplates significant open space central to the block. The full build-out of the subjected land will support a diverse range of outdoor programming through an interconnected and high-quality system of publicly accessible open space.	MHBC
2.5	The 4th Floor Terrace plan indicates that a lot of the roof area will be finished with pavers/hard surfacing rather than soft landscape treatment, particularly south of Tower 2. This area could end up being very hot and unusable during the middle of the summer. Consider more green-roof treatment as well as shade structures and trees to make the space more habitable.	Consideration has been given to softer landscape treatment; refer to the 4 <sup>th</sup> floor Terrace Landscape plan as submitted.	MHBC
2.6	No outdoor children's play area or amenities for the youth have been provided on grade or on the roof top. Should the courtyard shown in the Phase 2 area be intended for this use, confirm what will be provided in the meantime.	Please see enclosed Landscape drawing no. L1.1, 4th Floor Terrace Landscape Plan, where we address this matter by providing different types of play areas.	SmartCentres
2.7	A SWM tank is proposed under the Open Space north of Tower 1. Please provide details and sections to demonstrate that sufficient depth of soil cover is being provided so that trees may flourish in this space. A more linear configuration of the tank may need to be considered, located close to the side of Tower 1 or under the proposed walkway, so that unencumbered green space is available for tree planting.	Schaeffers- location of tank is revised. For location and detail see drawing SS-1 and SEC-1	Schaeffers

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II. CAPITAL PROJECTS			
ITEM	COMMENT RECEIVED	APPLICANT RESPONSE	PARTY
3.0	Traffic Comments		
	OPA/ZBA		
3.1	Provide a Traffic Impact Study in lieu of the Traffic Statement provided. The Traffic Impact Study is required prior to the Site Plan review stage so that the City can review what the impact of the proposed development to the existing road network may be prior to approving the rezoning application. The Study shall speak to the impact of these two (2) towers (Phase 1) and four (4) towers (Phase 2) to the existing road network.	Trip generation of Phase 1 and Phase 2 are included in Section 5.1 of the WSP TIS, dated March 26, 2021. The TIS has also assessed the associated traffic impacts of both phases on the surrounding networks.	WSP
	Site Plan		
3.2	Comments shall be provided upon submission and review of a Traffic Impact Study.	Noted	SC

III. WATER RESOURCES – OFFICIAL PLAN			
ITEM	COMMENT RECEIVED	APPLICANT RESPONSE	PARTY
1.0	General Comments		
	OPA/ZBA		
1.1	The allowable release rate for the 0.1 ha ROW catchment has been overestimated and must be revised to the pro-rated discharge of 40.6 l/s/ha, based on 9.68 ha controlled to 393 l/s, as per the First Simcha Shopping Centre Ltd. SWM Design Brief (2008).	Release rates for the proposed development have been revised in line with the 40.6L/s as per the First Shima Shopping Centre Ltd. SWM Design Brief (2003). See details in Section 4.0 of the FS/SWM Report for further details.	Schaeffers
1.2	Based on the relatively small catchment area, the Visual OTTHYMO hydrologic model is not suitable for this application and the Rational Method and Modified Rational Method must be used to calculate the flows and storage volumes respectively. Please ensure runoff coefficient adjustment factors have been applied for all storms in excess of the 10-year event as per the City's SWM Design Guidelines,	Noted. Modified rational method has been used in this submission.	Schaeffers
1.3	The runoff coefficient and imperviousness for the roadway (0.1 ha ROW block) appears underestimated. Provide a detailed breakdown of the of the composite runoff coefficients for the Site and ROW areas matching values listed in Table 9 of the City's SWM Design Guidelines	Please see Figure 4.1 for detailed area breakdown.	Schaeffers
	Site Plan		
1.4	The allowable release rate for the 0.1 ha ROW catchment has been overestimated and must be revised to the pro-rated discharge of 40.6 l/s/ha, based on 9.68 ha controlled to 393 l/s, as per the First Simcha Shopping Centre Ltd. SWM Design Brief (2003).	See response to comment 1.1.	Schaeffers
1.5	Based on relatively small catchment area, the Visual OTTHYMO hydrologic model is not suitable for this application and the Regional Method and Modified Rational Method must be used to calculate the flows and storage volumes respectively. Please ensure runoff coefficient adjustment factors have been applied for all storms in excess of the 10-year event as per the City's SWM Design Guidelines.	See response to comment 1.2.	Schaeffers
1.6	The runoff coefficient and imperviousness for the roadway (0.1 ha ROW block) appears underestimated. Provide a detailed breakdown of the composite runoff coefficients for the Site of ROW areas matching values listed in Table 9 of the City's SWM Design Guidelines.	See response to comment 1.3.	Schaeffers

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III. WATER RESOURCES – OFFICIAL PLAN			
ITEM	COMMENT RECEIVED	APPLICANT RESPONSE	PARTY
<b>2.0</b>	<b>Detailed Design</b>		
	<b>Site Plan</b>		
2.1	Where major system capture is proposed, provide supporting calculation demonstrating sufficient inlet capacity, assuming 50% blockage, to capture 100-year flows. Please provide details of the proposed area drain grates on the relevant plans.	Design of the full capture locations have been provided in Section 4.3.6 of the FS/SWM Report.	Schaeffers
2.2	Provide the following notes on the Site Servicing Plan:		N/A
	The Plan has been approved for the installation of a (insert oil-grit separator and/or filter unit manufacturer name and model number) stormwater treatment unit as per the Engineer of Record's design. The oil-grit separator and/or filter unit specified by the Engineer of Record in the stormwater management report and on the approved drawings cannot be substituted for a different model.	"Special Notes Regarding Quality Control Unit" is added to the site Servicing Plan drawing SS-1	Schaeffers
	The Owner shall provide the City of Pickering certification of the (insert oil-grit separator manufacturer name and model number) from the manufacturer upon installation.	Acknowledged.	SmartCentres
	The Manufacturer shall provide an operation and maintenance manual to the Owner and to City of Pickering. The Owner is to maintain the unit as per the manual and shall provide the City of Pickering with annual cleaning certificates.	Acknowledged.	SmartCentres

IV. SUSTAINABILITY PLANNING			
ITEM	COMMENT RECEIVED	APPLICANT RESPONSE	PARTY
<b>1.0</b>	<b>Introductory Comments</b>		
1.1	Thank to for your message on Monday, July 6, 2020 and inquiry on the development applications for the Smart Centres – Brock 1 – site, 1899 Brock Road. I have reviewed and prepared sustainability comments related to the following reports: 1. Planning Justification Report by Weston Consulting 2. Urban Design Brief 3. Tree Inventory and Preservation Plan 4. Landscape Plan, and 5. Transportation Statement	N/A	N/A
<b>2.0</b>	<b>Preliminary Comments</b>		
2.1	Although the sustainability elements are discussed in the Planning Justification Report (PJR) and the Urban Design Brief, a sustainability checklist or matrix is required that demonstrates how the mandatory sustainability elements and Level 1 of Optional elements will be achieved. I've attached the sustainability checklist template for your reference. In addition, please review the following document: <a href="https://www.pickering.ca/en/living/sustainabledevelopment.aspx">https://www.pickering.ca/en/living/sustainabledevelopment.aspx</a>  The required submission should be a combined checklist for the OPA, ZBA and also for the Site Plan application. The sustainability elements for OPA (e.g. density, connectivity) and the Site Plan level elements (e.g. water and energy efficient fixtures) should be included in the combined checklist matrix. If the submission is only for OPA then some details may be shown as "to be included at a later stage", however, as this application is for Site Plan approval as well, we will need a more detailed response.	Sustainability checklist is provided as part of this submission.	SmartCentres

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IV. SUSTAINABILITY PLANNING			
ITEM	COMMENT RECEIVED	APPLICANT RESPONSE	PARTY
2.2	We encourage all developers to incorporate as many sustainability elements into their project as feasible by including additional optional elements. We are happy to note that the Tower 1 and 2 incorporates a “Green Roof” on the 5th Floor. Please provide more details on this feature e.g. area, % of the area to the total roof area, conceptual construction details.	Please refer to SPA158 for illustrates the total green roof area. Please refer to SPA001(A) that also includes the green roof area.	MHBC / TFAI
2.3	Tree Inventory and preservation Plan Report mentioned that out of the total 366 trees about 235 trees will be removed. This removal will require about 274 replacement trees. We suggest a review of the removal plan and protect as many trees as possible. The replacement plan must incorporate native trees, we encourage you to provide at least 50% native trees in the plan.	Please see enclosed <i>Phase 1 Tree Inventory and Preservation Plan</i> and Report provided by Kuntz Forestry Consulting as part of this resubmission.	SmartCentres
2.4	Landscape Plan by Greg Costa, shows “Feature Paving”, however no further details are provided. Please provide details on materials and specifications. We encourage you to introduce more pervious materials to minimize heat island effects, reduce runoff or for possible use in landscaping.	Details for the unit pavers are included in the landscape drawing L2.	MHBC
2.5	Prepare and submit a construction management plan, including details about the reuse of materials from the demolition of existing structures and efficient resource management. We encourage you to avoid VOC materials and use certified materials from the Forest Stewardship Council Canada.	A construction management plan will be submitted during future submissions of these applications.	SmartCentres / CM
2.6	<p>Transportation Statement includes a request for a reduction in vehicular parking requirements, we support such reduction, if plan introduces following:</p> <ul style="list-style-type: none"> <li>i. Bicycle parking at or near to the front entrance and also bicycle storage lockers (which is provided) and shower facility for the users.</li> <li>ii. Encourage public transit by enhancing public transit facility – bus stop shelter and connection</li> <li>iii. iElectric vehicle parking and a charging facility</li> <li>iv. Preferred parking for carpool, car share, etc.</li> <li>v. Shared parking is supported</li> </ul> <p>As mentioned in the statement that a more detailed TIS will be prepared and submitted, please incorporate TDM measures to support reduction in single occupancy vehicle parking requirements and enhancing public transit/nearby DRT bus shelter in consultation with the DRT officials and also promotion of “Active Transportation” modes.</p>	Please see Section 9 of the TIS, dated March 26, 2021 with proposed TDM measures.	WSP
2.7	<p>We encourage you to examine opportunities to exceed energy efficiency requirements of the Ontario Building Code. I have included links to the following programs that may be of interest to you. Let us know if you are interested in the Saving’s by Design or Energy Star program and we can put you in touch with the appropriate contact in those organizations.</p> <ul style="list-style-type: none"> <li>I. Enbridge’s “Savings by Design”, please review more information at the following weblink: <a href="http://www.savingsbydesign.ca">http://www.savingsbydesign.ca</a></li> <li>II. New ENERGYSTAR initiatives for multifamily residential new construction and for new commercial buildings, please review more information at the following weblink:  <a href="https://www.energystar.gov/about/origins_mission/energy_star_overview/about_energy_star_residential_sector">https://www.energystar.gov/about/origins_mission/energy_star_overview/about_energy_star_residential_sector</a> <a href="https://www.energystar.gov/about/origins_mission/energy_star_overview/about_energy_star_commercial_buildings">https://www.energystar.gov/about/origins_mission/energy_star_overview/about_energy_star_commercial_buildings</a></li> <li>III. “Save on Energy” programs offered by IESO, please review more information at the following weblink: <a href="https://saveonenergy.ca/">https://saveonenergy.ca/</a>.</li> </ul>	SmartCentres is familiar with and will review the referenced programs. Please refer to the sustainability checklist provided as part of this submission.	SmartCentres



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V. TORONTO AND REGION CONSERVATION AUTHORITY			
ITEM	COMMENT RECEIVED	APPLICANT RESPONSE	PARTY
<b>1.0</b>	<b>Introductory Comments</b>		
1.1	<p>Thank you for the opportunity for TRCA to review the following materials received on June 2, 2020 in connection with the above referenced applications:</p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Cover Letter, prepared by Smart Centres, dated April 24, 2020, received by TRCA on June 2, 2020;</li> <li><input type="checkbox"/> Planning Rationale, prepared by Weston Consulting, dated April 2020, received by TRCA on June 2, 2020;</li> <li><input type="checkbox"/> Hydrogeology Report, prepared by Terraprobe, dated April 7, 2020, received by TRCA on June 2, 2020;</li> <li><input type="checkbox"/> Architectural Plans, prepared by Schaeffers Consulting Engineers, dated April 23, 2020, received by TRCA on June 2, 2020;</li> <li><input type="checkbox"/> Civil Engineering Plans, prepared by Schaeffers Consulting Engineers, stamped and signed by H. Sarkissian, P.Eng, dated April 23, 2020, received by TRCA on June 2, 2020;</li> <li><input type="checkbox"/> Landscape Plans, prepared by MHBC Planning, dated April 2020, received by TRCA on June 2, 2020;</li> <li><input type="checkbox"/> Master Servicing &amp; SWM Report, prepared by Schaeffers, dated April 2020, received by TRCA on June 2, 2020;</li> <li><input type="checkbox"/> Phasing Plans, prepared by Turner Fleischer, dated April 23, 2020, received by TRCA on June 2, 2020;</li> <li><input type="checkbox"/> Lot Survey, prepared by Young &amp; Young Surveying Inc., dated December 19, 2019, received by TRCA on June 2, 2020.</li> </ul>	N/A	N/A
<b>2.0</b>	<b>Subject Proposal</b>		
2.1	<p>We understand the applicant is proposing to redevelop the lands within Block 1 for a phased mixed-use development consisting of 4 residential towers containing a total of 1,678 dwelling units and 3,670 square meters of grade related commercial uses. Phase 1 will represent the westerly portion of Block 1 adjacent to Brock Road and is to be developed with 2 towers (33 t 34 storeys) and connected by a 4-storey podium, consisting of 737 dwelling units and 1,346 square meters of commercial uses. Future phases will be developed at a later date. The subject site is located north of Highway 401 and on the east side of Brock Road in the City of Pickering. This site is within the Village East Neighbourhood and is currently zoned as Mixed-Use Special Retailing Node under By-law No. 5511/99 seeking to be rezoned to Brock Precinct Mixed-Use. The OPA is seeking to implement a new land use category to permit high-density mixed-uses.</p>	N/A	N/A

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ITEM	COMMENT RECEIVED	APPLICANT RESPONSE	PARTY
<b>3.0</b>	<b>TRCA Commenting and Regulatory Role</b>		
3.1	<p>TRCA provides comments based on our roles as a conservation authority:</p> <ul style="list-style-type: none"> <li><input type="checkbox"/> 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;</li> <li><input type="checkbox"/> A regulator under section 28 of the Conservation Authorities Act - TRCA's regulation is Ontario Regulation 166/06, Development, Interference with Wetlands, and Alterations to Shorelines and Watercourses;</li> <li><input type="checkbox"/> A resource management agency;</li> <li><input type="checkbox"/> A service provider as per our Memoranda of Understanding (MOU) with the Region of Durham, wherein we provide technical environmental advice to municipal approval authorities.</li> </ul>	N/A	N/A
<b>4.0</b>	<b>TRCA General Comments</b>		
4.1	<p>We appreciate that the submission is very comprehensive, thank you. The following points summarize the key concerns of TRCA staff based on our review:</p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Regional Floodplain to be plotted to ensure development is outside of these limits;</li> <li><input type="checkbox"/> Stormwater management quality control;</li> <li><input type="checkbox"/> Further information and clarification pertaining to the incorporated LID's;</li> <li><input type="checkbox"/> Request for Erosion and Sediment Control plans.</li> </ul> <p>Further details pertaining to these key concerns have been provided below.</p>	N/A	N/A
<b>5.0</b>	<b>Floodplain</b>		
5.1	The Regional floodplain elevation is 84.88 MASL (meters above sea level). Please plot TRCA's floodplain on a figure for reference and to confirm the entire development is outside of the floodplain plus 10 m setback. Please note, TRCA staff typically recommend a 0.3m freeboard above the regional elevation for adequate floodproofing.	The Block 1 lies outside the TRCA flood plain plus 10m setback. Flood plain is drawn on the Context Plan Drawing SPA004a. Further discussion is provided in Section 4.3.7 of the FSR/SWM Report.	TFAI
<b>6.0</b>	<b>Quality</b>		
6.1	The interim conditions for the ROW will also require 80% TSS removal. Please provide additional treatment measures to obtain the 80% TSS removal and specify the duration of the interim conditions.	As discussed in the FSR/SWM Report, 80% TSS removal will be provided in the road using a single treatment unit.	Schaeffers
6.2	TRCA will also require the conceptual water quality measures that will be provided for Phases 2 and 3. Please see the comments below:	The FS/SWM Report has proposed that the private site plan for Phase 1 and the proposed private ROW will be serviced by a single filtration unit (sized for 80% TSS removal to be placed upstream of the site outlet to the existing private road to the East of the site. In the future a separate filtration unit shall be sized and provided for the future phase. Further details are provided in Section 4.3.4 of the FS/SWM report.	Schaeffers
6.2.1	TRCA requires a level of feasibility that the proponent has considered all spatial requirements and the proposed techniques will achieve the required targets.	Noted. For revised strategy to meet the quality targets for both the interim and ultimate phases please see Section 4.3.4 of the FS/SWM Report.	Schaeffers

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6.2.2	Please note for the Ultimate ROW, TRCA considers catchbasin shields as a form of pre-treatment device to infiltration/LID facilities for 80% TSS removal. TRCA does not consider catchbasin shields in series with an OGS to be 80% TSS removal. Therefore options 2, 3 and 4 would be the possible options.	Noted	Schaeffers
6.2.3	Please also note that TRCA only accepts 50% TSS removal for OGS units if sized for 80% TSS removal for 90% of the annual rainfall.	Noted	Schaeffers
<b>7.0</b>	<b>Water Balance and Erosion</b>		
7.1	Please provide a figure which shows all the land uses within the development and illustrates how the percent impervious was determined for the volumetric water balance and erosion requirement in Table 4-7.	Please see Figure 4.1 of the FS/SWM Report for a detailed land use breakdown.	Schaeffers
7.2	The report states that “the sizing and selection of the filter unit or infiltration-based LID’s shall be detailed within each site plan or park block’s respective servicing reports.” Please see comments below:	Noted	Schaeffers
7.2.1	Although detailed specifications are not required at this time, TRCA requires a level of feasibility that the proponent has considered all spatial requirements and the proposed techniques will achieve the required targets for all phases.	Noted. Discussion is provided in Sections 4.3.5 of the FS/SWM Report.	Schaeffers
7.2.2	Please provide confirmation that water balance and erosion targets can be met including volumetric sizing (included) and placement of any required mitigation footprints for all phases. When determining spatial requirements, please identify any areas of high ground water (elevations map/contours) and/or low infiltration where LID facilities would not be the optimum location.	Noted. Discussion is provided in Sections 4.3.5 of the FS/SWM Report.	Schaeffers
7.3	For Phase 1, an irrigation tank is proposed for irrigation purposes to achieve the 5 mm on site retention for all impervious areas. However, this option should only be used if infiltration is not feasible. This is not the preferred option because there must be a need for the water after each storm event. Please explore opportunities to provide the 5 mm on site retention from other LID options (i.e., permeable pavement, bio retention facilities, etc) to meet this criterion. A combination of the irrigation tank and other LID measure could also be explored. If other LIDs are not feasible, supporting calculations from a landscape architect would be required to demonstrate that there is irrigation demand to use up the design volume for the cistern within 72 hours when the development area is chosen.	An irrigation tank continues to be proposed within Phase 1 of the development due to spatial constraints imposed by the proposed Phase 1 underground parking structure, further discussion is provided in Sections 4.3.5 of the FS/SWM Report.	Schaeffers
7.4	For Phase 1, Please clarify if only the roofs are being captured for the 5 mm on site retention. All impervious area including the paved areas must be captured to satisfy TRCA’s retention criteria. Please revise as necessary and explore the opportunity to provide additional LIDs.	Capture of roof and landscaped areas are proposed to be retained on-site. At this time drive isles and private roadway areas are not proposed to be retained as pre-treatment would be required to ensure clean re-use water is provided in the rain water harvesting tank. Further discussion is provided in Section 4.3.5 of the FSR/SWM Report.	Schaeffers
7.5	Please provide a cross section detail of the proposed tree pit and include it on the Servicing Plan. Please also include any additional proposed measures on the Servicing Plan as required.	Tree pits are no longer proposed on-site due to spatial constraints along the proposed private road.	Schaeffers
7.6	Please provide excerpts from the Hydrogeology report for ground water level and infiltration rate which supports any proposed LID measures. The high ground water level should be a minimum of 1 m from the bottom of any proposed infiltration facilities and the infiltration rate must be determined through in situ testing as per the TRCA SWM 2012 Criteria. It is recommended that the drawdown time is 48 hours or less which has been included for the tree pit.	Please see relevant Hydrogeological report excerpts by EXP in Appendix E for details.	Schaeffers
<b>8.0</b>	<b>Erosion and Sediment Control</b>		
8.1	Please see the following ESC comments for Phase 1. A plan for Phase 2 and 3 should be submitted for their respective Site Plan applications.	Noted	Schaeffers

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8.1.1	Please include the construction sequence of the proposed development. It needs to be conveyed when and how the construction will occur.	A detailed construction schedule and sequencing will be provided at the time of building permit application. Phase 1 (Towers 1, 2 and 3) will proceed concurrently.	SmartCentres
8.1.2	For any proposed LIDs, please ensure they are isolated with ESC measures to ensure they do not get compacted or clogged with sediment during construction.	Noted	Schaeffers
8.1.3	Please show the location of any staging, stock piling, and storage areas on the Drawing.	Staging and storage areas will be identified on plan and submitted during future submissions of these applications.	SmartCenters/CM
8.1.4	Please clarify if the hoarding fence is the same as the sediment fence detail provided. If not, please identify the sediment fence on the Drawing	The hoarding fence is the same as the silt fence	Schaeffers
8.1.5	Please clarify the site area of 1.45 ha shown on the Drawing and what this includes.	Schaeffers- The total area includes all disturbed area bounded by the hoarding fence on drawing SC-1	Schaeffers
<b>9.0</b>	<b>Conclusion</b>		
9.1	Based on a review of the documents provided, TRCA staff has <b>no objections</b> to the approval Official Plan Amendment OPA 20-003/P and Zoning By-law Amendment Application A 07/20. However, TRCA staff recommend <b>deferral of Site Plan Application No. S 06/20</b> until such time that the technical comments noted above have been addressed.  A cover letter should be received as part of the next submission identifying how each of the above have been addressed.	Acknowledged.	Schaeffers

VI. TRANSPORTATION & TRAFFIC DEPARTMENT			
ITEM	COMMENT RECEIVED	APPLICANT RESPONSE	PARTY
<b>1.0</b>	<b>General</b>		
1.1	Although the developer is only applying for approvals on Block 1, this block is part of a much larger redevelopment plan. The submitted studies and plans generally deal only with Block 1 and/or Phase 1, but they should also address the ultimate plan for the entire SmartCentres site. Proposed site access and servicing that may be appropriate for the Block 1 lands on their own may not be suitable to accommodate the ultimate configuration of the entire site.	This is not part of our OPA/ZBA or SPA application for which the TIS was prepared. The TIS considered the remainder of the SmartCentres site under its proposed use within the time horizon as well as the net beneficial impact on the site of the Block 1 development. The TIS also considered the applicable intensification studies for the area.	WSP
<b>2.0</b>	<b>Official Plan and Zoning Bylaw Amendments</b>		
2.1	Overall, we agree with the direction of the proposed Official Plan and Zoning Bylaw amendments to permit redevelopment of the Block 1 lands into a mixed-use development, including high-density residential uses. This is consistent with the transit-supportive development policies recommended in the Regional Transportation Master Plan. However, we do not have enough information to determine whether the transportation impacts of the proposed full redevelopment would be acceptable.	A full TIS, dated April 26, 2021 was prepared to demonstrate the transportation impacts of the proposed redevelopment.	WSP

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ITEM	COMMENT RECEIVED	APPLICANT RESPONSE	PARTY
2.2	The proposed Zoning Bylaw Amendment includes a 1 m setback from the ROW line, and a 0 m setback for underground structures. With small or no setbacks, protecting the ROW required for the ultimate configuration of the adjacent roadways is critical. Comments on ROW widenings for the Phase 1 lands are provided below.	Please see the response below	N/A
2.3	The proposed Zoning Bylaw Amendment also permits parking structures to encroach under the public ROW. The Region would not support the construction of parking structures under the Brock Road ROW. We recommend that such encroachments be limited to roads classified as local, and possibly collector, to limit the potential for conflicts with the greater amount and significance of subsurface infrastructure that is often required along arterial roads.	The underground parking structure is within the property lines identified in the existing site plan. The underground parking relative to the property line is shown in in <b>Figure 7-14</b> of the TIS, dated March 26, 2021.	WSP
<b>3.0</b>	<b>Site Plan and Civil Drawings</b>		
3.1	The existing sight triangle in the northeast quadrant of the Brock Road/Pickering Parkway intersection encroaches on the sidewalk and does not provide adequate space for traffic signal plant. The Region will require dedication of a 15 m X 15 m sight triangle at this location as a condition of Site Plan Approval.	WSP acknowledges this comment. The 15m x 15m sight triangle is shown in Figure 7-14 of the TIS, dated March 26, 2021 and will be accommodated.  Please refer to SPA151 that illustrates the 15.0m x 15.0m sight triangle at the the Brock Road/Pickering Parkway intersection.	WSP / TFAI
3.2	From the information provided to date, it is not clear whether the on-site driveway that connects to Brock Road at the existing signalized ¾ access will become a public street or remain private. If it is to be a public street, the Region would require dedication of a 10 m X 10 m sight triangle in the southeast quadrant as a condition of Site Plan Approval. If it is to remain as a private street, we would require registration of an easement over the 10 m X 10 m sight triangle, for purposes of protecting sight lines and installing/maintaining traffic signal plant, as a condition of Site Plan Approval.	As concluded by the City of Pickering in the December 1, 2020 comments, the driveway that connects to Brock Road at the existing signalized ¾ access should be a public road. Figure 7-14 of the TIS, dated March 26, 2021 shows the 10m x 10m sight triangle. WSP acknowledges the comment that an easement will be required over the sight triangle.	WSP
3.3	The north boulevard of Pickering Parkway east of Brock Road is quite narrow, with the sidewalk being located just behind the curb. We recommend that the City of Pickering acquire additional ROW to allow for expansion of the boulevard to improve the pedestrian realm, including providing space for snow storage so the sidewalk will not be blocked when the road is plowed.	Based on WSP's discussion with Smart Centres it is our understanding that no additional ROW will be provided by Smart Centres. Internal walkways are proposed within the site that will facilitate pedestrian movement between the development and the surrounding active transportation network as shown in Figure 3-3 of the TIS, dated March 26, 2021. Please provide details of what is being sought and we'll assess if it could be accommodated.	WSP
3.4	The existing right-out egress from the site onto Pickering Parkway creates safety issues due to the awkward intersection angle, conflict with traffic entering the westbound right turn lane, conflict with pedestrians, and exiting vehicles crossing multiple lanes on Pickering Parkway to turn left at Brock Road. These issues will become worse with the additional traffic that will be generated by the proposed redevelopment. To improve safety performance (consistent with Vision Zero), we recommend that the City remove this egress. As a minimum, it should be reconfigured to improve the geometry and sight lines and reduce the conflict with the right turn lane.	The existing right-out egress onto Pickering Parkway will be kept the same in Phase 1. However, it will be realigned during the completion of Block 1. <b>Figure 7-11</b> of the TIS, dated March 26, 2021 shows the driveway design in the ultimate conditions.  The ultimate condition driveway access redesign illustrating the curb radii, driveway width, intersection angle, proposed sidewalk and stop bar location are shown in <b>Figure 7-11</b> of the TIS. To reduce conflict with the westbound right turn lane, the access is reconfigured to improve the geometry and sight lines. <b>Figure 7-12</b> of the TIS shows the sight line analysis from the existing and reconfigure right-out access. Based on a design speed of 60 km/hr there are no sightline obstructions for either configuration.	WSP

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ITEM	COMMENT RECEIVED	APPLICANT RESPONSE	PARTY
3.5	Corner radii at the signalized ¾ access on Brock Road should be minimized to reduce the pedestrian crossing distance while still accommodating appropriate design vehicles.	For the 3/4 access on Brock Road, the existing median for westbound right-turn channelization was redesigned. This would reduce the pedestrian crossing distance by 8m and improve the pedestrian realm. The corner radii on the north and south side was redesigned to 15m and 12m, respectively and this can accommodate MSU and garbage truck vehicles. The pedestrian crossing distance was reduced from approximately 23m to 15m and the westbound right lane was reduced to 4.5m. The existing centre median on Brock Road is extended by approximately 8.7m to provide for an improved physical barrier prohibiting drivers making illegal westbound left turns through the median gap while still accommodating simultaneous turns of the garbage truck and MSU as shown in <b>Figure 7-13</b> of the TIS, dated March 26, 2021.	WSP
3.6	The scope of the proposed works at the signalized ¾ access on Brock Road is not clear. Are grades, curb radii, etc. being changed? We require submission of additional information that clearly defines the scope of the work that is proposed at this location, so we can determine potential impacts on the Regional ROW, including any impacts on traffic signal equipment.	Please see response for Item 3.5 above.	WSP
3.7	The developer will require a temporary construction access permit from the Region for the proposed construction access shown on the Sediment Control Plan at the signalized ¾ access on Brock Road. The mud mat shown on the plan is not adequate for a construction access on a Type A Arterial. We will require the existing paved driveway throat to be maintained and a wheel wash station to be installed on site to prevent mud and dust tracking onto Brock Road. Additional requirements will be determined when we have more information on the planned excavation/construction sequence and schedule.	Acknowledged.	SmartCentres
<b>4.0</b>	<b>Transportation Statement</b>		
4.1	We agree with the decision to postpone completion of the full Traffic Impact Study (TIS) for the proposed development due to COVID-19. The consultant is to provide proposed Terms of Reference for the full TIS to the Region and City for review and approval prior to starting work on the TIS. The TIS is to be completed to the satisfaction of the Region and City prior to Phase 1 Site Plan Approval.	Acknowledged. The WSP December 2020 ToR Technical Memorandum was an update of the October 16, 2020 ToR technical memorandum and incorporated the City and Region's comments on the previous submissions to the extent possible. The Region's comments on the WSP December 2020 ToR Technical Memorandum were also incorporated in the TIS, dated April 26, 2021.	WSP
4.2	The consultant states that the TIS for Phase 1 will include future phases on the Block 1 lands as background. However as noted above, all of Block 1 represents a relatively small portion of the ultimate SmartCentres site redevelopment (as shown on pages 35-36 of the 1899 Brock Road Urban Design Brief). We will require the TIS to address the ultimate development sufficiently to ensure that the transportation components built into the development on the Block 1 lands will be able to accommodate the needs of the ultimate redevelopment of the entire SmartCentres site.	Although no entitlements outside of Block 1 were submitted, the TIS did consider the remainder of the site for the proposed use within the time horizon. The TIS also considered the applicable intensification studies for the area.	WSP
4.3	The description of existing active transportation facilities on Page 6 should include the existing multi-use path (MUP) along the west side of Brock Road between Kingston Road and Pickering Parkway.	Acknowledged. WSP has incorporated this comment in the TIS, dated March 26, 2021, please see Section 3.2.	WSP
4.4	We agree with the use of 2016 TTS data to identify existing modal splits and trip distribution as referenced on Pages 7 and 10, respectively. However, a map should be provided to show the locations of the GTA model zones that were used, so we can verify that they are reasonably representative of the proposed development's characteristics.	Acknowledged. Please see <b>Figure 3-5</b> in the TIS, dated March 26, 2021.	WSP

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ITEM	COMMENT RECEIVED	APPLICANT RESPONSE	PARTY
4.5	ITE Land Use Code 222 – Multifamily Housing (High-Rise) is the appropriate land use category for the residential component of the proposed development (Page 8). However, the independent variable should be Dwelling Units, not Occupied Dwelling Units. The data for Occupied Dwelling Units has a small sample size (six studies), and all of the data is for developments smaller than the proposed development; the data for Dwelling Units does not have these issues.	Acknowledged. The WSP TIS, dated March 26, 2021 used “Dwelling Units” as the ITE trip generation parameter to derive the trips generated by the proposed development, please see Section 5.1	WSP
4.6	The retail component of the proposed Phase 1 development is at the extreme low end of the data range for ITE Land Use Code 820 – Shopping Centre. This makes the ITE data less reliable for estimating the trip generation of the proposed development. The consultant should consider alternative retail trip generation categories to address this issue in the full TIS. However, we agree that the primary, external vehicular trip generation of the Phase 1 retail component will be low given its small size and its location within a high-density residential development and the much larger existing SmartCentres retail site.	Acknowledged. Similar to the existing conditions, the redeveloped retail component of Phase 1 and Block 1 will be located within a much larger retail plaza. Therefore, same methodologies used for estimating the existing plaza trips were applied to derive the retail trips generated by the proposed development. Trips generated by the proposed retail component were calculated based on its GLA proportion out of the entire plaza multiplied by the total trips generated by the plaza. Given the small size of the proposed retail component, modal split reduction was not applied to the retail trips for the purpose of a conservative analysis. It should be noted that the retail component of the redeveloped Block 1 will have a lower GLA than the existing retail within Block 1, which will result in a reduction of retail trips compared to the existing conditions.  This was compared to rates for other trip generation categories for land uses that are typically included in ground floor retail / commercial such as LUC 720 (Medical-Dental Office), LUC 814 (Variety Store), LUC 875 (Department Store), LUC 880 (Pharmacy/Drug Store without Drive-Through), LUC 918 (Hair Salon), LUC 920 (Copy, Print, and Express Ship Store). The comparison showed similar order of magnitude in retail trips for PM and SAT peak hours with a relatively difference for the AM peak hour. The GLA proportion approach was deemed more appropriate as it considers the fact that the proposed site would be surrounded by a much larger retail plaza and is consistent with the methodologies used to estimate the existing plaza-generated trips.  Please refer to Section 5.1 of the TIS, dated March 26, 2021 for detail.	WSP
4.7	For the site trip distribution described on Page 10, additional information should be provided on how the TTS origin-destination data was converted into the percentages for specific routes that are listed in Table 4.	Acknowledged. Please refer to the Section 3.5.4 and Section 5.2 sections of the TIS. Details of the assignment of trips on local roadways can be found in Appendix B of the TIS, dated March 26, 2021.	WSP
4.8	The adequacy of the corner clearances noted on Page 14 should be checked in the full TIS to ensure that the proposed accesses will not be blocked by queues from the adjacent intersections on Brock Road and Pickering Parkway.	Acknowledged. At Brock Road and Pickering Parkway, the westbound left average queues exceed the available storage length in all peak periods and the northbound right turn queues exceed the available storage length in the PM and Saturday peak hour. The westbound left queues do block the intersection of proposed site access #3 and Pickering Parkway. However, a sensitivity analysis was completed in Section 6.2.3 which assumed that vehicles travelling south would utilize Notion Road when the extension is completed. This significantly reduced the queues and increased the operation of the intersection.	WSP
5.0	<b>Urban Design Brief</b>		
5.1	Page 37, Section 4.3.1 – As noted in our Site Plan comments, the existing right-out only egress from the site onto Pickering Parkway should be removed, or at least reconfigured, due to safety concerns.	The existing right-out egress onto Pickering Parkway will be kept the same in Phase 1. However, it will be realigned during the completion of Block 1. <b>Figure 7-11</b> of the TIS, dated March 26, 2021 shows the driveway design in the ultimate conditions.  The ultimate condition driveway access redesign illustrating the curb radii, driveway width, intersection angle, proposed sidewalk and stop bar location are shown in <b>Figure 7-11</b> of the TIS. To reduce conflict with the westbound right turn lane, the access is reconfigured to improve the geometry and sight lines. <b>Figure 7-12</b> of the TIS shows the sight line analysis from the existing and reconfigure right-out access. Based on a design speed of 60 km/hr there are no sightline obstructions for either configuration.	WSP

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VI. TRANSPORTATION & TRAFFIC DEPARTMENT			
ITEM	COMMENT RECEIVED	APPLICANT RESPONSE	PARTY
5.2	Page 38, Section 4.3.2 – The proposed bicycle circulation indicates a crossing of Brock Road at the existing signalized ¾ site access intersection. There is currently no pedestrian/cyclist crossing here, since the southbound through movement is free-flow (not signalized). Introducing a crossing here would require signaling the southbound through movement to provide for safe east-west pedestrian and cyclist movements. This could be assessed as part of the TIS.	Acknowledged. WSP assessed the traffic operation at this intersection with adjusted signal timings under future conditions.	WSP
5.3	The development proposal in Chapter 4 of the Urban Design Brief does not specifically address transit. Excellent transit service and connectivity will be key to encouraging non-auto travel for the proposed development. A concept for transit stop locations, amenities, and related active transportation connections into the site should be developed in consultation with DRT and Regional Planning, and it should be included as a section within Chapter 4.	Acknowledged. WSP prepared an active transportation figure as part of the TIS, dated April 26, 2021 (see Figure 3-2 and Figure 3-3).  Also based on WSP correspondence with DRT, DRT requires that roadways/entrance ways are capable of accommodating their Specialized Vehicles, which are typically smaller than fire/emergency vehicles. The site plan review section of the TIS, dated April 26, 2021 (Section 7) shows how design vehicles MSU and garbage truck can enter and exist the site accesses without conflict. Therefore, the smaller DRT Specialized Vehicle would be able to enter and exit the site if needed.	WSP
<b>6.0</b>	<b>Master Servicing and Stormwater Management Brief</b>		
6.1	Existing stormwater drainage from the site does not discharge to the Brock Road ROW or Regional storm sewers, and this is proposed to remain the same post-development.	Noted	Schaeffers
6.2	The location of the existing Regional storm sewer along Brock Road and around the corner onto Pickering Parkway is not shown correctly on Figure 4.2. It is located under the east curb on Brock Road, it does not pass through private property in the northeast quadrant of the Pickering Parkway intersection, and it is located farther south on Pickering Parkway.	Please see revised Figure 4.2 in the FSR.	Schaeffers



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VII. CANADA POST			
ITEM	COMMENT RECEIVED	APPLICANT RESPONSE	PARTY
<b>1</b>	<b>General Comments</b>		
1.1	The developer/owner must supply, install and maintain a central mail facility to Canada Post specifications; ensure that all mail delivery equipment is installed in a location that is readily accessible to the occupants and Canada Post personnel; ensure that all mail is accessible by persons with physical disabilities.	Acknowledged. SmartCentres will install and maintain the mail facility to Canada Post specifications.	SmartCentres
1.2	The developer/owner is to contact Jonathan Glaister well in advance to discuss a suitable mailroom location.	Acknowledged. SmartCentres will contact Jonathan Glaister.	SmartCentres
1.3	The owner/developer must provide a rear-loading mailroom for any building with more than 100 units.	Please refer to SPA151 that illustrates a rear-loading mailroom.	TFAI
1.4	The mail delivery to the as at grade commercial units can be centralized with the residential apartments if the commercial units have 24-hour access to the mailbox units. If these units will not have 24-hour access, mail delivery could be centralized via Canada Post community mailboxes.	Acknowledged.	SmartCentres
<b>1.5</b>	If community mailboxes are required, Canada Post asks that the owner/developer comply with the following conditions:		
1.5.1	The owner/developer agrees to include on all offers of purchase and sale, a statement that advises the prospective purchaser that mail delivery will be from a designated Community Mailbox.	Acknowledged.	SmartCentres
1.5.2	The owner/developer will be responsible for notifying the purchaser of the exact Community Mailbox locations prior to the closing of any unit sale.	Acknowledged.	SmartCentres
1.5.3	The owner/developer will consult with Canada Post Corporation to determine suitable locations for the placement of Community Mailbox and to indicate these locations on the appropriate servicing plans.	Acknowledged.	SmartCentres
<b>1.6</b>	The owner/developer will provide the following for each Community Mailbox site and include these requirements on the appropriate servicing plans:	Acknowledged.	SmartCentres
1.6.1	An appropriately sized sidewalk section (concrete pad) to place the Community Mailboxes on.	Please refer to SPA151 that illustrates a concrete pad that will be able to accommodate the Community Mailboxes.	TFAI
1.6.2	Any required walkway across the boulevard.	Please refer to SPA151 that illustrates a walkway in front of the community mailbox.	TFAI
1.6.3	Any required curb depressions for wheelchair access.	Please refer to SPA151 – no curb depressions are required.	TFAI
1.6.4	The owner/developer further agrees to determine and provide a suitable temporary Community Mailbox location(s), which may be utilized by Canada Post until the curbs, sidewalks and final grading have been completed at the permanent Community Mailbox locations. This will enable Canada Post to provide mail delivery to the new homes as soon as they are occupied.	Acknowledged.	SmartCentres
1.6.5	The owner/developer further agrees to provide Canada Post at least 60 days' notice prior to the confirmed first occupancy date to allow for the community mailboxes to be ordered and installed at the prepared temporary location.	Acknowledged.	SmartCentres
<b>Further Information</b>			
<b>1.7</b>	Further information can be found by visiting the following link to Canada Post's Delivery Standards Manual. <a href="https://www.canadapost.ca/cpo/mc/assets/pdf/business/standardsmanual_en.pdf?_ga=1.255544584.102383918.1446243719">https://www.canadapost.ca/cpo/mc/assets/pdf/business/standardsmanual_en.pdf?_ga=1.255544584.102383918.1446243719</a>	N/A	N/A
	A copy of the planning manual can be found here: <a href="https://www.canadapost.ca/cpo/mc/assets/pdf/business/standardsmanual_en.pdf?_ga=1.255544584.102383918.1446243719">https://www.canadapost.ca/cpo/mc/assets/pdf/business/standardsmanual_en.pdf?_ga=1.255544584.102383918.1446243719</a>	N/A	N/A

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VII. NETWORK PROVISIONING			
ITEM	COMMENT RECEIVED	APPLICANT RESPONSE	PARTY
1	<b>General Comments</b>		
1.1	<p>We have reviewed the circulation regarding the above noted application. The following paragraphs are to be included as a condition of approval:</p> <p>“The Owner acknowledges and agrees to convey any easement(s) as deemed necessary by Bell Canada to service this new development. The Owner further agrees and acknowledges to convey such easements at no cost to Bell Canada.</p> <p>The Owner agrees that should any conflict arise with existing Bell Canada facilities or easements within the subject area, the Owner shall be responsible for the relocation of any such facilities or easements at their own cost.”</p> <p>The Owner is advised to contact Bell Canada at <a href="mailto:planninganddevelopment@bell.ca">planninganddevelopment@bell.ca</a> during the detailed utility design stage to confirm the provision of communication/telecommunication infrastructure needed to service the development.</p> <p>It shall be noted that it is the responsibility of the Owner to provide entrance/service duct(s) from Bell Canada’s existing network infrastructure to service this development. In the event that no such network infrastructure exists, in accordance with the Bell Canada Act, the Owner may be required to pay for the extension of such network infrastructure.</p> <p>If the Owner elects not to pay for the above noted connection, Bell Canada may decide not to provide service to this development.</p> <p>To ensure that we are able to continue to actively participate in the planning process and provide detailed provisioning comments, we note that we would be pleased to receive circulations on all applications received by the Municipality and/or recirculations.</p> <p>We note that WSP operates Bell Canada’s development tracking system, which includes the intake and processing of municipal circulations. However, <b>all responses to circulations and requests for information, such as requests for clearance, will come directly from Bell Canada, and not from WSP.</b> WSP is not responsible for the provision of comments or other responses.</p>	SmartCentres will contact Bell.	SmartCentres

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IX. DURHAM REGIONAL POLICE			
ITEM	COMMENT RECEIVED	APPLICANT RESPONSE	PARTY
1	<b>General Comments</b>		
1.1	<p>I have reviewed the files sent ( <b>1899 Brock Road Pickering</b> ) and can say that it will pose no immediate <b>obstruction</b> issue for the Region's NextGen radio system and associated microwave links.</p> <p>Microwave links are the red/green lines on the <b>attached diagram</b>. [NTD: See email from <b>Stephen ORR, with Durham Regional Police for diagram</b>]</p> <p>Should a new building be built on that site - INTERNAL in-building radio coverage for First Responders MAY be an issue in the future and will have to be tested when the building is completed.</p> <p>Please contact me directly if you have any questions.</p>	Acknowledged, no immediate obstruction issues for the Region's NextGen radio system and associated microwave links.	SmartCentres

X. URBAN DESIGN			
ITEM	COMMENT RECEIVED	APPLICANT RESPONSE	PARTY
1	<b>John G. Williams Ltd Architect – Site Plan and Architectural Drawings</b>		
1.1	<p>Further to your request, we have reviewed the 1st submission materials for the proposed mixed-use development consisting of two towers ranging in height from 33 and 34 storeys connected by a 4-storey podium. The development site is part of phase one within Block 1 of the Calloway REIT (Pickering) Inc. development, located at the northeast corner of Brock Road and Pickering Parkway. Noted below are our comments, which are also reflected on the attached architectural drawings and landscape plan.</p>	Noted. Our responses are below	SmartCentres

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X. URBAN DESIGN			
ITEM	COMMENT RECEIVED	APPLICANT RESPONSE	PARTY
1.2	<p>Site Plan and Architectural Drawings</p> <p>1. In order to develop a more appropriate urban street edge that is enlivened with active uses along the Brock Road and Pickering Parkway interfaces, we recommend the following modifications to the building and site plan design:</p> <p>a. Relocate and merge the residential lobbies to form one large central lobby area facing Brock Road and with direct access to the street;</p> <p>b. Rework the internal loading and drop-off area to accommodate the relocated and now central residential lobby.</p> <p>c. Replace the residential units on the ground level/ mezzanine with commercial/ retail uses; and,</p> <p>d. Introduce office or residential uses along the south and west perimeters of the aboveground parking structure (levels 2 and 3) facing Brock Road and Pickering Parkway.</p>	<p>We have made significant changes to the Block 1 master plan and Phase 1 in order to thoroughly address comments received based on the April 24<sup>th</sup>, 2021 submission.</p> <ul style="list-style-type: none"> <li>• <b>Lower heights:</b> To comply with the tall building requirements, tower heights are reduced to up to 32 Storeys. A 3rd tower is added to Phase 1 to achieve critical mass on the residential. Block 1 is located at the intersection of Brock Road and Pickering Parkway.</li> <li>• <b>Lower density:</b> Along with lowering the tower heights to the max. 32 storeys, Block 1 density, has decreased from FSI of 4.87 to 4.81. Phase 1 density has increased to achieve the critical residential mass to support its intended function as a gateway.</li> <li>• <b>Central open space:</b> The proposed concept for the future development lands incorporates a central open space located at grade, which will serve both the Phase 1 and future development portions of Block 1. A portion of this outdoor open space is provided as part of Phase 1 development. The location and North-South orientation of the proposed central park are planned in such a way to utilize sun exposure, provide frontage along the municipal road, Pickering Parkway and act as a centre of activities and civic life for the inhabitants and visitors of the development and also the broader community.</li> <li>• <b>Vehicular Site access:</b> The roads and driveways are internalized to minimize the impact on the arterial roads, particularly Brock Rd &amp; Pickering Pkwy. WSP completed a review of the proposed development impacts to the study area intersections. The horizon years assessed as part of this study consist of the 2020 existing conditions and 2029 and 2034 future conditions. WSP has concluded that the capacity issues are caused by future background developments, not by the subject site. Overall, the development is projected to accommodate the existing road network, planned roadway improvements, proposed signal timing changes and diversion of site traffic and traffic from nearby developments to Notion Road.</li> <li>• <b>(a &amp; b) Residential lobby:</b> The ground floor layout of the Phase 1 development was revised to relocate and merge residential lobbies to create a central residential lobby with access from Brock Road and pickup area and open space to the east of phase 1 development.</li> <li>• <b>(c) Commercial/retail use:</b> The commercial/retail GFA for Phase 1 and Block 1 has increased since the previous submission; however, not at a 1:1 replacement. The development is part of a shopping center with many existing commercial spaces that will work harmoniously with Phase 1 retail for the foreseeable future. As part of the ongoing change to the retail sector, such as focusing on online shopping platforms, retail spaces are designed more efficiently, and tenants require less space. The intent is to host a wide spectrum of retail use on-site, servicing the development and broader community residents based on the factors mentioned.</li> <li>• <b>(d) office use:</b> As discussed with the City on January 21, 2021, no office space will be incorporated as part of Phase 1, and the overall spectrum of uses will be incorporated on-site for the future. The intent is to achieve a critical residential mass as part of Phase 1. Incorporating office based on the current floor plates and column spacing will result in highly compromised efficiency and undesirable office spaces.</li> </ul>	SmartCentres
1.3	<p>2 As per Brief submitted by the recommendations within the Urban Design Applicant and the Kingston Road Corridor and Speciality Retailing Node – Draft Urban Design Guidelines, the open space corridor proposed north of the building should include the following:</p> <p>a. A pedestrian route should be shown on the south side of the access driveway to the site;</p> <p>b. Walkways from the site should connect to this future walkway to form continuous and well-connected pedestrian routes;</p> <p>c. Please show the bicycle parking areas as indicated in the Urban Design Brief;</p> <p>d. Please provide a facility fit plan indicating how the open space area will be designed. Ensure additional walkways and seating areas are provided along with sufficient level of landscaping; and,</p> <p>e. The residential units fronting onto the open space should include larger ground level private patio areas with landscape screening.</p>	<p>The space north of tower 1 (based on April 24<sup>th</sup>, 2021 submission) no longer acts as open space. The location was not desirable for an open space due to shadow from the adjacent building. The proposed Block 1 development contemplates significant open space central to the block. The full build-out of the subjected land will support a diverse range of outdoor programming through an interconnected and high-quality system of publicly accessible open space.</p>	TFAI

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X. URBAN DESIGN			
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1.4	3. Consider the use of decorative pavers to highlight the site driveways (this will help differentiate from the existing commercial driveways) and to enhance the landscape character of the development	Pavers have been included in areas to delineate intended main pedestrian crossings and the main passenger drop off on the east side of the building.	MHBC – Landscape
1.5	4. As indicated on the ground floor plan, the exterior appearance of the garage shaft is not reflected on the South and West Elevation drawings. Consider relocating this utility element to a more discrete location as this corner of the building is highly visible within the public realm and will serve as the development gateway	Please refer to SPA151 to note the relocation of the garage shafts. They have been shifted to ensure they can be covered by planters at the southwest corner and along the west side. Landscape planters will help to act as a visual buffer as well.	TFAI
1.6	5. On the 4th level plan, introduce a raised parapet wall feature, similar to that used surrounding the mechanical penthouse of the towers, to better address the intersection of Brock Road and Pickering Parkway at the lower street level. Raised design elements should also be considered above the central lobby area facing Brock Road	Please refer to SPA301 to note the modification of the podium design, which now emphasizes the central lobby and enhances the Brock Road entry.	TFAI
1.7	6. On the West Elevation drawing (SPA301), please consider the following comments: a. As previously mentioned, replace ground level residential units with commercial/ retail spaces at the ground level facing Brock Road, add a central lobby area, and add office or residential spaces within the aboveground parking structure. Please update the elevation accordingly to reflect the change of uses; b. Update the bottom right side of the elevation to accommodate Comments #5, noted above; c. Please identify the locations for retail, municipal and logo signage and ensure all signs comply with the City of Pickering's signage by-law; d. Please specify and provide details of the solid black hatching material used on the second and third levels of the building; and, e. Specify and provide details for the proposed material(s) to be used on the mechanical penthouse	(a) The commercial/retail GFA for Phase 1 and Block 1 has increased since the previous submission; however, not at a 1:1 replacement. The residential units along Brock will not be replaced since the development is part of a shopping center with many existing commercial spaces that will work harmoniously with Phase 1 retail for the foreseeable future. As part of the ongoing change to the retail sector, such as focusing on online shopping platforms, retail spaces are designed more efficiently, and tenants require less space. The intent is to host a wide spectrum of retail use on-site, servicing the development and broader community residents based on the factors mentioned. The ground floor layout of the Phase 1 development was revised to relocate and merge residential lobbies to create a central residential lobby with access from Brock road and pickup area and open space to the east of phase 1 development. As discussed with the City on January 21, 2021, no office space will be incorporated as part of Phase 1, and the overall spectrum of uses will be incorporated on-site for the future. The intent is to achieve a critical residential mass as part of Phae1. Incorporating office based on the current floor plates and column spacing will result in highly compromised efficiency and undesirable office spaces. As discussed with the City, we will look to explore different configuration if the site further develops.  (b) Please refer to SPA301 to note the modification of the podium design, which now emphasizes the central lobby and enhances the Brock Road entry. (c) Please refer to SPA301-304 that illustrates the signage locations. The signs will be designed in the future in accordance to City of Pickering's signage by-law. (d) Please refer to SPA301-304 that references materials for floors 2 and 3 of the podium. (e) Please refer to SPA301-304 that referencing materials for the mechanical penthouse.	TFAI
1.8	7. Update the East Elevation drawing (SPA302) to include the following: a. Introduce a screening material or film to the windows within the aboveground parking garage to mitigate views of parked vehicles; b. Similar to the West Elevation, highlight the rear lobby with projecting design elements in a lighter coloured precast. This will promote wayfinding for site users and help identify the main lobby area; and, c. Coordinate the interior layout of the ground and second storey levels with the elevation. Currently door locations are missing, stairwells are adjacent to exterior wall and glazing may be limited, etc.	<ul style="list-style-type: none"> <li>- Please refer to SPA301-304 that illustrates the incorporation of vertical louvers to help mitigate views from parked vehicles.</li> <li>- Please refer to SPA302 that illustrates the incorporation of a lighter material to help emphasize the secondary entry and drop-off area. This also aids in distinguishing the material from the rest of the podium.</li> <li>- Please refer to SPA301 that illustrates the incorporation of a lighter material that has been included at the main lobby entry to distinguish and identify the main lobby area.</li> <li>- Please refer to SPA301-304 that illustrates doors have been coordinated with the ground floor plan.</li> </ul>	TFAI

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1.9	8. Revise the South Elevation drawing (SPA303) to include the following: a. Correct the reference to indicate 'South Elevation', currently noted as North Elevation; b. Update the left side of the podium to include a raised feature wall to highlight the gateway of the development at the corner of Brock Road and Pickering Parkway; c. Show all entrances to the commercial/ retail space as per the ground floor plan; and d. Update the elevations to show potential office or retail uses within the second and third levels facing out onto Pickering Parkway.	a. Please refer to SPA304 that has been revised to correctly indicate "South Elevation". b. Please refer to SPA301 and SPA304 that now distinguishes the main entry lobby off of Brock Road with a lighter material. The townhouse and retail components on the ground floor show contrasting materials and design intent to aid in highlighting the differences between the two. c. Please refer to SPA301-304 that illustrate potential entries as shown through elevations. d. As discussed with the City on January 21, 2021, office space will not be incorporated as part of Phase 1, understanding that the overall spectrum of uses will be incorporated on-site for the future. More specifically, the intent instead is to achieve a critical residential mass. Incorporating office uses based on the current floor plates and column spacing will result in highly compromised efficiency and undesirable office spaces. As discussed with the City, we will look to explore different configurations should the site develop further.	TFAI
1.10	9. On the North Elevation drawing (SPA304), please provide the following: a. Provide correct reference for the elevation orientation, it should be indicated as 'North Elevation' not 'South'; and, b. Introduce screening material or film to screen parked vehicles within the aboveground parking structure	a. Please refer to SPA304 that has been revised to correctly indicate "South Elevation". b. Please refer to SPA301-304 that illustrates the incorporation of vertical louvers to help mitigate views from parked vehicles.	TFAI
1.11	10. The proposed exterior materials and colours as included on the Material Board (Drawing SPA305) appear fitting for the proposed development, however, addition information is required. Please include details regarding the exterior finishes for the mechanical penthouse units and the material/ film used to screen views of parked vehicles within the aboveground parking structure.	Please refer to SPA305 for details regarding the mechanical penthouse and vertical louver screening for the parking levels.	TFAI
<b>2</b>	<b>John G. Williams Ltd Architecct – Site Plan and Architectural Drawings</b>		
2.1	1. Update the Landscape Plan (Drawing L1) to match the requested changes to the ground floor plan (revised lobby location, uses, etc.).	Drawing L1 has been updated in response to TFAI's latest ground floor plan and has been designed to accommodate seating amenity areas in relation to lobby locations / entrances.	MHBC
2.2	2. Show the location of the municipal sidewalks along Brock Road and Pickering Parkway and ensure walkway connections are provided	Please refer to L1 Landscape Plan for the location of the municipal sidewalks along Brock Road and Pickering Parkway.	MHBC
2.3	3. Update the layout of the Privately Owned Public Space (open space are north of the building) to reflect comments on the site plan (walkways, bicycle parking, amenity features, etc.).	The space north of tower 1 (based on April 24th, 2021 submission) no longer acts as open space. The location was not desirable for an open space due to shadow from the adjacent building. The proposed Block 1 development contemplates significant open space central to the block. The full build-out of the subjected land will support a diverse range of outdoor programming through an interconnected and high-quality system of publicly accessible open space.	MHBC
2.4	4. Provide upgraded paving materials to finish the driveway surfaces to enhance the landscape character of the site.	The proposed design now incorporates feature paving within the driveway surface of the drop-off area.	MHBC
2.5	5. Please confirm and verify the landscape treatments proposed on the east side of the building. Trees within the landscaped island feature will be partially located underneath the central passage way; please ensure tree planting is viable in this location. And please confirm the layout of the paved and planted area at the southeast corner of the site with the architectural drawings/ site plan	The revised landscape design indicates proposed trees at the south east corner; outside of the building's canopy.	MHBC

XI. PLANNING			
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0	City Development Department – Cristina Celebre		

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XI. PLANNING			
ITEM	COMMENT RECEIVED	APPLICANT RESPONSE	PARTY
0.1	<p>This letter summarizes comments received to date with respect to the above-noted applications to permit a phased, high-density mixed-use development consisting of 4 towers containing a total of 1,678 dwelling units and 3,670 square metres of grade related commercial uses. Materials and studies submitted in support of the proposal have been circulated to internal departments and external agencies for their comments.</p> <p>Below are comments and concerns identified by the City Development Department. The proposal has been assessed, in part, against the applicable framework and policy recommendations of the Council endorsed Kingston Road Corridor and Specialty Retailing Node Intensification Plan (Intensification Plan), and the implementing Draft Urban Design Guidelines. The submitted Official Plan Amendment Application has also been reviewed in the context of the draft City Initiated Official Plan Amendment 38 (OPA 20-004/P) and the City of Pickering Official Plan. As part of your second submission, please provide a written response to the comments outlined below.</p>	Noted. We are please to provide the below responses.	SmartCentres
<b>1</b>	<b>Land Use</b>		
1.1	<p>The submitted Planning Rationale and Urban Design Brief contain sections generally stating how the proposal has implemented the Intensification Plan and the draft Urban Design Guidelines. The submitted plans and the supporting Planning Rationale are required to be revised to address in more detail how the proposed development is consistent with the Brock Precinct recommended land use policies within the Intensification Plan, and the draft policies within City initiated OPA 38</p> <p>In addition, the submitted Urban Design Brief and the design of the development are required to be revised to demonstrate how the proposal is consistent with the goals and objectives within the Council endorsed draft Urban Design Guidelines including matters related to block structure, built form, site design, landscaping, building design, transition and massing, street and pedestrian connections, right-of-ways widths for public and private roads, parkland, and parking.</p>	<p>A Planning Justification Addendum Letter has been prepared which incorporates further rationale detailing how the proposed development is consistent with the policies of the Intensification Plan.</p> <p>Overall, the proposal contemplates a complete mixed-use community accommodating a mix of densities and uses in a compact and transit-oriented built form. Greater heights and densities are directed to the gateway with consideration for a range of architectural and built form elements that ensure compatibility and suitable transition to surrounding lands.</p>	SmartCentres
1.2	The submitted OPA includes self storage as a permitted use. Draft OPA 38 prohibits incompatible uses within the intensification areas, including new low-density employment uses such as self storage and warehousing. A stand-alone self storage facility is not an appropriate or desirable use for the subject lands, and it is recommended that this use be removed	While we understand the City's concern with self-storage as a permitted use, SmartCentres has achieved many examples of urban format self-storage facilities while displaying the ability to conform with emerging intensification areas. We prefer to include flexibility within the permitted uses, as to allow for changing market dynamics over time.	SmartCentres
1.3	The "Mixed Use Areas - Brock Mixed Node" designation within draft OPA 38 permits FSI up to and including 5.0, where appropriate, through a site-specific zoning by-law amendment. The submitted OPA includes FSI of over 0.75 and up to and including 6.0, which exceeds the proposed FSI requirements within draft OPA 38 and the maximum permitted FSI in the City Centre (5.75). Development within the "Mixed Use Areas – Brock Mixed Node" shall be of a lesser intensity and shall not compete with the development intensity within the City Centre, a designated Urban Growth Centre, which is the primary focus for intensification. Staff recommend that the proposed FSI be reduced to a maximum FSI of 5.0 provided that the site design, built form, parkland/open space, proposed mix of land uses and cross-sections for public and private roads achieve the policy and urban design objectives as set out in the Council endorsed Intensification Plan and accompanying draft urban design guidelines.	We have revised the density to comply with staff's recommendation, as the FSI is now 4.81 times the area of the lot. It should be noted that while staff expressed concern regarding the density of the first phase (of 6.53 FSI), this figure is in our opinion, as density is needed to achieve the critical mass to support the City's intended goal, to function as a gateway.	SmartCentres

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1.4	The traffic impact study and the master servicing report should look at whether there are any constraints in the existing municipal infrastructure to accommodate the redevelopment of the remaining SmartCentre landholdings and what infrastructure upgrades may be required. The intent of this analysis is to demonstrate that there is sufficient capacity within the existing municipal infrastructure to support an FSI of 5.0, as proposed within draft OPA 38, for Block 1 lands while establishing whether there are any potential servicing constraints to redevelop the remaining SmartCentre landholding in accordance with the Intensification Plan and draft OPA 38	The OPA/ZBA submitted pertains to Block 1 only and the SPA submitted pertains to Phase 1 within Block 1 only. The remaining SmartCentres lands are not part of the OPA/ZBA/SPA submission. Any assessment of the municipal infrastructure as it pertains to the SmartCentres lands outside of Block 1 will be assessed under its proposed use within the specified time horizon for traffic and servicing infrastructure as well as through the lens of the net beneficial impact of the Block 1 development on the remaining lands.	SmartCentres
1.5	The submitted OPA includes a minimum density of 500 units per gross hectare. The “Mixed Use Areas - Brock Mixed Node” designation within draft OPA 38 permits a density of over 80 units per net hectare. It is recommended that the submitted OPA is revised to permit the residential density as proposed within draft OPA 38, which allows for flexibility and a range of building forms and uses for the subject lands	The draft Official Plan Amendment has been revised to reflect the density set out by draft OPA 38 as a minimum.	SmartCentres
1.6	The submitted OPA proposes that units per hectare shall be defined as the total number of residential units divided by the total gross area of the land; whereas the City’s Official Plan calculates units divided by the net area of the lands. This proposed definition is not applicable for the subject lands given that the proposed density does not have a density cap. In order to be consistent with the Pickering Official Plan, it is requested that the submitted OPA is revised accordingly	It is common practice in Ontario municipalities to calculate density using gross land areas by giving by fairly providing the applicant’s credit for land used to service the development. Logically, the future occupants of the land will enjoy the benefits of “gross” land, and SmartCentres should be credited as such.	SmartCentres / Weston
1.7	The Intensification Plan and Draft OPA 38 directs major office use to the identified gateway location at Brock Road and Pickering Parkway. Draft OPA 38 proposes that Major Office is permitted in a freestanding office building of approximately 4,000 square metres of floor space or greater, or with approximately 200 jobs or more, as noted in “A Place to Grow”. Given that Block 1 lands are within an identified Gateway location and along a Transit Spine, the proposal should be revised to include major office space. A minimum of 50% of the major office space should be accommodated within Phase 1 of the development. The four-storey podium currently contains retail uses, townhouse units, residential lobbies and in-door amenity space and above-grade parking structure. Staff recommend that required parking be provided within an underground parking structure, and the podium be reconfigured to replace the grade-related residential units fronting Brock Road and indoor amenity space with retail/commercial/office uses on the ground floor and office uses on the remaining floors within the podium. Creation of major office space could be considered in our assessment as to whether a maximum FSI of 5.0 is supportable for these lands.	As discussed with the City on January 21, 2021, no office space will be incorporated as part of Phase 1. SmartCentres will look to incorporate the overall spectrum of uses on-site for the future. The intent of the application is to achieve a critical residential mass as part of Phase 1. From an architectural and design perspective, the incorporation and introduction of office uses based on the current floor plates and column spacing will result in highly compromised building along with undesirable office spaces. As discussed with the City, we will look to explore different configuration if the site further develops.	SmartCentres
1.8	The submitted draft zoning by-law amendment shall be revised to permit office use	While the use is still not being proposed within this application, the draft Zoning By-law Amendment has been revised to include office uses as a permitted use.	SmartCentres
1.9	Confirm the total GFA that is to be demolished within each phase of development and indicate the total GFA to be provided as part of the redevelopment. A key concern raised by area residents is the loss of valuable retail/commercial space that service the surrounding communities. To ensure sufficient retail and commercial gross floor area is being replaced, staff recommend that the minimum commercial/retail GFA maintains the existing GFA within Block 1	The commercial and retail GFA for Phase 1 and Block 1 has increased since the previous submission; however, not at a 1:1 replacement, as suggested by the City’s comment. As you know, the development is part of a massive shopping centre with a significant amount of commercial space that will be integrated with, and work harmoniously with our proposed retail for the foreseeable future.  As part of the emerging consumer behavior in the retail sector (e.g. such as focusing on online shopping), our proposed retail spaces are designed more efficiently, and tenants ultimately require less space. The intent is to host a wide spectrum of retail use on-site, servicing the development and broader community residents.	SmartCentres



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1.10	The applicant is strongly encouraged to explore opportunities for the development to include affordable housing units, as expressed at the Statutory Public Meeting held on November 2, 2020. A goal and associated objective of the Intensification Plan is to advance the concept of place-making and create complete communities by planning for a full range of housing types and tenures in a variety of building forms. In addition, the applicant is encouraged to provide accessible units and a variety of unit types, sizes and tenures (including rental). Provision of rental and affordable units could figure into the assessment of whether a maximum FSI of 5.0 is appropriate for these lands.	The proposal provides for a range of unit sizes and types that will provide an affordable housing alternative to those options currently existing in the market. We will work with the City to discuss opportunities for tenures.	SmartCentres
1.11	The Intensification Plan identifies the lands north of Pickering Parkway as an optimal location for a potential community facility. Based on the proposed number of residential units within Block 1 and potential redevelopment of the remaining SmartCentre landholdings, the City may require a community facility. Further discussions are required with the City's Community Services Department to determine whether the City will require space within one of the proposed buildings to service future and surrounding residents. Please explore opportunities to incorporate a community facility within one of the future buildings.	As discussed with the City on January 21, 2021, the first phase will not include a community facility. It is important to establish a critical mass of residential at the gateway and a community facility is premature on the site. We will work with the City in future phases to determine the best location, configuration, and delivery of community facilities.	SmartCentres
<b>2</b>	<b>Traffic and Parking</b>		
2.1	12. As noted in the City of Pickering Engineering Services comments, dated September 29, 2020, the submitted Transportation Statement is required to be revised to a full Traffic Impact Study (TIS). The TIS shall be prepared in accordance with the City's and Durham Region's Terms of reference. Please submit a copy of the terms of reference for the TIS to be reviewed and approved by the Region and the City. The submitted TIS may be peer reviewed. In accordance with the City's User Fee By-law, the applicant is responsible for reimbursing the City's full cost of the peer review	Acknowledged. The WSP December 2020 Terms of Reference (ToR) Technical Memorandum was an update of the October 16, 2020 TOR technical memorandum and incorporated the City and Region's comments on the previous submissions to the extent possible (i.e. some comments can only be addressed in the full TIS). It includes details of the methodologies used to estimate current traffic volumes, Synchro analysis results of the 2020 existing traffic conditions, Synchro model calibrations, the proposed site trip generation, the proposed approach to estimate future background traffic, existing and future study network context, and additional site plan review commentary. The March 26, 2021 TIS was prepared in accordance with the Terms of Reference and all the relevant comments on the ToR Technical Memorandum.	WSP
2.2	13. The TIS shall include an analysis of whether the proposal will result in any significant traffic impacts and or operational issues on Brock Road, Pickering Parkway, Brock Road 401 interchange and any other roads/intersections within the neighbourhood. Furthermore, the TIS shall include current traffic counts and historical data to ensure the Study reflects appropriate traffic counts given the recent changes in travel due to COVID-19.	The TIS, dated March 26, 2021 documented the traffic impact resulted by the proposed development and the potential operational issues on the study network. Due to the on-going COVID-19 pandemic, current traffic patterns are not typical as many offices are allowing employees to work remotely and government-mandated retail business shutdowns, school closures and capacity limits are currently in-place. Therefore, WSP used a combination of historical TMCs (surveyed in 2018), corridor traffic growth and ITE Trip generation to estimate currently traffic volumes at the study intersections. The proposed methodology of traffic growth of the historical counts is detailed in the TIS in Section 3.5.	WSP
2.3	14. The Traffic Statement includes a parking analysis. However, a more detailed parking analysis is required. Please submit a Parking Justification Study with the next submission. Please submit a copy of the Terms of Reference to be reviewed and approved by the City. The Parking Justification Study may be peer reviewed. In accordance with the City's User Fee By-law, the applicant is responsible for reimbursing the City's full cost of the peer review	Acknowledged. A Parking Justification has been included in Section 8 of the TIS, dated March 26, 2021 and updated parking allocation and parking rates in the TIS Addendum, dated May 18, 2021. Available parking supply for retail and visitors in the surrounding plaza, vehicle ownership information and trends using TTS data, other proposed / approved developments in the area, trends in municipalities to reduce parking rates, shared parking and TDM were utilized to support the proposed parking supply. WSP has also documented the planned DSBRT and the anticipated increase in transit mode share in Section 4.2.	WSP
2.4	15. Staff are concerned that the parking supply proposed for resident, visitor and commercial uses may not be sufficient to support the development. The Traffic Statement provides that given the subject lands are in close proximity to the boundary of the City Centre, the City Centre Zoning By-law provisions are appropriate, including incorporating a shared parking formula. The parking ratios within the City Centre by-law provisions may not be entirely appropriate for the proposed development given that the lands are located outside the City Centre and are not within convenient walking distance to higher-order transit services such as the GO station.	See response to comment 2.3.	WSP

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2.5	Staff recommend that resident parking ratio be increased from 0.8 spaces per unit to a minimum of 1.0 parking space per unit. Staff also request that resident visitor parking is revised from 0.14 spaces per unit to a minimum of 0.25 spaces per unit. All resident and visitor parking shall be provided on-site within each phase of development.	See response to comment 2.3.	WSP
2.6	The proposed commercial parking ratio proposed is 1.0 space per 100 square metres of commercial space, including a shared parking formula. The proposed commercial parking supply should be revised to be more consistent with established developments. Commercial parking spaces shall be provided within each phase of development to support the proposed retail uses.  The final site design for Block 1 should also look at providing some surface parking spaces to support the ground floor retail/commercial spaces.	See response to comment 2.3.	WSP
2.7	Staff require additional information regarding the proposed off-site parking. The Parking Justification Study shall provide supporting information that the alternative strategies proposed to meet the parking requirements for the development including shared parking formula and off-site parking is sufficient and available at all times to support Phase 1, while other phases are under construction	Acknowledged. A SmartCentres Pickering Parking Utilization Study provided in Appendix I of the March 26, 2021 TIS, presents evidence that the off-site parking lot currently has low utilization and can accommodate the allocated off-site visitor and retail parking demand from the Phase 1 site. The justification is detailed in Section 8 of the TIS.	WSP
2.8	Finally, demonstrate that there will be no parking deficiencies within Block 1 once the SmartCentres land holdings are developed in its entirety.	See response to comment 2.3.	WSP
<b>3</b>	<b>Street Network and Design</b>		
3.1	16. All public and private streets within Block 1, and the future build-out of new public and private streets within the larger SmartCentres landholdings are to be designed in accordance with the Intensification Plan and Draft Urban Design Guidelines. As illustrated in the Intensification Plan on Figure 47, Brock Precinct Streetscape Cross Section, the proposed future north-south street is identified as a Public Street having a right-of-way width ranging between 17.0 metres and 19.0 metres.	Acknowledged.  The TIS, dated March 26, 2021 focused on estimating the traffic volumes, future traffic operations at intersections and recommend improvements (if needed). The Street A and Street B right-of-way, cross-sections, ownership, functional and detail design will be established in the future as part of the process. The Applicant will discuss this item with the City and Region.	WSP
3.2	The rationale for the proposed public road stems from the fact that the Intensification Plan seeks the provision of a new and improved road network for multiple modes of transportation, providing access to multiple development blocks, and serving as right of ways (conduits) for underground municipal infrastructure, integrated with a secondary network of private roads and laneways. The submitted plans identify this street as Street A. Demonstrate that redevelopment of Block 1 will not preclude the ability to dedicate Street A as a municipal road. Further discussion is required regarding the design, construction and conveyance of Street A to the City as a public street. Staff recommend that Street A be constructed and conveyed to the City in conjunction with Phases 3 and 4.	See response to comment 3.1.	WSP
3.3	In reviewing the City initiated OPA and your submission, we are concluding that the east-west road should also be a public road. As illustrated in the Intensification Plan on Figure 49, Brock Precinct Streetscape Cross Section, proposes a new east-west private street from Brock Road having a right-of-way of 24 metres in order to provide on-street parking, bike lane, sidewalks and landscaped boulevards on both sides of the street. The submitted plans identify this street as Street B. The submitted plans shall be revised to provide for a public east-west road and consideration may be given to reducing the right-of-way width as long as the cross-section for this street maintains a high quality public realm incorporating landscaped boulevards, bike lanes, sidewalks and on-street parking, where feasible.	See response to comment 3.1.	WSP

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3.4	17. The right-of-ways for the proposed private east-west street and the future public north-south street are to be complete streets including cycling facilities and other elements such as enhanced landscaped boulevards, seating areas and street trees, and be designed as illustrated in the Draft Urban Design Guidelines	See response to comment 3.1.	WSP
3.5	18. Accessible paths of travel shall be provided throughout the site including pedestrian connections to street networks, public transit, POPS and other outdoor amenity spaces	Acknowledged. WSP prepared an active transportation figure as part of the TIS, dated March 26, 2021 (see <b>Figure 3-2</b> and <b>Figure 3-3</b> ). MHBC's streetscape has been laid out to be fully accessible from all four sides of the site's perimeter.	WSP / MHBC
3.6	19. Eliminate the existing right-out access onto Pickering Parkway to improve the public realm and streetscape along Pickering Parkway	The existing right-out egress onto Pickering Parkway will be kept the same in Phase 1 based on directions provided by Smart Centres. However, it will be realigned during the completion of Block 1.  <b>Figure 7-11</b> of the TIS, dated March 26, 2021 shows the driveway design in the ultimate conditions.  The ultimate condition driveway access redesign illustrating the curb radii, driveway width, intersection angle, proposed sidewalk and stop bar location are shown in <b>Figure 7-11</b> of the TIS. To reduce conflict with the westbound right turn lane, the access is reconfigured to improve the geometry and sight lines. <b>Figure 7-12</b> of the TIS shows the sight line analysis from the existing and reconfigure right-out access. Based on a design speed of 60 km/hr there are no sightline obstructions for either configuration.	WSP
<b>4</b>	<b>Parks, POPS and Amenity Spaces</b>		
4.1	Provide details regarding how parkland dedication requirements of the Planning Act will be addressed for Phase 1, future phases within Block 1 and the remaining SmartCentres landholdings.  Given the intensity of the development and the future population, the City may require an alternative parkland dedication ratio to ensure sufficient public parkland is provided.	The proposed Block 1 introduces an Open Space totalling 5% of the site area for phase 1, with an enlarged open space for phase 2. This open space would satisfy parkland requirements for the block, however SmartCentres strongly prefers to retain ownership of the open space to allow the efficient delivery of an urban space that fits within the context of the mixed-use site. We would like to meet with the city to discuss options for the ownership and delivery of this urban space.	SmartCentres
4.2	All public parkland shall have frontage along a municipal road	While Smartcentres understand the policy's intent, the open space was reconfigured to be accessed directly adjacent to Pickering Parkway, along with seamless integration to the existing shopping plaza in the interim, while ultimately being optimally designed for the next phase.	SmartCentres
4.3	The Draft Urban Design Guidelines identifies a linear park, developed and maintained as POPS, along the south side of the proposed east-west private road from Brock Road. Linear parks should have adequate width to act as a movement corridor as well as a landscaped activity space. The proposed open space area provided along Tower 1 in Phase 1 shall be expanded to the future phases to achieve the linear open space area. Additionally, this park shall connect to future park spaces and to Beechlawn Park. Please note that Parkland dedication credit will not be provided for POPS. The submitted Floor Plan drawing (drawing Floor 01) illustrates an outdoor open space east of Tower 2 along Pickering Parkway. Please clarify whether this open space is to be provided within Phase 1 and provide further details and programming for this open space area.	The (linear) space north of tower 1 (based on April 24th, 2021 submission) no longer acts as open space. The location was not desirable for an open space due to shadow from the adjacent building. The proposed Block 1 development contemplates significant open space central to the block.	SmartCentres
4.4	The Draft Urban Design Guidelines recommend that POPS should maximize sun exposure and strive to achieve 5 consecutive hours of sun as measured on March 21, June 21, and September 21. Test times shall be done hourly between 9:18 am and 7:18 pm. In addition, the study should also evaluate shadow impacts within the development site, including an assessment of the shadow impact on open space area, courtyard area and the amenity space on the fourth floor in order to ensure comfort and use of any proposed outdoor amenity areas. The revised Shadow Study shall include a written summary of the findings	The current design generally meets the intent of the Draft Urban Design Guidelines, as the majority of the POPS will enjoy 5 hours of sunlight. It should be noted that any future (ultimate) POPS will continue to enjoy 5 hours of sunlight. The park was designed based on the mitigation of shadow impacts and emphasizing sunlight.	TFAI / SmartCentres

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4.5	A stormwater management (SWM) tank is proposed under the open space area in Phase 1. The size and location of the proposed SWM tank shall be designed to minimize any impacts on tree planting and park programming for this space. The developer's structural/civil engineer shall confirm that the underground structure can be constructed to support the earth and tree loading.	Based on the improvements and changes to the location of open space on-site, the stormwater management (SWM) tank is no longer under the open space. As demonstrated in the Civil drawing SS-1 Site Servicing Plan, the proposed location of the SMW tank is under the driveway/road to the east of the development within Phase 1 boundaries. The proposed location does not have any impact on the green space and/or trees.	Schaeffers / Structural
4.6	Provide grade related publicly accessible park and amenity spaces within Phase 1 for future residents. Require children's outdoor play areas or amenities for youth at grade and/or on the fourth floor amenity area'	Through the conceptual masterplan and Phase 1 development, the full build-out of the subject lands will support the accommodation of a diverse range of outdoor programming through an interconnected and high-quality system of publicly accessible open space. As shown in 4 <sup>th</sup> Floor Terrace landscape drawings L1.1, amenities such as children's outdoor play area, exercise and game areas are contemplated in the programming of the outdoor amenity.	SmartCentres / MHBC
4.7	Community gardens are encouraged in outdoor amenity space areas including rooftop private outdoor amenity space.	The programs and full build-out of the open spaces as part of Phase 1 and the conceptual master plan will be developed to support diverse range of programs to support healthy living that meets the intent of the Pickering Sustainable Development Guidelines. The details and programs will be provided as we further develop the project.	SmartCentres / MHBC
4.8	Update the Landscape Plan and provide more details including the dimension of park spaces and submit a park facility fit plan.	Please refer to L1 Landscape Plan for more details on the open space. The park facility fit plan will be provided as we further develop Phase 1 and overall masterplan.	SmartCentres / MHBC
<b>5</b>	<b>Site Design and Built Form</b>		
5.1	Site design and built form shall be in keeping with the design goals and objectives of the Intensification Plan and Draft Urban Design Guidelines. In order to create a human-scaled environment along public streets, the proposed tower heights shall be located within the recommended 45 degree angular plane requirements as established in the Draft Urban Design Guidelines along Brock Road and Pickering Parkway. Staff have reviewed the recently submitted Phase 1 angular plane plan diagrams, which have been prepared incorrectly. The proposed tower heights shall conform to an angular plane extended at a 45 degree angle from the property line abutting Brock Road and Pickering Parkway beginning at a height of 80 percent of the width of the adjacent right-of-way. Please submit revised angular plane diagram from Brock Road and Pickering Parkway.	The current angular plane requirements are inconsistent with the objectives of the Intensification Plan and draft OPA 38 policies as it relates to the heights and densities anticipated for the Brock Road / Pickering Parkway gateway. Additionally, the current requirements fail to consider the common principles and intent of angular planes particularly as it relates to the transitioning to sensitive land uses (i.e., low-rise residential) and the general intent for tall buildings to exceed the angular plane. As such, an alternative angular plane methodology, which better reflects the intent of the angular plane principle and better implements the objectives of the Intensification Plan. Refer to the Planning Justification Addendum Letter for further details.  Please refer to SPA403 that includes angular plane diagrams denoting 80% of the width of the adjacent right-of-way.	TFAI/Weston
5.2	As indicated in the Draft Urban Design Guidelines, buildings fronting Brock Road and Pickering Parkway shall have a setback of 5 metres from the front property line. The purpose of this setback is to accommodate enough space for spill-out uses (i.e. patios, displays, waiting areas), foundation landscaping and to improve the pedestrian experience. The Phase 1 plans provide a setback of less than 5 metres from Brock Road and Pickering Parkway. The submitted plans shall be revised to meet this requirement.	Please refer to SPA151 that clearly indicates the required 5.0m setbacks from both Brock Rock and Pickering Parkway.	TFAI / SmartCentres
5.3	As required in the Draft Urban Design Guidelines, buildings shall be setback a minimum of 3.0 metres from parks and other open spaces. Please include the distance from Building 1 to the open space/linear park in order to provide a proper interface between the building and open space	The (linear) space north of tower 1 (based on April 24th, 2021 submission) is removed, request setback is no longer needed.	TFAI / SmartCentres
5.4	As required in the Draft Urban Design Guidelines, buildings shall have a maximum tower floor plate of 750 square metres. The submitted plans note a floor plate of 860 square metres. The proposed tower floor plate shall be revised to meet this requirement	Please see the revised tower floor plate dimension of 845m2 for each building. The intent of the City's tower floor plate policies in the draft Urban Design Guidelines, is to allow for optimal light and sky views to / from parks. Based on the above response, we generally meet the intent of this policy by providing an open space area, along with occupants who are able to enjoy this space. Please refer to SPA156 that illustrates tower separation distances.	TFAI
5.5	Given that the subject lands are located within a Gateway and key transit junction as shown on the Brock Precinct Intensification Plan, the development shall demonstrate design excellence, through built form and other means such as landscaping, public seating, weather protection and public art	High-quality architectural design is incorporated into the proposed development in order to reflect the location of the Block 1 development within a gateway and promote enhanced visual interest and a pedestrian-scale environment. High level design of hardscape paving, planters and seating have been proposed.	SC / MHBC

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5.6	Majority of the required parking should be provided within an underground parking structure to ensure the space within the podium is dedicated for office/commercial uses. Some at grade parking spaces should be provide to support the ground floor retail/commercial uses. Should the design include above grade parking structure within the podium, it shall be appropriately screened with active uses on all sides to mitigate views of the above-grade parking structure within the podium from the street	We have an existing 48-acre shopping centre that provides a massive excess of surface parking. As outlined in our architectural drawings by TFAI and TIS by WSP, we have adequately justified the parking supply throughout our development proposal, as it relates to the surrounding lands. Additionally, we have proposed that architectural screening is to be incorporated on the above grade parking within the podium, to mitigate views of the parking. Please refer to SPA301-304 that reflects the above-grade parking podium to be screened from street level. The subdivisions and framing elements distinguish entry points into the main lobby and drop-off areas of the development from the rest of the podium. The vertical louvers applied to the parking areas ensure that adequate screening is provided from street level.	TFAI
5.7	The City has retained John G Williams to peer review the submitted site plan, landscape, and architectural drawings. Please see attached letter and redline drawings from John G Williams	Noted. The redline drawings are received and taken into consideration in making substantial changes to the project.	SmartCentres
<b>6</b>	<b>Other Matters</b>		
6.1	The masterplan is required to be revised to include public roads, public parks and pedestrian connectivity.	Please refer to SPA005b which incorporates the revised open space at the southeast corner that will provide a central greenspace to the ultimate condition. It will also provide a clear visual and pedestrian connection to Pickering Parkway. Pedestrian connections from internal and external streets have been provided throughout both phases.	TFAI
6.2	It is requested that the applicant explore opportunities to include and fund public art elements within the proposal.	Noted. SmartCentres will explore opportunities for Public Art as the application progresses through the municipal planning process.	SmartCentres
6.3	As noted in the Engineering Services Department, a draft R-Plan is required, including all proposed blocks as required in the Master Servicing Report, dated April 2020.	As noted above, we will submit this upon future submissions of these applications.	SmartCentres
6.4	38. The City is still awaiting formal written comments from the Region of Durham. The Region may exempt certain local official plan amendments from Regional approval if such application is determined to be locally significant, and do not exhibit matters of Regional and/or Provincial interest. The Region has not yet advised if the application for Official Plan Amendment is exempt or not from Regional approval.	Noted. Please inform us upon receipt from the Region.	SmartCentres
<b>7</b>	<b>Public Comments/Concerns</b>		
7.1	During the processing of this application, comments and concerns were received from the public and, comments provided at the August 19, 2020 Electronic Public Open House Meeting and at a Statutory Public Meeting held on November 2, 2020. A summary of resident comments and concerns are found in Attachment #1. At the Statutory Public Meeting held on November 2, 2020, the Planning & Development Committee provided comments and are also summarized in Attachment #1. As part of your second submission, please provide a written response to the public comments provided and comments provided at the Statutory Public Meeting.	See response to comment 10.1.	SmartCentres
<b>8</b>	<b>Comments from Internal Departments and External Agencies</b>		
	The following internal departments and external agencies' comments have been received and are attached for you to review and follow-up. The majority of comments have been forwarded to you prior to preparing this letter. <ul style="list-style-type: none"> <li>• City of Pickering, Engineering Services, dated September 29, 2020</li> <li>• Sustainability, dated August 10, 2020</li> <li>• TRCA, dated August 19, 2020</li> <li>• Canada Post, dated June 9, 2020/October 7, 2020</li> <li>• Durham Police, dated June 10, 2020</li> <li>• Bell Canada, dated October 6, 2020</li> <li>• Hydro One, dated October 9, 2020</li> <li>• John G. Williams Limited dated November 26, 2020</li> </ul>	Acknowledged. Comments are received and taken into consideration while modifications made to the design and development.	SmartCentres

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<b>9</b>	<b>Conclusion</b>		
9.1	<p>With your next submission, please provide a cover letter indicating how each comment/concern outlined above have been addressed. The following materials are required to accompany your next submission:</p> <ul style="list-style-type: none"> <li>• a matrix indicating how each comment/concern noted-above have been addressed as well as outlining how comments from City departments and external agencies have been addressed</li> <li>• a response to all the comments identified by area residents as noted above in this letter</li> <li>• Traffic Impact Study</li> <li>• Parking Justification Study (can be included in the Traffic Impact Study)</li> <li>• revised Planning Rationale and Urban Design Brief</li> <li>• revised Concept Plan and Concept Landscape Plan for Block 1, including a park facility fit plan</li> <li>• revised Shadow Study, including a written analysis</li> <li>• revised Site Plan and Architectural Plans, including renderings</li> <li>• revised Civil Engineering Plans</li> <li>• revised Stormwater and Sanitary Analysis</li> <li>• revised Noise Report, if required by the Region of Durham</li> <li>• revised Phasing Plan</li> <li>• right-of-way cross-sections for Street A (east-west road)</li> <li>• revised Master Servicing Report &amp; Stormwater Report</li> <li>• revised Hydrogeology Report, if required</li> <li>• revised Geotechnical Report, if required</li> <li>• submit a Construction Management Plan</li> <li>• submit Electrical Site Plan and Photometrics</li> <li>• submit Erosion and Sediment Plans</li> <li>• PDF copy of all submitted plans, technical reports and studies</li> </ul>	<p>All the required documents (drawings and reports) are provided as part of the 2nd OP/ZBA/SPA Submission. The Construction Management Plan Will be provide in a later submission.</p>	N/A
9.2	<p>Furthermore, as noted in the June 8, 2020 application deemed complete letter, the City requires the following materials in order to complete our review of the Site Plan Application:</p> <ul style="list-style-type: none"> <li>• Photometric Study</li> <li>• Waste Management Study (to be prepared in accordance with the Region of Durham Waste Management Services By-law 46-2011)</li> <li>• Bird Strike Study</li> <li>• Autoturn analysis for fire, delivery and garbage vehicles</li> <li>• Utility Coordination Plan</li> </ul>	<p>Photometric Study is included in the re-submission package. Please refer to drawing PH-01, Electrical Site Lighting Photometrics.</p> <p>For Waste Management Study, please refer to the Residential solid waste management drawing, SPA006 submitted as part of the Architectural drawing set.</p> <p>SmartCentres is considering providing bird friendly measures. The current design utilizes vertical louvers and a mixture of dark and light solid materials to frame the podium that will mitigate bird strikes. Retail canopies and recessed townhouses entries will also provide shading throughout the day that will also act as a bird friendly measure at street level.</p> <p>Autoturn analysis for delivery and garbage vehicles are provided in the TIS Addendum. Autoturn analysis for fire is not provided as the site plan has identified the fire route on Brock Road.</p> <p>Utility Coordination Plan will be provided as part of the later submission(s).</p>	TFAI/Smarcetres
<b>10</b>	<b>Public Comments</b>		

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<p>10.1</p>	<p>During the processing of this application, comments and concerns were received from the public and, comments provided at the August 19, 2020, Electronic Public Open House Meeting and at a Statutory Public Meeting held on November 2, 2020. A summary of comments and concerns are outlined below:</p> <ul style="list-style-type: none"> <li>• commented that a full traffic study is required to be submitted by the applicant before a decision is made on the proposal;</li> <li>• concerned that local schools can not support the number of students generated from this proposal;</li> <li>• concerned that transit in the area is not planned to be expanded to support the proposal;</li> <li>• concerned that the development is currently being advertised for sale prior to an approval;</li> <li>• requested that a Window Glare Study is submitted;</li> <li>• concerned with falling glass from towers which has occurred in the City of Toronto;</li> <li>• commented that the Fire department will require specific trucks to accommodate the heights of the buildings;</li> <li>• commented that the traffic study should include potential traffic from the future casino and development from the airport lands;</li> <li>• commented that the angular plane requirement, as provided in the Intensification Plan, is required and demonstrated on the plans;</li> <li>• commented that the shadow study should be revised;</li> <li>• commented that office space is required for the proposal as provided in the Intensification Plan;</li> <li>• commented that the proposal will increase traffic congestion on roads within the surrounding neighbourhoods;</li> <li>• commented that local roads and Brock Road off-ramp do not have the capacity to handle additional vehicles that would be generated by this development;</li> <li>• concerned with the loss of retail stores and other commercial services that serve area residents;</li> <li>• commented that the proposed building heights are too tall, not appropriate at this location and not compatible with the surrounding established neighbourhoods;</li> <li>• concerned with the proposed number of parking spaces for residents, visitors and commercial uses are insufficient to support the development;</li> <li>• concerned with the number of off-site parking spaces proposed for visitor and commercial uses;</li> <li>• commented that the proposal will create privacy and shadow impacts;</li> <li>• concerned that vibration during construction will negatively impact surrounding homes;</li> <li>• commented that the commercial centre is under-utilized and is in need of revitalization;</li> <li>• commented that wider sidewalks, pedestrian routes, bike lanes should be provided for the safety of pedestrian and bicyclist;</li> <li>• commented that the proposed buildings should be a high-quality design; and</li> <li>• commented that the proposal does not meet the policies of the Kingston Road Corridor and Specialty Retailing Node Intensification Plan.</li> </ul>	<p>Please see below, key responses to the questions and concerns from <b>August 19<sup>th</sup>, 2020 Virtual Open House &amp; November 2<sup>nd</sup>, 2020 Statutory Public Meeting:</b></p> <p><b>Long-term Plan:</b> As discussed during our Virtual Open House, no firm plans have been established for the redevelopment of the entire shopping centre. We completed a master plan as part of the larger planning exercise and to respond to the Kingston Road Corridor and Specialty Retailing Node Study, but we have only made application for Block 1, Phase 1. The remainder of the suite will continue to operate as a Retail Centre, at this time.</p> <p><b>Tower heights:</b> The proposed residential towers have been reduced in height from 33-43 storeys to 25-32 storeys. A 3rd tower is added to Phase 1 to achieve critical mass on the residential. The proposed Block 1 development contemplates a higher density mixed-use development that integrates a broad mix of uses in a compact and transit-supportive built form. Greater heights and densities are directed to Block 1 to respect its function as a gateway as identified at the Brock Road and Pickering Parkway intersection by the Intensification Plan.</p> <p><b>Public spaces and pedestrian connectivity:</b> Within the context of the conceptual masterplan, a new internal road network and a range of publicly-accessible open spaces are contemplated to promote pedestrian connectivity throughout the node. The proposed concept for the future development lands incorporates a central open space located at grade, which will serve both the Phase 1 and future development portions of Block 1. A portion of this outdoor open space is provided as part of Phase 1 development. The location and North-South orientation of the proposed central park are planned in such a way to utilize sun exposure, provide frontage along the municipal road, Pickering Parkway and act as a centre of activities and civic life for the inhabitants and visitors of the development and also the broader community.</p> <p><b>Angular plane:</b> The proposed Block 1 development has been designed and oriented to reflect its location in a gateway while maintaining compatibility and appropriate transition to surrounding uses. An alternative angular methodology is proposed in the Planning Justification Report Addendum letter which better reflects the intent of the angular plane principle and better implements the objectives of the Intensification Plan for this location as a gateway supporting the greatest heights and densities in the Brock Node. Please refer to drawing SPA403 providing angular plane sectional diagrams from Brock road and Pickering Parkway.</p> <p><b>Shadow study:</b> As illustrated in shadow study drawings SPA811-SPA817, submitted as part of the architectural set, the current design generally meets the intent of the Draft Urban Design Guidelines, as the majority of the POPS will enjoy 5 hours of sunlight. It should be noted that any future (ultimate) POPs will continue to enjoy 5 hours of sunlight. The park was designed based on the mitigation of shadow impacts and emphasizing sunlight. Further explanation is provided in the Shadow Study Memo provided as part of this submission.</p> <p><b>Office space:</b> As discussed with the City on January 21, 2021, no office space will be incorporated as part of Phase 1. SmartCentres will look to incorporate the overall spectrum of uses on-site for the future. The intent of the application is to achieve a critical residential mass as part of Phase 1. From an architectural and design perspective, the incorporation and introduction of office uses based on the current floor plates and column spacing will result in highly compromised building along with undesirable office spaces. As discussed with the City, we will look to explore different configuration if the site further develops.</p> <p><b>Traffic study:</b> The TIS, dated March 26, 2021, documented the traffic impact resulted from the proposed development and the potential operational issues on the study network. Due to the ongoing COVID-19 pandemic, current traffic patterns are not typical as many offices allow employees to work remotely, and government-mandated retail business shutdowns, school closures and capacity limits are currently in place. Therefore, WSP used a combination of historical TMCs (surveyed in 2018), corridor traffic growth and ITE Trip generation to estimate current traffic volumes at the study intersections. The proposed methodology of traffic growth of the historical counts is detailed in the TIS in Section 3.5.</p> <p><b>Vehicular Site access and traffic impact:</b> The roads and driveways are internalized to minimize the impact on the arterial roads, particularly Brock Rd &amp; Pickering Pkwy. WSP completed a review of the proposed development impacts to</p>	<p>Smarcetres</p>
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# PICKERING - SMARTCENTRES

OPA 20-003/P, A 07/20 & S 06/20 Comment Matrix – OPA/ZBA/SPA 1<sup>st</sup> Submission  
October 8, 2020



XI. PLANNING			
ITEM	COMMENT RECEIVED	APPLICANT RESPONSE	PARTY
		<p>the study area intersections. The horizon years assessed as part of this study consist of the 2020 existing conditions and 2029 and 2034 future conditions. WSP has concluded that the capacity issues are caused by future background developments, not by the subject site. Overall, the development is projected to accommodate the existing road network, planned roadway improvements, proposed signal timing changes and diversion of site traffic and traffic from nearby developments to Notion Road.</p> <p><b>Parking Justification:</b> A SmartCentres Pickering Parking Utilization Study provided in Appendix I of the March 26, 2021 TIS, presents evidence that the off-site parking lot currently has low utilization and can accommodate the allocated off-site visitor and retail parking demand from the Phase 1 site. A Parking Justification has been included in Section 8 of the TIS, dated March 26, 2021 and updated parking allocation and parking rates in the TIS Addendum, dated May 18, 2021.</p> <p>Available parking supply for retail and visitors in the surrounding plaza, vehicle ownership information and trends using TTS data, other proposed / approved developments in the area, trends in municipalities to reduce parking rates, shared parking and TDM were utilized to support the proposed parking supply.</p> <p><b>Affordable housing units:</b> The proposal provides for a range of unit sizes and types that will provide an affordable housing alternative to those options currently existing in the market. We will work with the City to discuss opportunities for tenures.</p> <p><b>Bicycle Parking Spaces:</b> The proposed Block 1 development contemplates bicycle parking spaces for both residential and retail based on the City of Pickering By-Law ratio.</p>	
10.2	<p>At the Statutory Public Meeting held on November 2, 2020, the Planning &amp; Development Committee provided the following comments. A summary of comments and concerns are outlined below:</p> <ul style="list-style-type: none"> <li>commented that the applicant is encouraged to explore opportunities for the development to include affordable housing units;</li> <li>commented that the signalized access from Brock Road to the new private street (Street B) be a fully signalized accessed and consultation with the Region of Durham should occur to determine if this is feasible;</li> <li>commented that the required Traffic Impact Study include current traffic counts and historical data to ensure the Study reflects accurate traffic counts given the recent changes in travel due to Covid-19;</li> <li>commented whether the fly over on Notion Road would be included in the Traffic Study;</li> <li>commented that employment targets are required to be calculated for the development and provide the economic benefits;</li> <li>concerned with the loss of retailing uses and questioned if the retail uses will be relocated and where;</li> <li>commented on the long term redevelopment plans for the balance of the SmartCentres landholdings;</li> <li>commented on whether there is adequate number of schools to accommodate the increase in population from the proposed development;</li> <li>commented on the need for public parks, public spaces and pedestrian connectivity; and</li> <li>commented if there would be bicycle parking spaces within the development.</li> </ul>	See response to comment 10.1.	Smarcentres