

PICKERING - SMARTCENTRES

OPA 20-003/P, A 07/20 & S 06/20 Comment Matrix – OPA/ZBA/SPA 3rd Submission



cost	ENGINEERING		
ITEM	COMMENT RECEIVED	APPLICANT RESPONSE	PARTY
1.0	Introductory Comments		
	OPA/ZBA		
1.1	The Engineering Services Department has reviewed the 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.	Noted. Appropriate responses to all engineering comments are included in this comment matrix. We are committed to working with the Engineering Services to find the proper solutions to all the comments outlined in the letter.	SC
	Site Plan		
1.2	The Engineering Services Department has reviewed the above noted drawings 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.	Noted. Appropriate responses are provided in this matrix to all Engineering comments.	SC
	I. DEVELOPMENT SERVICES		
ITEM	COMMENT RECEIVED	APPLICANT RESPONSE	PARTY
2.0	General Comments		
	OPA/ZBA		
2.1-1	Due to the lands being within the Ministry of Transportation of Ontario (MTO) regulatory buffers, written confirmation of approval from the MTO will be required before the City can proceed with the Official Plan Amendment and Zoning By-law Amendment.	Acknowledged.	SC
2.1-2	An Engineering Study Review Fee in the amount of \$7,500.00 will be required for the City's review of the Master Servicing & Stormwater Management Report.	Noted. The required fee of \$7,500.00 will be provided per the comment.	SC
	Site Plan		
2.2-1	As per Comment 1 of the first submission comment memo, 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 4 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 2021 Development Services User Fee Schedule is attached.	Noted. Appropriate arrangement and fees will be made as stated in the comment.	SC
2.2-2	Please note there is an additional surcharge of \$2,600.00 for each engineering submission beyond the third submission.	Noted.	SC
2.2-3	Please note an Inspection Fee, which is also based on the total cost of works, based on Comment 4 below, will be required prior to site plan approval.	Noted. The Inspection Fee will be arranged at the appropriate time.	SC
2.2-4	As per Comment 2 of the first submission comment memo, 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.	The cost estimate is included as part of this (3 rd) submission per the request.	SC

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2.2-5	Please also provide a cost estimate for all landscape works.	The cost estimate is included as part of this (3 rd) submission per the request.	SC
2.2-6	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 Road Degradation Fee was calculated to be \$12,170.10. Please note that any works related to the driveway accesses are also subject to a Road Occupancy Permit.	Noted. The fees as noted in the comment will be made at the appropriate time prior to SPA.	SC
2.2-7	A Stormwater Maintenance Fee of \$3,322.00 is also required prior to site plan approval.	Noted. The Stormwater Maintenance Fee will be made at the appropriate time prior to SPA.	SC
2.2-8	Confirmation of approval from the Ministry of Transportation of Ontario (MTO) is required prior to site plan approval, as the site lands are within MTO regulatory buffers.	Noted that confirmation of approval from MTO is required prior to the SPA.	SC
2.2-9	As per Comment 8 of the first submission comments, please 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.	CMP is completed for City's review. Please refer to the "Construction Impact Mitigation Plan – 1899 Brock Road Phase 1" and the CMP.	SC
2.2-10	As per Comment 11 of the first submission comments, provide a Storm Sewer Design Sheet which corresponds to the proposed storm sewer network.	Storm sewer design sheet is included with submission.	Schaeffers
2.2-11	As per Comment 12 of the first submission comments, include City of Pickering file number S06/20 on all engineering drawings.	City of Pickering file number S06/20 is included on all drawings	Schaeffers
2.2-12	The proposed Brock Road entrance shown in the civil drawings does not match with the re-design shown on Figure 7-13 of the Traffic Impact Study, dated March 26, 2021. Please coordinate with the traffic consultant and the Region to determine the ideal configuration. Please ensure tactile walking surface indicators are provided if there will not be a continuous sidewalk.	Noted. WSP provided the conceptual design sketch (i.e., Figure 7-13 from the March 2021 TIS) to the Applicant to share with the project team, including the civil consultant. Per the request of the City Engineering request, the client has demonstrated an increase to 20 m ultimate north-south ROW could be accommodated (refer to architectural drawing SPA005b). The exact configuration will be developed and accommodated in the future phases. The design elements that were identified in the conceptual sketch will be included in the functional and detailed design stage for this east-west roadway, and the Region will be consulted during this stage.	Schaeffers/WSP
2.2-13	Site Grading Plan SG-1 indicates the proposed retaining wall is to be designed by a Landscape Architect. This retaining wall is above 1.0m in height and must therefore be designed by, and the installation certified by a Professional Engineer. Please indicate this on all relevant plans and provide the retaining wall design with the following submission.	The note is added in the landscape drawing by MHBC indicating the retaining wall design will be provided by a Professional Engineer in the future process.	MHBC
3.0	Floor 01 Plan - SPA 151		
	OPA/ZBA		
3.1	No comments.		
	Site Plan		
3.2-14	Ensure all maintenance holes (MH), catch basins (CB), and stormwater detention tank access hatches are shown. There are currently some discrepancies from the Site Servicing and Grading Plans.	Grading and site servicing drawings are updated as per comment.	Schaeffers

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3.2-15	As per Comment 17 of the first submission comments, show and label all proposed retaining walls in accordance with Grading Plan SG-1.	Noted. The retaining wall is shown and labeled in the grading plan.	Schaeffers
4.0	Sediment Control Plan – SC-1		
	Site Plan		
4.1-16	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. The applicant has deferred addressing this comment to a future submission. However, it must be addressed before site plan approval.	The topsoil/fill materials will be exported off site.	SC
4.1-17	Identify the location of the site trailer and visitor/construction parking areas. The applicant has deferred addressing this comment to a future submission. However, it must be addressed before site plan approval.	The location of site trailer and visitor/construction parking areas are provided in the Construction Management Plan dated March, 2022	SC
4.1-18	Identify concrete wash out locations. The applicant has deferred addressing this comment to a future submission. However, it must be addressed before site plan approval.	The concrete wash out location is provided in the Construction Management Plan dated March 2022.	SC
4.1-19	Identify location of temporary washroom facilities. The applicant has deferred addressing this comment to a future submission. However, it must be addressed before site plan approval.	The temporary washroom facilities are provided in the Construction Management Plan dated March, 2022	SC
4.1-20	Include information within the ESC Notes for the 24-hour emergency contact(s), including name and phone number. The applicant has deferred addressing this comment to a future submission. However, it must be addressed before site plan approval.	Noted. The 24-hour emergency contact will be included in the ESC at the appropriate time in the future process.	SC
4.1-21	Include all 20 of the City's Erosion and Sediment Control General Notes (which can be found on the City's website) on the plan.	ESC general notes are included on the drawing SC-1.	Schaeffers
4.1-22	The plan indicates there will be hoarding to block off the site. However, silt fence will also be required. Please show this on the plan and legend.	The hoarding and silt fence are provided in the Construction Management Plan dated March, 2022	SC
4.1-23	Many of the City's standard drawings have been updated or replaced with a Regional standard drawing or Ontario Provincial Standard Drawing (OPSD). Please ensure the most up to date standards are being shown on the plan.	Standard drawings are updated as shown on drawing # D-1.	Schaeffers
4.1-24	Ensure sediment traps are provided for all proposed catch basins and existing CBs that are being kept.	Sediment traps are shown on all proposed and existing CBs that are being kept.	Schaeffers
4.0	Site Grading Plans - SG-1 & SG-1		
	OPA/ZBA		
4.1	No comments.		
	Site Plan		
4.2-25	As per Comment 30 from the first submission comment memo, label all proposed curb radii. This includes the ramp to Floor 2 and UG01.	Proposed curb radii are labeled in the grading plan.	Schaeffers
4.2-26	Indicate all curb types (e.g. barrier, curb & gutter, depressed, etc.) in the legend.	Curb types are added in the legend.	Schaeffers
4.2-27	As per Comment 34 of the first submission comments, show and label all proposed surface treatment types (e.g. asphalt, concrete, grass, etc.).	Surface treatments are shown on the legend of the drawing.	Schaeffers

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4.2-28	Show all catch basin and maintenance hole numbering.	Numbering of all NHs and CBs are shown.	Schaeffers
4.2-29	Review the grading to the south of the building and address the following:		
4.2-29a	The Plan indicates the ramp has a 7% slope and 5.6% slope. Please determine the correct slope and show it on the plan.	The ramp slope is revised to 5.0%.	Schaeffers
4.2-29b	Please review the requirements of the Accessibility for Ontarians with Disabilities Act and ensure all requirements for ramps, such as handrails, are being provided.	Noted. All the requirements for ramps are provided based on the Accessibility for Ontarians with Disabilities Act.	Schaeffers
4.2-29c	The area outside of the entrance at the southwest corner has a grade of 88.25, while the finished floor elevation (FFE) is 87.50.	Entrance has been relocated further east to align with grade.	TFAI
4.2-29d	The south entrance in between the two retaining walls has an elevation of 87.50, while the area drain to the east has the same elevation. This flat area may result in ponding. Please revise.	The area drain elevation is revised to 87.45.	Schaeffers
4.2-29e	Consider lowering the grade of the south area drain and creating a drainage split to the east, as the area drain will not be very effective with the current design. The current area drain elevation is the same as the nearby entrance's FFE which is not ideal.	The south area drain is lowered. The elevation of the area drain is revised to be lower than the FFE.	Schaeffers
4.2-29f	Please revise the grading so that drainage flows away from the building. Provide more grades to clearly show this.	Some of the grades are revised so that the drainage flows away from building	Schaeffers
5.0	Site Grading Plans - SG-1 & SG-1		
	OPA/ZBA		
5.1	No comments.		
6.0	Site Servicing Plan – SS-1		
	Site Plan		
6.1	Provide numbering for all catch basins and area drains.	Noted. The numbering is provided per the request in the stie servicing plan.	Schaeffers
7.0	Details — D-1		
	Site Plan		
7.1	Many of the City's standard drawings have been updated or replaced with a Regional standard drawing or OPSD Please ensure the most up to date standards are being shown on the plan.	Noted. The drawings are meeting the Regional standard.	Schaeffers
8.0	Master Servicing & SWM Report		
	OPA/ZBA		
8.1	No comments.		
	Site Plan		

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8.2	The report discusses a treatment device for the groundwater. Provide details of this treatment system on the plans.	Acknowledged the treatment device is required. The detailed design will be submitted at building permit stage.	SC
9.0	Hydrogeological Investigation, by WSP		
	Site Plan		
9.1	The report provides numerous recommendations. Please confirm whether they have all been addressed.	Noted. The report has been updated. Please refer to the Hydrogeological Investigation report dated March , 2022 by EXP.	SC/EXP
9.2	Based on the estimated peak dewatering rate during construction of 255-370 m3/day, the report indicates an Environmental Activity and Sector Registry (EASR) with the Ministry of the Environment and Climate Change (MECC) will be required to facilitate the construction dewatering. Please provide confirmation prior to site plan approval.	As the dewatering flow rate estimate is between 50m3/day and 400 m3/day, an EASR would be required to facilitate the construction dewatering program for the site. Please refer to the Hydrogeological Investigation report dated March 7, 2022 by EXP.	SC/EXP
	II. Water Resources		
ITEM	COMMENT RECEIVED	APPLICANT RESPONSE	PARTY
1.0	General Comments		
	OPA/ZBA		
1.1	Correct the total drainage area in Table 4-1 of the Master Servicing and Stormwater Management (MSSWM) Report.	Table 4-1 has been revised to indicate the correct area.	Schaeffers
1.2	The allowable release rate for the Phase 1 area is 44l/s, not 48l/s as indicated in Section 4.3.1. Revise the design accordingly.	Note that 44L/s was based on the incorrect total area, as indicated in comment 1.1. Based on the correct total area, 48L/s is the correct release rate, and is correctly explained in Section 4.3.1 of the FSSWM Report.	Schaeffers
1.3	Correct the release rate of the Future Phase site plan shown in the first paragraph on page 24.	Noted. This has been revised to match the release rate calculations.	Schaeffers
1.4	A runoff coefficient of 0.95 shall be used for impervious surfaces such as rooftops, walkways, driveways, and other paved surfaces. Please revise the calculations and Figure 4.1 accordingly.	Noted. All area calculations have considered C = 0.95 for impervious surfaces.	Schaeffers
1.5	As per Section 5.1.6 of the City's SWM Guidelines, the use of roof top storage for quantity control is not be supported. Please revise the design accordingly.	Roof top storage has been removed from the design, in accordance with City standards.	Schaeffers
1.6	In accordance with the City of Pickering SWM Design Guidelines, an orifice tube should be used to restrict the flow to the required release rate. Due to a small required size of the orifice, the City will accept the orifice plate, provided it is welded in place and cannot be removed. The appropriate notes should be provided on the drawings.	Noted. A non-removable orifice plate has been proposed and is shown on the revised Site Servicing Drawing.	Schaeffers
1.7	The size of the proposed orifice plate is not consistent between the calculations, Drawing SS-1, Drawing SEC-1 and Drawing D-1. Revise accordingly.	This discrepancy has been corrected and now matches between the drawings and report.	Schaeffers
1.8	Show the invert elevation on the Orifice Plate Detail (Drawing D-1).	Noted. The invert elevation on the Orifice Plate Detail is included in the drawing.	Schaeffers
1.9	Catchment areas and runoff coefficient shown on Figure 4.1 are not consistent with the calculations. Please verify and revise accordingly.	Noted, all area figures have been revised to indicate the correct areas and coefficients as the calculations.	Schaeffers
1.10	The proposed design does not address the runoff reduction, which requires on site retention/infiltration of the first 5mm of every rainfall event. The drawdown of the proposed irrigation systems depends on the use of the captured rainwater, therefore	As per discussion with the TRCA, road areas are proposed to be provided interception of flows by permeable paver strips with an underlying crushed gravel bed to promote retention of flows. Furthermore, permeable pavers have been proposed on the ground level landscape areas to further promote retention. The remaining impervious roof	Schaeffers

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	the design and function of this system should be based on the estimated water demand. In addition, the runoff from the storage system may not be suitable for irrigation due to a suspended solids and pollutants. The proposed design shall demonstrate that a minimum 5mm of runoff will be infiltrated/retained on the site. All proposed measures shall be sized in accordance with the Low Impact Development Design Guidelines (CVC/TRCA, 2010). The calculations should be provided in the report.	areas are proposed to drain to a rainwater retention cistern to be re-used via building functions, such as irrigation. This is further explained in Section 4.3.5 of the FSSWMR alongside associated design calculations.	
1.11	Where major system capture is proposed, provide supporting calculations demonstrating sufficient inlet capacity, assuming 50% blockage, to capture the 100-year flows. Please provide details of the proposed area drain grates on the relevant plans.	Full capture points have been discussed in section 4.3.6 of the FSR report. Please note that all site area drains are not located at a full capture point. These drains have been provided as an emergency measure. Furthermore, the detailed sizing and specifications of these areas drains will be provided by the site's mechanical engineer as part of the building design.	Schaeffers
	Site Plan		
2.1	Correct the total drainage area in Table 4-1 of the Master Servicing and Stormwater Management (MSSWM) Report.	Noted as the above OPA/Zoning comment responses.	Schaeffers
2.2	The allowable release rate for Phase 1 area is 44l/s, not 48l/s as indicated in Section 4.3.1. Revise the design accordingly.	Noted as the above OPA/Zoning comment responses.	Schaeffers
2.3	Correct the release rate of the Future Phase site plan shown in the first paragraph on page 24.	Noted as the above OPA/Zoning comment responses.	Schaeffers
2.4	A runoff coefficient of 0.95 shall be used for impervious surfaces such as rooftops, walkways, driveways and other paved surfaces. Please revise calculations and Figure 4.1 accordingly.	Noted as the above OPA/Zoning comment responses.	Schaeffers
2.5	As per Section 5.1.6 of the City's SWM Guidelines, the use of roof top storage for quantity control is not be supported. Please revise the design accordingly.	Noted as the above OPA/Zoning comment responses.	Schaeffers
2.6	In accordance with the City of Pickering SWM Design Guidelines, an orifice tube should be used to restrict the flow to the required release rate. Due to a small required size of the orifice, the City will accept the orifice plate provided it is welded in place and cannot be removed. The appropriate notes should be provided on drawings.	Noted as the above OPA/Zoning comment responses.	Schaeffers
2.7	The size of the proposed orifice plate is not consistent between calculations on Drawing SS-1, Drawing SEC-1 and Drawing D-1. Revise accordingly.	Noted as the above OPA/Zoning comment responses.	Schaeffers
2.8	Show invert elevation on the Orifice Plate Detail (Drawing D-1).	Noted as the above OPA/Zoning comment responses.	Schaeffers
2.9	Catchment areas and runoff coefficient shown on Figure 4.1 are not consistent with calculations. Please verify and revise accordingly.	Noted as the above OPA/Zoning comment responses.	Schaeffers
2.10	The proposed design does not address the runoff reduction, which requires on site retention/infiltration of the first 5mm of every rainfall event. The drawdown of the proposed irrigation systems depends on the use of the captured rainwater, therefore, the design and function of this system should be based on the estimated water demand. In addition, the runoff from the storage system may not be suitable for irrigation due to a suspended solids and pollutants. The proposed design shall demonstrate that a minimum 5mm of runoff will be infiltrated/retained on the site. All proposed measures shall be sized in accordance with the Low Impact Development	Noted as the above OPA/Zoning comment responses.	Schaeffers

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	Design Guidelines (CVC/TRCA, 2010). The calculations should be provided in the report.		
2.11	Where major system capture is proposed, provide supporting calculations demonstrating sufficient inlet capacity, assuming 50% blockage, to capture the 100-year flows. Please provide details of the proposed area drain grates on the relevant plans.	Noted as the above OPA/Zoning comment responses.	Schaeffers

III. CAPITAL PROJECTS			
ITEM	COMMENT RECEIVED	APPLICANT RESPONSE	PARTY
1.0	General Comments		
1.1	None (Official Plan and Site Plan),		N/A
2.0	Traffic Comments		
	OPA/ZBA		
2.1	The existing site access on Pickering Parkway near the Brock Road intersection is not at an ideal location. Drivers attempting to enter the left turn lane to turn south on Brock Road have to cross several lanes over a short distance. Please remove this access. As per the Region of Durham comments, dated November 25, 2020, they are also not in favour of this access location.	Based on WSP's discussion with the Applicant, we understand that the existing right-out only access on Pickering Parkway will be removed when the subject site is redeveloped. WSP prepared a conceptual sketch for the removal of this site access, which is provided in the Response to Region's Transportation Comments Letter, dated March 22, 2022 (Figure 16). With the updated site access arrangements, WSP has re-assigned site-generated traffic and updated future total traffic analysis at the affected intersections, which represents the worst-case scenario. The updated traffic assignment and traffic analysis are documented and discussed in the Response to Region's Transportation Comments Letter.	SC/WSP/TFAI
2.2	Section 4.3 - As per the City's Integrated Transportation Master Plan (ITMP), a future bike lane is proposed on Pickering Parkway, east of Brock Road to Notion Road.	Acknowledged. The future active transportation network has been updated to reflect the changes outlined in the City's ITMP, as well as the Region's Cycling Plan Update (2021) and the Durham-Scarborough Bus Rapid Transit (DSBRT) project. The proposed buffered cycle lanes have been assigned along Pickering Parkway as per the ITMP and the Region's Cycling Plan Update. In addition, the network now includes proposed MUPs along Notion Road and the north side of Kingston Road east of Notion Road, as per the Cycling Plan Update and DSBRT plans. The updated active transportation network figure is provided in Attachment B of the Response to City's Transportation Comments Letter, dated March 22, 2022.	SC/WSP
2.3	Section 6.2.3 – For the sensitivity analysis, please confirm which horizon year was used for the Notion Road to Squires Beach Road connection over Highway 401.	The ultimate horizon year 2034 was used for the Notion Road extension sensitivity analysis.	SC/WSP
2.4	Please confirm if the consultant has also considered the South Kingston Intensification Road Plan in their recommendations.	In the previous submissions, no recommendations particularly related to the Kingston Road Corridor and Specialty Retailing Node Intensification Plan (Intensification Plan) were made, except for the proposed reduced parking requirements and Transportation Demand Management (TDM) measures that align with the Intensification Plan's objectives of promoting compact urban forms and reducing reliance on private vehicle use. The Intensification Plan for the Brock Precinct identifies the north-south roadway onto Pickering Parkway abutting the site as a future public road and proposes cycling facilities along this roadway as well as the east-west roadway onto Brock Road abutting the site. It should be noted that we understand the Applicant will be responsible for the design and construction of these two roadways that are proposed to have a 20-metre ROW at a later stage, which will provide some space to accommodate the potential upgrades, conforming with the Intensification Plan's vision for this area.	SC/WSP

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III. CAPITAL PROJECTS			
ITEM	COMMENT RECEIVED	APPLICANT RESPONSE	PARTY
2.5	TIS Addendum May 18 2021 - Table 1 shows a comparison of the site statistics from March 2021 and the addendum dated May 18 2021. The difference of the trip generation is not significant, and therefore, the City will not request an update to the synchro analysis for this study. However, the applicant must confirm the Region finds this acceptable.	Acknowledged. WSP has updated site trip generation as per Comment 3.14 from the Region, which would result in a reduction in trip generation, and re-assigned traffic based on the updated site access arrangement. The future total traffic forecast and Synchro analysis have also been updated accordingly. The findings are documented and discussed in the Response to Region's Transportation Comments Letter, dated March 22, 2021.	SC/WSP
Site Plan			
2.6	The existing site access on Pickering Parkway near the Brock Road intersection is not at an ideal location. Drivers attempting to enter the left turn lane to turn south on Brock Road have to cross several lanes over a short distance. Please remove this access. As per the Region of Durham comments, dated November 25, 2020, they are also not in favour of this access location.	See response to Comment 2.1.	SC/WSP
2.7	Section 4.3 - As per the City's Integrated Transportation Master Plan (ITMP), a future bike lane is proposed on Pickering Parkway, east of Brock Road to Notion Road.	See response to Comment 2.2.	SC/WSP
2.8	Section 6.2.3 – For the sensitivity analysis, please confirm which horizon year was used for the Notion Road to Squires Beach Road connection over Highway 401.	See response to Comment 2.3.	SC/WSP
2.9	Please confirm how the consultant has considered the South Kingston Intensification Road Plan in their recommendations.	See response to Comment 2.4.	SC/WSP
2.10	TIS Addendum May 18 2021 - Table 1 shows a comparison of the site statistics from March 2021 and the addendum dated May 18 2021. The difference of the trip generation is not significant, therefore, the City will not request an update to the synchro analysis for this study. However, the applicant must confirm the Region finds this acceptable.	See response to Comment 2.5.	SC/WSP
3.0	Landscape & Parks Development Comments		
OPA/ZBA			
3.1	<p>Submission 1 provided an open space north of the phase 1 area. It was requested that this space be extended through the Phase 2 area, to provide a linear park/open space from Brock Road to Beechlawn Park, in keeping with the South Pickering Intensification Plan. The open space was completely removed on Submission 2 and the underground parking extended to the edge of the street. The rationale for this change was that the open space area would be in the shadow of the building for a significant part of the day and that a central open space area would be provided on the south side of the Phase 2 area, with a small portion of that space being in the Phase 1 area.</p> <p>In comparing the Submission 1 and Submission 2 drawings, it appears that the total amount of open space between Phase 1 and Phase 2 has actually decreased. Submission 1 showed a courtyard area at the north section of the Phase 2 site and open space on the south section. The proposed courtyard has now been removed and replaced with a podium and a possible 6th tower. The City still requires a linear park/open space connecting Brock Road to Beechlawn Park as per the South Pickering Intensification Plan. This would include a wider pedestrian promenade lined with large shade trees and site furnishings. The current plan pushes the building close to the street with underground parking below which will not accommodate this type of space.</p>	A linear landscaped area is proposed on the north end of Phase 2, Tower D. As indicated by the Staff, there is limited opportunity to provide land for the linear landscape area in Phase 1. The linear landscaped area is shown on the Ultimate Site Plan east of Tower A and front Tower D as a placeholder. The exact location and configuration will be developed and accommodated in future phases. The open space is maintained at its current location to ensure its proximity to each tower. The east located park provides sunlight during morning times throughout the year and minimal impact during summer mid-day.	SC/TFAI

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3.2	Provide a facility fit/park programming plan for the proposed open space area. As very little of the area is within the Phase 1 site, explain how the space will be programmed in the short term and re-programmed to fit the long-term plans. Explore adding some temporary open space from the Phase 2 area to increase the total open space area that would be available to the Phase 1 residents until the ultimate park plan can be implemented.	A facility fit/park programming plan has been provided. We will work with the Parks in future to develop and enhance the park programming for the proposed open space area. Please refer to updated Landscape drawings.	MHBC
3.3	The proposed amount of level 4 rooftop outdoor amenity space shown in Submission 2 appears to be smaller in area (and in proportion to the total footprint of the podium) than provided in Submission 1 and the majority of this space will be in the shadow of the towers for a good part of the day, unlike Submission 1, which had amenity space on the south side of Tower 2. Please advise on the amount of sunlight that these spaces will obtain throughout the day.	Refer to SPA001(A) – the provided outdoor amenity is 2.0m ² /unit. Majority of the day (afternoon to evening) the outdoor amenity will have minimal shadow impact throughout the year. Refer to SPA811-817 for details. Proposed plant material is shade tolerant to accommodate.	MHBC
Site Plan			
3.4	Please confirm whether the Region of Durham approved the proposed raised planters, trees and planting beds within the Brock Road right-of-way. Municipal consent will be required from them. Maintenance of these gardens would be the responsibility of the applicant. The same applies for the proposed plantings on the Pickering Parkway right-of-way. Please confirm the total depth of growing media in these raised planters as shown in detail 5/L2.	The minimum depth of planting soil in planters is 1200mm depth. Dimensions have been added to Detail 5/L2. Please refer to updated Landscape drawings.	MHBC
3.5	The proposed planting bed at the drop-off area on the east side of Phase 1 is quite simple and half under the building structure so the proposed plant material may not thrive in this location. This is one of the main entrances into the residential lobby, therefore, it should be more dramatic. Revise the proposed planting plan and keep most of the plant material outside of the building line. Consider adding site furniture and an architectural or public art type feature in this area as well.	The plant species at the drop-off area have been revised to be more elaborate and shade tolerant. Most planting is outside of the building line, and site furnishings have been added. Please refer to updated Landscape drawings.	MHBC
3.6	Planting beds are shown under the building structure at the east side, next to the stair entrances. Please confirm that these plants will survive without any natural sunlight and whether the gardens will be irrigated.	Yes, the planting shown under the building structure on the east side near the stairs are shade and drought tolerant species. Please also refer to civil responses for stormwater re-use for planting areas.	MHBC
3.7	Please identify what playground equipment will be provided within the children's play area in the level 4 rooftop outdoor amenity space.	The playground equipment on the outdoor amenity space has been shown and specified. Please refer to updated Landscape drawings.	MHBC
3.8	Please specify the plant material and provide details of the landscape features within the rooftop outdoor amenity space.	The plant material at the outdoor amenity space has been specified. Roof landscape details have been provided. Please refer to updated Landscape drawings.	MHBC

IV. SUSTAINABILITY PLANNING			
ITEM	COMMENT RECEIVED	APPLICANT RESPONSE	PARTY
1.0	Introductory Comments		
1.1	We received the revised submission circulated by correspondence dated June 14, 2021 for the approval of Official Plan Amendment (OPA), Zoning By-law Amendment (ZBA) and Site Plan (SP) applications submitted by First Simcha Shopping Centres Limited and Calloway REIT (Pickering) Inc. We reviewed the applications with reference to the sustainable development matrix prepared by the proponent. The proponent is proposing the comprehensive redevelopment of the subject lands for a complete, phased and mixed-use master planned community. Our comments, on the proposal of Block 1, as illustrated on the submitted conceptual site plan with reference to the sustainability criteria of Sustainable Development Guidelines (SDG) #1 and #2 are as follows:		

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IV. SUSTAINABILITY PLANNING			
ITEM	COMMENT RECEIVED	APPLICANT RESPONSE	PARTY
OPA/ZBA			
2.1	The submitted sustainability development matrix indicates they satisfy the minimum required sustainability elements and achieve Level 2 with 43 points. The proposal needs clarification and compliance to the required item #4.4 of the SDG #1. The provision of mixed-use commercial streetscape environment restricts single residential component to be no more than 90% of built area. The proposed residential development is 94.6% and therefore beyond the permissible limit.	The retail area has been increased from 1,920 sq.m. to 2,245 sq.m. for the phase one development. The commercial proportion is adequate considering the fact that the proposed site would be surrounded by a much larger retail plaza. Also, there will be opportunities to provide more retail area in the future phases.	SC/TFAI
2.2	The proponent is encouraged to submit a bird strike analysis in the development plan including recommendation measures and its implementation plan.	The design intent of façade design was to provide recessed areas that encourage and emphasize shadow onto windows to mitigate bird strikes. Recessed balconies, entries, and canopies also emphasize shadows onto windows that will reduce bird strikes within the ground and second floor surfaces. A mixture of metal fins and glazing at the parking podium will also reduce bird strike considering there are less reflective surfaces.	TFAI
SPA			
2.3	The project involves major demolition of existing structures and redevelopment work. The proponent must comply with the SDG #2: Item #8.9, Waste Reduction – Construction (Required). As a minimum the proponent to i. Develop a Waste Audit and Waste Reduction Plan as defined in Ontario Regulation 102/94; and ii. Divert from landfill a minimum of 50% of all waste generated on site.	The Waste Audit and Waste Reduction Plan will be provided at the appropriate time. The applicant will ensure to look at item ii and take the necessary measures in future phases.	SC/ CiniLittle
2.4	The proponent's response for item #8.10 and #8.20 indicate they will submit details at a future submission stage. The proponent must submit details and or commitment on its implementation at the site plan approval stage.	Item #8.10: A digital material board is provided in the architectural package. Please refer to SPA 802. Item # 8.20: The applicant will confirm the requirements with the City and ensure taking the necessary actions regarding item# 8.20 during the site plan approval stage.	SC/ TFAI
2.5	The proponent is encouraged to install retina on new tall buildings to prevent potentially fatal bird collisions with windows.	Noted. The design intent of façade design was to provide recessed areas that encourage and emphasize shadow onto windows to mitigate bird strikes. Recessed balconies, entries, and canopies also emphasize shadows onto windows that will reduce bird strikes within the ground and second floor surfaces. A mixture of metal fins and glazing at the parking podium will also reduce bird strike considering there are less reflective surfaces.	TFAI

V. TORONTO AND REGION CONSERVATION AUTHORITY			
ITEM	COMMENT RECEIVED	APPLICANT RESPONSE	PARTY
1.0	Introductory Comments		

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V. TORONTO AND REGION CONSERVATION AUTHORITY			
ITEM	COMMENT RECEIVED	APPLICANT RESPONSE	PARTY
1.1	<p>Thank you for the opportunity for TRCA to review the following materials received on June 14, 2021 in connection with the above referenced applications:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Cover Letter, prepared by Smart Centres, dated May 31 2021; <input type="checkbox"/> Planning Justification Report Addendum Letter, prepared by Weston Consulting, dated May 20, 2021; <input type="checkbox"/> Master Servicing & SWM Report, prepared by Schaeffers Consulting Engineers, dated May 2021; <input type="checkbox"/> Hydrological Investigation, prepared by EXP, dated May 7, 2021; <input type="checkbox"/> Drawing Nos. L1 to L3, Landscape Drawing Set, prepared by MHBC, dated May 28, 2021; <input type="checkbox"/> Drawing Nos. SPA001(A) to SPA817, Architectural Set, prepared by Turner Fleischer, dated May 19, 2021; <input type="checkbox"/> Drawing No. D-1 to SS-2, Civil Drawing Set, prepared by Schaeffers Consulting Engineers, stamped and signed by H. Sarkissian, P.Eng., dated May 7, 2021. 	No action required	
2.0	Subject Proposal		
2.1	<p>We understand the applicant has provided a revised submission for the above noted applications and is now seeking to facilitate a phased mixed-use development consisting of (5) residential towers as part of Block 1 containing 1,599 dwelling units and 4,243 m² of commercial uses. Phase 1 is contained within the western portion of Block 1 directly adjacent to Brock Road and is reflected within Site Plan Application S 06/20. Phase 1 now includes (3) residential towers ranging in height from 25 to 32 storeys and a total of 922 residential units and 1,970m² of commercial uses. The future phases will be developed later and will consist of (2) residential towers ranging in height from 29 to 32 storeys, containing 677 dwelling units and 2323m² of commercial uses.</p> <p>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>	No action required	
3.0	TRCA General Comments		
3.1	All TRCA comments have been addressed except for the following:		
3.2	<p>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.</p>	<p>As per discussion with the TRCA, road areas are proposed to be provided interception of flows by permeable paver strips with an underlying crushed gravel bed to promote retention of flows. Furthermore, permeable pavers have been proposed on the ground level landscape areas to further promote retention. The remaining impervious roof areas are proposed to drain to a rainwater retention cistern to be re-used via building functions, such as irrigation. This is further explained in Section 4.3.5 of the FSSWMR alongside associated design calculations.</p> <p>Irrigation calculations have been provided by MHBC and included in the report.</p>	Schaeffers/MHBC
3.3	July 2021: This comment has not been addressed. Please refer to the following:		

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V. TORONTO AND REGION CONSERVATION AUTHORITY			
ITEM	COMMENT RECEIVED	APPLICANT RESPONSE	PARTY
3.4	a) It is noted that the roof and landscaped area is going to the irrigation tank. As TRCA requires the 5 mm on site retention from all impervious areas on site, please provide the impervious area in ha that is not getting captured. Please explore further opportunities to capture the 5 mm volume from all impervious surfaces (ie., walkway, drive isle, and ROW) using other LID's such as permeable pavers while adhering to appropriate infiltration setbacks.	Please refer to revised Landscape plan and details for permeable paving notes and detail. Also, as per discussion with the TRCA, road areas are proposed to be provided interception of flows by permeable paver strips with an underlying crushed gravel bed to promote retention of flows. Furthermore, permeable pavers have been proposed on the ground level landscape areas to further promote retention. The remaining impervious roof areas are proposed to drain to a rainwater retention cistern to be re-used via building functions, such as irrigation. This is further explained in Section 4.3.5 of the FSSWMR alongside associated design calculations.	Schaeffers/MHBC
3.5	b) Currently, the ROW impervious surfaces are not captured as part of the 5 mm on site retention volume. In addition to the tree pits explored in the previous submission, please explore alternative options such as surface LID's (i.e., bioretention) with infiltration or evapotranspiration. Please also note that the TRCA SWM (2012) Criteria recommends the high ground water table is a minimum of 0.6 m from the invert of any LID. In addition, please note that pre-treatment should be provided for any road areas.	ROW flows are now to be intercepted and retained using strips of permeable pavers with an underlying gravel storage layer provided under the permeable pavement. This is further explained in Section 4.3.5 of the FSSWMR alongside associated design calculations.	Schaeffers
3.6	c) Supporting calculations from the landscape architect have been provided in the Appendix. However, only 288 m ² of landscaped area is being utilized for the 60 m ³ volume required to be used within 72 hours for Phase 1. Based on what has been provided, only 307 L/month is required for irrigation which means the 60 m ³ volume will not be able to be used within 72 hours. As the water must be used within 72 hours, other options such as gray water re-use must be explored. Please provide clarification and demonstrate the 60 m ³ retention volume can be re-used within 72 hours.	Revised waterbalance calculations and landscape irrigation calculations have been provided. Please see Section 4.3.5 of the revised FSSWMR for further details.	Schaeffers
3.7	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. July 2021: Please refer to the comment above. Other opportunities should be further explored to capture the remaining impervious areas.	Roof areas are proposed to drain to the proposed water re-use tank. Note that the remaining road and ground level landscape areas are proposed to be permeable pavement or be intercepted by the proposed permeable pavement strips described in response to comment 3.5.	Schaeffers
4.0	TRCA Conclusion		
4.1	Based on a review of the documents provided and the revised submission, TRCA staff have no objections to the approval Official Plan Amendment OPA 20-003/P and Zoning By-law Amendment Application A 07/20. However, TRCA staff recommend deferral of Site Plan Application No. S 06/20 until such time that the technical comments noted above have been addressed.	Noted, the applicant has communicated with TRCA to ensure all the outstanding items are resolved. We will continue to work closely with TRCA and hope the materials provided in this submitted package address all technical comments to approve the proposed Site Plan Application.	SC
4.2	A cover letter should be received as part of the next submission identifying how the remaining comments have been addressed. We trust these comments are satisfactory. Please do not hesitate to contact me if you have any questions or comments.	A cover letter is provided as part of the application.	SC / Schaeffers

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VI. CANADA POST			
ITEM	COMMENT RECEIVED	APPLICANT RESPONSE	PARTY
1	General Comments		
1.1	Mail delivery to the proposed phase 1 development consisting of 3 residential towers totaling 922 residential units as well as at grade commercial units will need to be centralized as per Canada Post's Delivery Standards Manual. A copy of the planning manual can be found here: https://www.canadapost.ca/cpo/mc/assets/pdf/business/standardsmanual_en.pdf?_ga=1.255544584.102383918.1446243719	Noted. The appropriate measures will be made as per Canada Post's Delivery Standards Manual.	SC
1.2	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.	Noted. The applicant will ensure all mail is accessible per the comment.	SC
1.3	Please ask the developer/owner to contact me well in advance of the construction start date to discuss a suitable mailroom location. - The owner/developer must provide a rear-loading mailroom for any building with more than 100 units.	Noted. The applicant will contact the reviewer to further discuss the mailroom location.	SC
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.	Noted. Refer to SPA151 at the southeast corner for the location of the community mailbox.	TFAI
1.5	If community mailboxes are required, Canada Post asks that the owner/developer comply with the following conditions:	Noted, the applicant will comply all the conditions if community mailboxes are required.	SC
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.		
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.		
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.		
1.6	The owner/developer will provide the following for each Community Mailbox site and include these requirements on the appropriate servicing plans:	Noted, the applicant will provide the required design details regarding the community mailbox and 60 days' notice will be provided to Canada Post prior to the confirmed occupancy date.	
1.6.1	An appropriately sized sidewalk section (concrete pad) to place the Community Mailboxes on.	An appropriately sized sidewalk has been provided in front of the community mailboxes and a concrete pad will be provided for the community mailboxes.	TFAI
1.6.2	Any required walkway across the boulevard.	Refer to SPA151 at the southeast corner for the location of the community mailbox.	TFAI
1.6.3	Any required curb depressions for wheelchair access.	Refer to SPA151 at the southeast corner for the location of the community mailbox.	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.	Refer to SPA151 at the southeast corner for the location of the community mailbox.	TFAI
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.	Noted, the applicant will provide the required design details regarding the community mailbox and 60 days' notice will be provided to Canada Post prior to the confirmed occupancy date.	SC

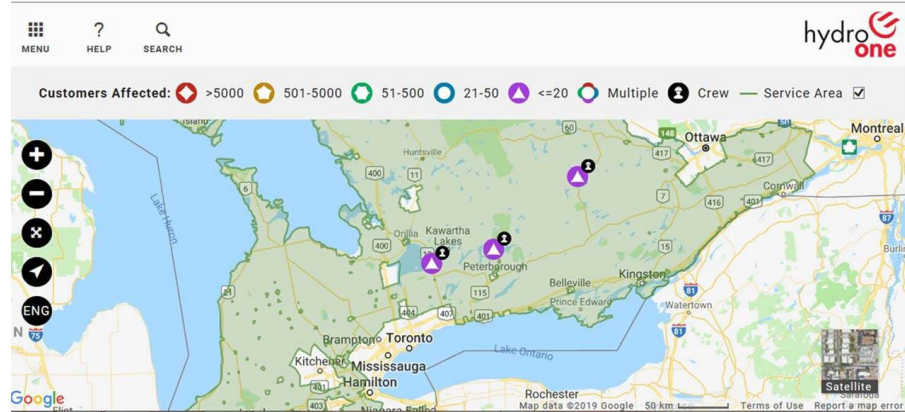
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VI. CANADA POST			
ITEM	COMMENT RECEIVED	APPLICANT RESPONSE	PARTY
	Further Information		
1.7	Further information can be found by visiting the following link to Canada Post's Delivery Standards Manual. https://www.canadapost.ca/cpo/mc/assets/pdf/business/standardsmanual_en.pdf?_ga=1.255544584.102383918.1446243719	No action required	

VII. NETWORK PROVISIONING - Bell			
ITEM	COMMENT RECEIVED	APPLICANT RESPONSE	PARTY
1	General Comments		
1.1	We have reviewed the circulation regarding the above noted application. The following paragraphs are to be included as a condition of approval:		
1.1-1	"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.	Acknowledged. The applicant will confirm and convey if any easement necessary by Bell Canada.	SC
1.1-2	The Owner agrees that should any conflict arise with existing Bell Canada facilities where a current and valid easement exists within the subject area, the Owner shall be responsible for the relocation of any such facilities or easements at their own cost."	Acknowledged. appropriate measures will be made for the relocation of any existing Bell Canada facilities.	SC
1.2	The Owner is advised to contact Bell Canada at planninganddevelopment@bell.ca during the detailed utility design stage to confirm the provision of communication/telecommunication infrastructure needed to service the development.	Noted, the applicant will contact Bell Canada during the detailed utility design stage.	SC
1.3	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.	Noted, the applicant will ensure to look at this and make the required arrangements at the appropriate time.	SC
1.4	If the Owner elects not to pay for the above noted connection, Bell Canada may decide not to provide service to this development.	Noted, the applicant will ensure to look at this and make the required arrangements at the appropriate time.	SC
1.5	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.	Noted, all the applications will be circulated and reviewed by Bell Canada.	SC
1.6	Please note that WSP operates Bell's development tracking system, which includes the intake of municipal circulations. WSP is mandated to notify Bell when a municipal request for comments or for information, such as a request for clearance, has been received. All responses to these municipal circulations are generated by Bell, but submitted by WSP on Bell's behalf. WSP is not responsible for Bell's responses and for any of the content herein.	Noted that WSP is not responsible for Bell's responses and all comments are generated by Bell.	SC
1.7	If you believe that these comments have been sent to you in error or have questions regarding Bell's protocols for responding to municipal circulations and enquiries, please contact planninganddevelopment@bell.ca	No action required	

c VIII. HYDRO ONE NETWORKS INC.			
ITEM	COMMENT RECEIVED	APPLICANT RESPONSE	PARTY
1	General Comments		
1.1	We are in receipt of Application S 06/20 dated June 15, 2021. We have reviewed the documents concerning the noted Plan and have no comments or concerns at this time. <u>Our preliminary review considers issues affecting Hydro One’s 'High Voltage Facilities and Corridor Lands' only.</u>	Noted.	
1.2	For proposals affecting 'Low Voltage Distribution Facilities' please consult your local area Distribution Supplier.	Noted. The applicant will consult local area Distribution Supplier if the proposal affects “Low Voltage Distribution Facilities”.	SC
1.2	To confirm if Hydro One is your local distributor please follow the following link: http://www.hydroone.com/StormCenter3/	Noted	
1.3	Please select “ Search” and locate address in question by entering the address or by zooming in and out of the map 	Noted	
1.4	If Hydro One is your local area Distribution Supplier, please contact Customer Service at 1-888-664-9376 or e-mail CustomerCommunications@HydroOne.com to be connected to your Local Operations Centre	Noted	

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IX. ENBRIDGE			
ITEM	COMMENT RECEIVED	APPLICANT RESPONSE	PARTY
1	General Comments		
1.1	Enbridge Gas Inc. does not object to the proposed application(s) however, we reserve the right to amend or remove development conditions.	Noted	
1.2	This response does not constitute a pipe locate, clearance for construction or availability of gas.	Noted	SC
1.3	The applicant shall contact Enbridge Gas Inc.'s Customer Connections department by emailing AreaPlanning40@Enbridge.com to determine gas availability, service and meter installation details and to ensure all gas piping is installed prior to the commencement of site landscaping (including, but not limited to: tree planting, silva cells, and/or soil trenches) and/or asphalt paving.	Noted, the applicant will contact Enbridge in future detail design process.	SC
1.4	If the gas main needs to be relocated as a result of changes in the alignment or grade of the future road allowances or for temporary gas pipe installations pertaining to phased construction, all costs are the responsibility of the applicant.	Noted, Appropriate arrangement and fees will be made at the appropriate time.	SC
1.5	In the event that easement(s) are required to service this development, and any future adjacent developments, the applicant will provide the easement(s) to Enbridge Gas Inc. at no cost.	Noted, Appropriate arrangement will be made at the appropriate time.	SC
1.6	The applicant will contact Enbridge Gas Inc.'s Customer Connections department by emailing AreaPlanning40@Enbridge.com prior to any site construction activities to determine if existing piping facilities need to be relocated or abandoned.	Noted, the applicant will contact Enbridge prior to site construction stage	SC

X. Durham Catholic District School Board			
ITEM	COMMENT RECEIVED	APPLICANT RESPONSE	PARTY
1.0	Planning Staff at the Durham Catholic District School Board have reviewed the above noted Amendment and Site Plan Applications.	No action required	SC
1.1	The Board has no objections to the proposal of a mixed-use development consisting of 5 residential towers as part of Block 1 containing a total of 1599 dwelling units and 4243 square metres of grade related commercial uses.	No action required	SC
1.2	Students from this development will attend St. Wilfrid Catholic Elementary School located at 2360 Southcott Road and St. Mary Catholic Secondary School located at 1918 Whites Road in the City of Pickering.	No action required	SC
1.3	If you have any further questions or concerns, please feel free to contact me at 905-576-6150 ext. 22211	No action required	

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XI. Durham District School Board			
ITEM	COMMENT RECEIVED	APPLICANT RESPONSE	PARTY
1.0	Staff has reviewed the information on the above noted Revised submission and under the mandate of the Durham District School Board, staff has no objections to the proposed amendment. Students generated from the revision will attend existing neighbourhood schools.	No action required	

XII. Fire Services			
ITEM	COMMENT RECEIVED	APPLICANT RESPONSE	PARTY
Watson, Robert <rwatson@pickering.ca>			
1.0	The site plan, drawing SPA005a, indicates that the fire hydrant is located on the opposite side of Pickering Parkway then the proposed development. Although the distance from the fire hydrant to the building's Siamese connection is within the distance required by the Ontario Building Code, we request that another fire hydrant be located on the same side of the street. This is so that we do not have to close Pickering Parkway when responding to this building. We would be happy to meet with the applicant to discuss options if that would be of benefit.	Refer to SPA151 and SPA005b for proposed location of new fire hydrant.	TFAI

XIII. Region Works Department			
ITEM	COMMENT RECEIVED	APPLICANT RESPONSE	PARTY
Peter Castellan Development Approvals Division			
General Comments			
1.0	Regional Works has reviewed the documentation in support of the above- mentioned applications and we offer the following comments. The above-noted submission is for the initial phase of a proposed high-density, mixed-use redevelopment of the existing SmartCentres plaza along the east side of Brock Road north of Pickering Parkway. The developer is applying for a Local Official Plan Amendment and Zoning Bylaw Amendment for the block in the northeast quadrant of the Brock Road/Pickering Parkway intersection (referred to as Block 1), as well as Site Plan Approval for two mixed-use/high-density residential towers on the west half of Block 1 (referred to as Phase 1).	No action required	
Regional Municipal Servicing			
2.0	We have completed a detailed review of the Master Servicing & SWM Report (May 2021) for the above-noted application. The background information and supporting calculations clearly outlines the constrained sections of the existing sanitary sewer system and the impacts to these sections. Our comments, conclusions and recommended steps to move forward are as follows:	No action required	

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XIII. Region Works Department			
ITEM	COMMENT RECEIVED	APPLICANT RESPONSE	PARTY
Peter Castellan Development Approvals Division			
2.1	• Based on the analysis provided, we are satisfied that proposed residential development can be added to the SmartCentres property in such a manner that the proposed theoretical design flow does not exceed 100% capacity of the 250mm dia. sanitary sewer at 0.30% which equals 34 l/s.	Noted.	Schaeffers
2.2	• Based on the analysis provided, the existing system downstream of the 250mm diameter sanitary sewer can convey this flow of 34 l/s at this time.	Noted.	Schaeffers
2.3	• The Region will not permit surcharging or replacing the existing 250mm diameter sanitary sewer at this time.	Noted.	Schaeffers
2.4	• The theoretical design flow calculation for the proposed development must be as per the Region's design per capita criteria (i.e. 1 bedroom apartment = 1.5 people, 1 bedroom apartment + Den = 2 bedroom apartment = 2.5 people, etc...)	Noted. We confirm that the design flow estimates consider design per capita, matches the Regions criteria, as has been listed in Section 3.2 of the FSSWMR.	Schaeffers
2.5	• We recommend that the remainder of these lands plan for any redevelopment beyond a theoretical flow of 34 l/s to be conveyed east along Pickering Parkway to Notion Road.	Noted. The FSSWMR notes that future phase developments in excess of Phase 1 will be serviced to the future extension of sanitary sewers to Notion Road. The ultimate servicing is noted to be subject to future class EA's. See Section 3.5 for further discussion regarding the future phase sanitary servicing.	Schaeffers
2.6	• It is our understanding that the landowner to the south is working on plans related to interim and ultimate solutions to convey sanitary flows in this direction.	SC/Schaeffers to coordinate with the landowner to the south about the conveyance of the sanitary flows.	SC/Schaeffers
2.7	• In the interim scenario flow can be sent north along Notion Road to Orchard Road in a new sanitary sewer. In the ultimate scenario flow will be sent south under highway 401 to a new sanitary sewage pumping station. This ultimate solution is subject to a Class EA.	Noted. In the interim this solution can be taken for the future phase developments; at which time it is expected that flows exceed the 34L/s allowable rate west (as per comment 2.3). This solution will be confirmed at the time of the future phase's detailed application, in hopes that at which time further clarification is brought about by a Class EA.	Schaeffers
2.8	• We have made notes and comments regarding corrections to drainage areas, building identification numbers and/or letters, and other minor clarifications but we are not providing these mark ups or require revisions to the report at this time.	Noted. Changes will be made accordingly at the time the Region requires them.	Schaeffers
Transportation			
3.0	Staff from the Transportation Infrastructure and Transportation Engineering and Operations Divisions have reviewed the relevant components of the various reports and plans that were submitted, and our comments are as follows:	No action required.	
3.1	1. General – We generally agree with the TIS findings, but we require submission of an addendum or revised TIS to address the comments below.	Acknowledged. A Response to Region's Transportation Comments Letter, dated March 22, 2022 has been prepared to address the Region's transportation comments on the TIS and other relevant submission materials.	WSP
3.2	2. General – The TIS identifies significant queuing and congestion at key intersections in the study area during peak hours under existing, future background, and future total conditions (2029 and 2034 horizons), and it also concludes that the proposed development would contribute a relatively small proportion to the overall traffic and congestion on the surrounding road network. The planned Notion Road-Squires Beach Road connection across Highway 401 will provide some relief for congestion along Brock Road and Pickering Parkway, but significant congestion will remain. We agree with these general findings. The proposed high density, mixed use redevelopment is consistent with the transit-supportive development policies recommended in the Regional Transportation Master Plan, but strong TDM measures will be essential to reduce auto trip generation and maximize the use of active and transit travel modes given the capacity constraints on the surrounding road network and limited opportunities for increased vehicle capacity.	Acknowledged. The recommended TDM measures and proposed site/off-site design elements that would be effective in reducing auto trip generation and maximizing the use of non-auto modes are further discussed in the response to Comment 3.22.	WSP
3.3	3. Page 6, Section 3.1 – Plaza Driveway 2 is right-out only, not right-in.	Acknowledged.	WSP

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3.4	4. Page 7, Figure 3-1 – The lane configuration shown at the Kingston Road/Brock Road intersection does not match the actual existing condition. There should be three lanes per direction eastbound and westbound (including one bus-only lane per direction) and three through lanes per direction northbound and southbound.	Acknowledged. Please see the updated Figure 3-1 provided in Attachment B of the Response to Region's Transportation Comments Letter.	WSP
3.5	5. Page 9, Figure 3-2 – As part of the Durham-Scarborough BRT project, cycle tracks are now proposed along Kingston Road from beyond the west limit of the study area to Notion Road. A multi-use path (MUP) is proposed along the north side of Kingston Road east of Notion Road. The draft Regional Cycling Plan Update (May 2021) includes future buffered bike lanes on Pickering Parkway from Liverpool Road to Notion Road and MUP on Notion Road/Squires Beach Road from Kingston Road to Bayly Street.	Acknowledged. The future active transportation network has been updated to reflect the changes outlined in the Durham-Scarborough Bus Rapid Transit (DSBRT) project study and the Region's Cycling Plan Update (2021), as well as the City's Integrated Transportation Master Plan (ITMP). The proposed cycle tracks and MUPs have been assigned along Kingston Road and Notion Road as per the DSBRT and Cycling Plan Update. In addition, buffered cycle lanes have been assigned along Pickering Parkway as per the Cycling Plan Update and ITMP. The updated active transportation network figure is provided in Attachment B of the Response to Region's Transportation Comments Letter.	WSP
3.6	6. There is a copy of Page 16 between Pages 10 and 11 of the submitted PDF file.	Noted	WSP
3.7	7. Page 23, Section 3.6.1 – The report should describe how the existing Bus Only lanes on Kingston Road were addressed in the Synchro analysis.	Since non-bus traffic is not permitted on the Bus-Only Lanes on Kingston Road, the Bus-Only Lanes were not included in the Synchro network, meaning only regular through lanes on Kingston Road were coded in Synchro.	WSP
3.8	8. Page 28, Section 4.2 – The assumed reductions in traffic volumes along Kingston Road in 2029 and 2034 are generally consistent with the projected transit mode share changes from the DSBRT IBC report (Figure 4-1), which show a 15% increase in transit mode share in Downtown Pickering and 14% in Pickering Village by 2041, and they reflect earlier comments from the Region. Some additional explanation for the reduction percentages should have been included in the TIS, as outlined in the Region's comments (i.e., consistent with TTS existing mode share data and TMP mode share targets).	Acknowledged. WSP compared the area existing residential modal split derived using the 2016 TTS data with the 2031 modal splits targets established in the Durham Transportation Master Plan (TMP) 2017. The TMP's 2031 modal split targets shows an increase a 5 to 6 percent increase in transit mode share as compared to the 2016 data. The assumed traffic volume reductions along Kingston Road of 5 percent in 2029 and 10 percent in 2034 are generally in line with the TMP's mode share targets, given that transit services in the area would likely be further improved beyond 2031. Therefore, the assumed Kingston Road traffic volume reductions generally conform with both the findings and/or predictions DSBRT Initial Business Case Report and the Region's TMP. Please see the Response to Region's Transportation Letter (Comment 8) for details.	WSP
3.9	9. Page 29, Section 4.3 – The Region's draft Regional Cycling Plan Update (May 2021) should be referenced. As noted in the comment on Figure 3-2 above, the update includes changes to the extent and type of facilities that were previously planned in the study area.	Acknowledged. Please refer to response to Comment 3.5.	WSP
3.10	10. Page 31, Section 4.4 – Were any assumptions made regarding background traffic diversion from Brock Road to the future Notion Road-Squires Beach Road connection across Highway 401? If so, they should be described here.	For conservative analysis, the diversion of existing traffic volumes from Brock Road due to the future Notion Road extension was not considered. However, the background development traffic volumes were distributed through the network assuming the future Notion Road extension being in place as per Figure 19B of the Squires Beach Road – Notion Road Crossing Environmental Assessment (EA) Transportation Considerations Memorandum (referred to as the Notion Road EA hereafter). It is noted the background traffic diversion from the intersection of Pickering Parkway and Brock Road to the extended Notion Road was taken into account in a sensitivity analysis in the March 2021 TIS (Section 6.2.3.), where 400 trips were assumed to be removed from the westbound left movements at this intersection during the weekday a.m., p.m. and Saturday peak hours. In response to Comment 17, WSP has updated the Brock traffic diversion assumption for the sensitivity analysis. Please see the Response to Region's Transportation Comments Letter (Comment 17) for the updated sensitivity analysis results.	WSP
3.11	11. Page 32, Section 4.5 – The report should specify what horizon year was assumed for the Notion Road EA and discuss how this aligns with the horizon years used in the TIS. The source(s) of the traffic volume estimates for the other four background developments should also be noted.	A 10-year planning horizon, 2018 to 2028, was assumed for the Notion Road EA. Accordingly, it was assumed that the Notion Road extension would be implemented in 2028, prior to the opening of Phase 1 of the proposed development in 2029. Therefore, the Notion Road extension was considered in both horizons (2029 and 2034) used in the TIS. The sources of the traffic volumes for the other four background developments, including 1891 Valley Farm Drive, 1635 Bayly Street, 1640 Kingston Road, and 1505-1525 Kingston Road, are provided individually in Attachment C of the Response to Region's Transportation Comments Letter.	WSP

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3.12	12. Page 36, Section 4.6.4 – Some revisions are required in the Synchro analysis of the Pickering Parkway/Site Access #3 signalized intersection before we can agree with the recommendation to implement northbound/southbound protected/permitted left turn phasing. Note that most of these comments apply in all scenarios that were analyzed, so the revisions should be applied throughout the analysis.	<p>Regarding Comment a), according to Chapter 23-27 of the Synchro 11 User Guide, if an approach is opposed by an exclusive turning lane and a shared lane, only the opposing shared lane and through lanes are considered to be opposing. Therefore, the right-turn movements on exclusive right-turn lanes are not included in the calculations for the permitted left-turn factors for the opposing movements.</p> <p>Regarding Comment b), one receiving lane was coded on the west leg of the intersection in the updated Synchro. It should be noted that the number of receiving lanes does not impact the intersection capacity analysis results.</p> <p>Regarding Comment c), WSP assumed a nominal amount of traffic generated between the existing SmartCentres plaza and the Canadian Tire plaza at the intersection of Pickering Parkway and Site Access 3. To elaborate, 10 percent of northbound or southbound left and right-turning traffic was subtracted and assigned to the northbound or southbound through movements, respectively. It is noted that the associated changes of traffic volumes were only applied to the northbound and southbound movements at this intersection and would not affect other study intersections.</p> <p>Regarding Comment d), a southbound right-turn lane was added at Site Access 3 to the Synchro analysis. Site Access is planned to be converted to a public roadway and it is our understanding that a 20-metre right-of-way (ROW) is being proposed and the Applicant will be responsible for its design and construction. The addition of the southbound right-turn lane would be included as part of the functional and detailed design of the roadway. The ROW may need to be wider at the approach to the intersection to accommodate the addition of an exclusive right-turn lane.</p> <p>Regarding Comment e), the signal cycle length was increased to 140 seconds to be consistent with the signal at Brock Road and Pickering Parkway. In addition, the northbound and southbound protected/permitted left-turn phases recommended in the March 2021 TIS were removed. These changes were applied to all future scenarios. Based on the analysis results, the intersection of Pickering Parkway and Site Access 3 is projected to operate in acceptable conditions during the study peak hours under all future scenarios. Please see the Response to Region's Transportation Comments Letter (Comments 12 and 14) for details.</p>	WSP
	a) There is an issue with Synchro not differentiating between throughs and rights in the opposing lane when calculating the permitted left turn factor for the sat flow.	See response to Comment 3.12.	WSP
	b) There are two receiving lanes for eastbound traffic on the west leg.	See response to Comment 3.12.	WSP
	c) No opposing through volumes were modelled northbound and southbound.	See response to Comment 3.12.	WSP
	d) Adding a southbound right turn lane would change the LOS for the southbound left from F to D under current conditions without any timing changes. Given the heavy southbound right turn volume, a southbound right turn lane with an overlap arrow with the eastbound left would improve the LOS for the side street significantly.	See response to Comment 3.12.	WSP
	e) The signal is to be coordinated with a common cycle length to the signal at Brock Road/Pickering Parkway.	See response to Comment 3.12.	WSP

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3.13	13. Page 39, Section 4.6.4 and Page 46, Section 4.7.1 – In the discussions following Tables 4-3 and 4-5 (as well as in Sections 6.1.1 and 6.2.1), it should be noted that the lengths of the eastbound and northbound right turn lanes at the Kingston Road/Brock Road intersection are constrained by the locations of the nearest upstream intersection/access, not by the DSBRT. There is some space for the eastbound right turn lane on Kingston Road to be extended to reduce the frequency of queue spillbacks and related impacts on through traffic operations, although probably not enough to fully accommodate the projected queue lengths.	WSP acknowledges the comment that the lengths of the eastbound and northbound right-turn lanes at the Kingston Road/Brock Road intersection are constrained by the locations of the nearest upstream intersection/access, not the DSBRT. Please refer to the Response to Region’s Transportation Comments Letter (Comment 13) for a more detailed discussion regarding queuing analysis.	WSP
3.14	14. Page 48, Tables 5-1 and 5-2 – The net residential trips are higher than the initial ITE trips in most cases in these tables. This appears to result from using separate, TTS-based mode share percentages to convert the ITE vehicle trips into person trips for AM and PM, inbound and outbound, but then using average inbound and outbound mode shares for both AM and PM based on the same TTS data to estimate the non-auto mode share reductions. To avoid this issue, the non-auto modal splits should be calculated using the separate inbound/outbound and AM/PM rates based on the existing TTS splits with a growth factor to represent the expected modal shift over time. As for the traffic reductions on Kingston Road, we would recommend assuming a 5% increase in non-auto mode share by 2029 (Phase 1) and 10% by 2034 (Block 1), which is consistent with the expected mode share changes forecast in the Durham TMP. As an example, the non-auto mode split reduction rate for Phase 1 (2029 horizon), inbound trips in the PM peak hour would be $26.2\% \times (1+5\%) = 27.51\%$, resulting in a non-auto mode share reduction of $206 \times 27.51\% = 57$ trips (instead of 36), so the net residential trips would be 149 trips, not 170 (compared to initial ITE trips of 158).	<p>As documented in Section 5.1 of the March 2021 TIS, per correspondences with the Region, it was concluded that the 5 percent non-auto mode share assumed in the ITE Trip Generation Handbook (3rd Edition) was likely too low, as the non-auto modes were likely to compose a greater percentage in most parts of Durham. Therefore, a base non-auto mode percentage suitable for the context of Durham Region was calculated by averaging the TTS non-auto modal split data for the City of Pickering and the Region of Durham during the a.m. and p.m. peak periods. Followingly, the base non-auto mode percentage was used to convert ITE vehicle trips to the site person trips, which were further converted to site vehicle trips using the area specific TTS non-auto mode share percentages for the zones that contain or near the site. It is noted that the average of inbound and outbound area-specific non-auto mode shares for both the a.m. and p.m. peak periods was utilized, which may have resulted in net residential trips being higher than the initial ITE trips.</p> <p>WSP updated the site trip generation calculations per Region’s recommendation, by assuming a 5-percent and 10-percent increase in non-auto mode share in 2029 and 2034, respectively. It should be noted that the traffic generated by the existing land uses occupying the subject site was subtracted from the site generated traffic to determine the net site trip generation for the purpose of accurate analysis. As a result, Phase 1 of the proposed development is anticipated to generate 251, 270 and 264 net two-way auto trips during the weekday a.m., p.m. and Saturday peak hours, respectively, and the full development is anticipated to generate 430, 475, 485 net two-way auto trips during the weekday a.m., p.m. and Saturday peak hours, respectively. The net vehicular trips generated by the proposed development were then distributed to the study network, considering the updated site access arrangements (removing Site Access 2). It is noted that trips generated by the existing SmartCentres Plaza that were assumed to utilize Site Access 2 were also redistributed to the other two site accesses.</p> <p>The 2029 and 2034 future total traffic forecasts and analysis were updated accordingly. Overall, the analysis shows generally similar results as the findings presented in the March 2021 TIS that capacity deficiencies are anticipated, particularly at the Brock Road intersections. Physical improvements are likely not feasible at the problematic intersections due to the constraints posed by ROW and the proposed DSBRT plans. However, the planned Notion Road – Squires Beach Road extension will divert some traffic from Brock Road and provide traffic relief at the congested intersections. Please see the Response to Region’s Transportation Comments Letter (Comment 14) for details of the updated trip generation, future total traffic forecast and traffic analysis.</p>	WSP
3.15	15. Page 50, Section 5.2 – The trip distributions for AM inbound, PM outbound and Saturday peak trips should also be addressed in this section.	<p>The residential trip distributions for the weekday a.m., p.m. and Saturday peak periods were based on the TTS home-based trip distribution data for the weekday peak directions. To elaborate, outbound residential trip distribution for all peak periods was based on the a.m. peak period outbound trip distribution percentages and inbound residential trip distribution for all peak periods was based on the p.m. peak period inbound trip distribution percentages, as shown in Table 5-4 of the March 2021 TIS. The distributions of the site-generated retail trips for all peak periods were based on the TTS all-day non-home-based trip distribution data, which were shown in Table 3-5 and Table 3-6 of the March 2021 TIS.</p> <p>Based on the trip distributions, the site-generated trips were assigned to individual movements within the study area based on factors such as site access locations, ease of turning movements, shortest distances, the convenience of route choices and intersection configurations.</p>	WSP

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3.16	<p>16. Page 63, Section 6.1.1 and Page 70, Section 6.2.1 – The discussion of the queuing analysis results should identify locations where the expected queues would spill back through upstream intersections and/or accesses. For example, the expected westbound queues at the Brock Road/Pickering Parkway intersection would extend past Driveway #2 (right-out only) and Driveway #3 (signalized, all-turns), which would create significant traffic operations and safety issues.</p> <p>Any potential mitigation measures should be noted. It should also be noted that some of the queue lengths are the maximum after two cycles and may be longer over the peak period because volumes exceed capacity. For the Highway 401 eastbound off-ramp, why was the actual lane configuration not used in the analysis (as it was on the westbound ramp)?</p>	<p>As discussed in Section 3.6.3 in the March 2021 TIS, the lane configuration at the intersection of Brock Road and Highway 401 eastbound off-ramp was adjusted for the weekday p.m. and Saturday peak hours analysis to reflect a representative traffic operation condition, which was adopted in the approved Notion Road EA based on observations under existing traffic conditions. Therefore, in the analysis for the weekday p.m. and Saturday peak hours, instead of using the actual eastbound lane configuration (a left-turn lane, a shared left-and-right-turn lane, a right-turn lane), dual eastbound left-turn lanes and a single eastbound right-turn lane were adopted, which were applied to the updated analysis included in the Response to Region’s Transportation Comments Letter.</p> <p>The queuing analysis for the 2029 and 2034 future total traffic conditions was updated based on the updated study network model and future total traffic forecasts (noted in the response to Comment 3.14). The updated analysis results are generally similar as the findings of the March 2021 TIS. Some movements, mostly at the Brock Road intersections, are projected to have 95th percentile and average queues exceeding the available storage lengths and of which, some may spill back to the upstream access and/or intersection. Most physical improvements at the problematic intersections are likely not feasible due to the constraints posed by ROW, upstream access and/or intersection and the proposed DSBRT plan. As the Region noted in Comment 3.13, the eastbound right-turn lane at Kingston Road and Brock Road may potentially be extended closer to the upstream intersection, so that the forecasted average queues may be accommodated. However, the maximum storage length is subject to the detailed design of the DSBRT corridor. We note that the right-out only site driveway onto Pickering Parkway (Access 2) will be removed as part of the proposed redevelopment and therefore the safety risks associated with vehicles trying to merge from the right-out only access to the westbound left-turn lane on Pickering Parkway and Brock Road. Again, it is restated that the planned Notion Road extension is anticipated to bring traffic relief to Brock Road and correspondingly, the expected vehicle queues would be reduced in the future.</p> <p>Please see the Response to Region’s Transportation Comments Letter (Comment 16) for details of the queuing analysis.</p>	WSP
3.17	<p>17. Page 73, Section 6.2.3 – We recognize that this is only a sensitivity analysis, but diverting 400 vehicles from the westbound left turn movement at Brock Road/Pickering Parkway to the eastbound right turn at Pickering Parkway/Notion Road in all peak hours is arbitrary and does not reflect the variations in demand and O-D patterns among the three analysis periods. For example, a higher proportion of these trips in the AM peak hour would be headed for Highway 401 (and therefore less likely to divert) than in the PM peak hour. More careful consideration of the potential diverted trip patterns would result in a more meaningful sensitivity analysis. However, we agree with the conclusion that the Notion Road-Squires Beach Road connection will be a key relief route for Brock Road.</p>	<p>Acknowledged. WSP updated the westbound left-turn traffic diversion assumption at Brock Road and Pickering Parkway under 2034 future total conditions based on the existing O-D and traffic patterns and the sensitivity analysis was updated accordingly. The sensitivity results indicate that the planned Notion Road extension will be a key network improvement to mitigate traffic congestions along Brock Road. Please see the Response to Region’s Transportation Comments Letter (Comment 17) for details.</p>	WSP
3.18	<p>18. Page 74, Section 7.1 – The corner clearances should be checked against the queue length results for the Brock Road/Driveway #1 and Pickering Parkway/Driveway #2 intersections to ensure that the proposed Phase 1 and Tower 3/4 driveways will not be blocked by the expected outbound queues at the arterial intersections.</p>	<p>Based on the site plan provided to WSP on March 21, 2022, the proposed Phase 1 driveway has a corner clearance of approximately 70 metres along the existing east-west access road that leads to Site Access 1 from Brock Road, and the shared driveway for Towers 3 and 4 has a corner clearance of approximately 122 metres along the existing north-south access road that leads to Site Access 3 from Pickering Parkway.</p> <p>As shown in Table 11 in the Response to Region’s Transportation Comment’s Letter, the outbound movement 95th percentile queues at Site Accesses 1 and 3 are projected to range from 5 to 32 metres and 14 to 63 metres, respectively, during the weekday a.m., p.m. and Saturday peak hours under the 2034 future total conditions (worst-case scenario). Therefore, the projected queues at the proposed site accesses are considerably shorter than the corresponding corner clearances and will not block the internal driveways.</p>	WSP

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3.19	19. Page 87, Section 7.4 – We acknowledge that the right-out access on Pickering Parkway (Driveway #2) will be retained as-is for the Phase1 development, although the statement that “Phase 1 development will not have access to the existing right-out access and will not add traffic to this driveway” contradicts the site traffic assignments in Figures 5-1, 5-2 and 5-3, which show Phase 1 traffic assigned to this driveway. The proposed redesign of Driveway #2 as part of the Block 1 development (Figure 7-11) would significantly improve the geometry, but we remain concerned that this access is too close to the Brock Road/Pickering Parkway intersection. Analysis of future total conditions shows that westbound queues on Pickering Parkway at Brock Road will frequently extend beyond Driveway #2. Drivers entering Pickering Parkway at Driveway #2 will therefore be cutting into/across queued traffic (particularly since most of them would be turning left at the intersection), creating a high risk of conflicts and collisions, as well as blocking through/right turn traffic movements. We recommend that Driveway #2 should be closed as part of the Block 1 development to help improve safety and operations on this very busy and congested intersection approach.	Acknowledged. The Applicant is proposing the removal of the right-out only site access onto Pickering Parkway (Site Access 2) as part of the development of Phase 1 to reduce safety risks and operational issues associated with this driveway. WSP prepared a conceptual sketch for the removal of this site access, please see Figure 16 in the Response to Region’s Transportation Comments Letter, dated March 22, 2022. The associated detail design will be conducted in consultation with the City and the Region at a later stage during the application process.	SC/WSP
3.20	20. Page 88, Figure 7-11 – The proposed design for the sidewalk along Pickering Parkway should be revised to provide a straight crossing across Driveway #2. The proposed design that includes a horizontal shift is not recommended.	Acknowledged. Please see Figure 16 in the Response to Region’s Transportation Comments Letter for the re-alignment of the sidewalk across Site Access 2 after its removal. The associated detail design will be conducted in consultation with the City and the Region at a later stage during the application process.	SC/WSP
3.21	21. Page 91, Section 7.6 – This section should include a thorough review of on-site facilities for pedestrians and cyclists, including connectivity of the site to existing and planned active transportation routes on the surrounding road network. Connectivity to/through the remaining area of the existing Smart Centres plaza should also be addressed. Recommendations should be provided for any appropriate on or off-site active transportation improvements that would help make the use of active transportation modes safer and more attractive, particularly for connectivity to the planned BRT on Kingston Road.	Acknowledged. The development is proposing an on-site pedestrian network that will provide connections within the development and to the surrounding SmartCentres plaza. In addition, the Kingston Road Corridor and Specialty Retailing Node Intensification Plan (2019) proposes an internal cycling network within the nearby plazas and along Pickering Parkway and Brock Road, which connects to the outer cycling network in the City. Direct access to this network will be provided via the on-site pedestrian network. Moreover, we understand that the Applicant will be responsible for the design and construction of the east-west and north-south roadways abutting the site that are proposed to have a 20-metre ROW, which will provide some space to accommodate the potential active transportation upgrades to these roadways. The sidewalk across the right-out only access onto Pickering Parkway will also be re-aligned during the redevelopment to improve pedestrian connectivity. Together, the on-site pedestrian network and its connections to the surrounding active transportation network will provide a viable alternative mode of travel for residents. A figure detailing the on-site and area active transportation network is provided in Figure 17 in the Response to Region’s Transportation Comments Letter.	SC/WSP/TFAI

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3.22	22. Pages 103-106, Section 9 – It is appreciated that TDM measures have been provided. However, given the number of trips that the site will generate on the Region’s road network, we request that further impactful TDM measures be considered. Responsibilities for the initial implementation and on-going operation (as applicable) for each recommended measure should be identified. The specific TDM items can be correlated with the trip generation/mode split methodology.	<p>In the previous submissions, WSP recommended a series of TDM measures, including reduced parking supply, unbundled parking, long-term and short-term bicycle parking, on-site bike repair station, and active transportation and transit information packages. In addition, the development is proposing an on-site pedestrian network that will provide connections within the development and to the surrounding SmartCentres plaza. We understand the Applicant will be responsible for the design and construction of the east-west and north-south roadways abutting the site that are proposed to have a 20-metre ROW, which will provide some space for implementing the future cycling network planned in the City’s Kingston Road Corridor and Speciality Retailing Node Intensification Plan. The sidewalk across the right-out only access onto Pickering Parkway will also be re-aligned during the redevelopment to improve pedestrian connectivity.</p> <p>To better understand the impact of the recommended TDM measures and proposed site/off-site design elements, WSP reviewed the TDM guidelines developed by several other municipalities, including the City of Vaughan, the Region of Waterloo, and the City of Buffalo, which establish the level of effectiveness of many TDM measures and site design elements in reducing vehicular travel demand based on surveys and monitoring. The review indicates that the recommended TDM measures and proposed site/off-site design elements are expected to be highly effective in reducing the site’s auto trips. For example, unbundled parking is considered medium to highly effective by these municipalities. In particular, the City of Buffalo guidelines show that up to 10 percent of the site-generated auto trips could be reduced by unbundled parking. In conjunction, the site’s TDM measures, design elements and locational advantage of being close to the planned DSBRT corridor and various utilitarian services will be further impactful in promoting sustainable travel modes. Please see the Response to Region’s Transportation Comments Letter (Comment 22) for details.</p> <p>For the purpose of conservative analysis, the proposed TDM measures were not correlated with the adopted trip generation or modal split methodology.</p>	WSP
3.23	23. Page 103, Section 9.1.1 and Page 106, Section 9.2.2 – Bicycle parking for residents should be in a secured area to encourage maximum use.	Noted. The March 21, 2022 site plan indicates that the proposed residential bicycle parking spaces for Phase 1 will be located in two secured bike locker rooms in Underground Level 1. The locations of bicycle parking spaces for Phase 2 will be confirmed in later application stages. Refer to SPA102for bicycle parking which is located in a secure storage room.	WSP/TFAI
3.24	24. Page 107, Section 10.1 – Since the traffic operations assessment identified areas of significant queuing/congestion and did not identify mitigation measures that would significantly improve traffic operations in most areas (regardless of the source(s) of the traffic), additional discussion should be provided to put these findings in context and identify higher-level strategic measures that can help mitigate the development’s impacts on a congested network. Reference should be made to relevant policy and planning documents, including the Regional and Pickering Official Plans and Transportation Master Plans, and the importance of TDM and non-auto travel modes should be emphasized.	<p>As previously mentioned, most physical improvements are likely not feasible at the problematic intersections due to the ROW constraints, space constraints posed by nearby accesses and/or intersection and the planned DSBRT on Kingston Road. Consideration could be given by the Region to extend the eastbound right-turn lane at the intersection of Kingston Road and Brock Road closer to the upstream intersection, which may accommodate the forecasted eastbound right-turn average queues. Additionally, the right-out only access onto Pickering Parkway will be removed as part of the proposed redevelopment so that the associated safety risks and operation issues can be mitigated. Furthermore, the planned Notion Road – Squires Beach Road extension is anticipated to divert some traffic from Brock Road to relieve the congestions during peak hours.</p> <p>WSP reviewed relevant planning documents, including the City and Region’s Official Plans, the Region’s TMP, and the City’s Kingston Road Corridor and Specialty Retailing Node Intensification Plan. The proposed development and the site-specific TDM measures are in line with the transportation directions of the above planning documents. Given the mixed-use nature of the site and the site area, with the reduced parking supply, recommended TDM measures and site/off-site design elements, future residents are encouraged to switch from using private automobiles to other non-auto, more sustainable modes. The shift in travel mode choice is expected to further reduce the site-generated auto traffic, providing some mitigation to the development’s traffic impacts on a congested network.</p> <p>Please see the Response to Region’s Transportation Comments Letter (Comment 24) for more details.</p>	WSP

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	Waste Management		
4.0	The Region of Durham will provide recycling and waste collection service to residential units on private property in the Town of Ajax, City of Pickering, Townships of Scugog, Brock and Uxbridge and the Municipal of Clarington if the site meets the Region's Technical and Risk Management Guidelines for Waste Collection Services on Private Property. Only Blue Box recycling collection may be provided by the Region in the City of Oshawa and Town of Whitby in cases where Oshawa or Whitby have decided to provide municipal waste collection services.	The applicant is noted on the recycling and waste collection service.	SC / Cini Little
4.1	On June 3, 2021, Ontario filed O.Reg. 391/21 under the Resource Recovery and Circular Economy Act that will make product producers responsible for the Blue Box program including collection. Once the transition occurs, The Regional Municipality of Durham will no longer be the service provider for the Blue Box program. The transition of responsibility of the Blue Box program to product producers in Durham Region is expected to occur in 2024. Please see ON Reg. 391/21 for full details.	The applicant is noted about the transition of responsibility of the Blue Box program.	SC / Cini Little
4.2	In all cases, the lands must be designed in accordance with the Guidelines for municipal waste collection service on Private Property which are outlined in Schedule "P" of the Regional Waste Bylaw 46-2011.	Noted, the development will be designed in accordance with the municipal guidelines.	SC / Cini Little
4.3	A Waste Management Plan must be submitted to the Region with the Site Plan application if the proponent wishes to receive Municipal collection. The plan must present in detail how the site meets Regional guidelines.	Noted, a written Waste Management Plan is submitted along with submission.	SC / Cini Little
4.4	The Waste Management Plan for multi-residential buildings must indicate how residents will dispose of their source separated waste material from their units, and how the property maintenance staff will manage residential waste material prior to collection. This should include dimensions of waste storage rooms in the proposed site, sufficiently sized in a manner that addresses Durham Region's dual stream recycling and waste diversion programs and ensures sufficient space and movement for all waste bins.	Noted, the comments will be addressed in the Waste Management Plan.	SC / Cini Little
4.5	A Tri-sorter is acceptable and recommended for all multi-storey buildings in Durham Region. The tri-sorter's on-floor front-facing chute panels must include waste/recycling (fiber)/recycling (containers) only – no source separation of organics can be included. Those sites with greater than 30 units must install compactors to properly manage residential waste. If the proposed site has a retail/commercial component, residential waste must be managed in a separate area and not be comingled. Refer to O.Reg. 103/94.	Noted, the requirement will be incorporated in the Waste Management Plan.	SC / Cini Little
4.6	For multi-residential buildings where internal collection by waste vehicles is proposed, overhead clearance to enable tip of front-end bins must be shown on all drawings. Private roadways and driveways must be designed to allow the truck to move into and out of the site without exiting onto a public roadway in a reverse motion. Where trucks travel over underground parking, load weight of a waste vehicle must be confirmed and engineered.	Noted, the requirement will be incorporated in the Waste Management Plan.	SC / Cini Little

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XIII. Region Works Department			
ITEM	COMMENT RECEIVED	APPLICANT RESPONSE	PARTY
	Peter Castellan Development Approvals Division		
4.7	Our department has no objection to the above-mentioned zoning amendment application and local official amendment application. It has been demonstrated through the analysis in the Master Servicing & SWM Report that there is sanitary sewage capacity for Phase 1 of the development proposal to a maximum design flow of 34 litres per second. Development applications for future phases shall include details and plans for conveying sanitary flows easterly on Pickering Parkway to Notion Road and outfalling to the Regional sanitary trunk sewer on Notion Road. Detailed comments for Site Plan Application S06/20 will be provided upon resubmission of detailed engineering drawings and once the applicant has established the unit count/population that falls within the maximum design flow of 34 litres per second.	Noted. Detailed plans for conveying sanitary flows on Pickering Parkway to Notion Road for future phases will be provided in the future process.	SC / Cini Little

XIV. Region of Durham - Planning and Economic Development Department			
ITEM	COMMENT RECEIVED	APPLICANT RESPONSE	PARTY
	Gary Muller, MCIP, RPP Director of Planning		
	General Comments		
1.0	The Region has completed its review of the above-captioned revised Official Plan Amendment and rezoning applications, and the following comments are provided regarding conformity to the Regional Official Plan, Regional servicing and transportation.	No action required	

Revised Applications:

Original Proposal	Revised Proposal
Block 1:	Block 1:
<ul style="list-style-type: none"> Total units:1,678 	<ul style="list-style-type: none"> Total units: 1,599
<ul style="list-style-type: none"> 4 Towers ranging in heights from 33 to 43 storeys connected by podiums 	<ul style="list-style-type: none"> 5 Towers ranging in heights from 25 to 32 storeys
<ul style="list-style-type: none"> 3,669 square meters of grade relate commercial uses 	<ul style="list-style-type: none"> 4,243 square meters of grade related commercial uses
Proposed Official Plan changes: <ul style="list-style-type: none"> redesignating the site from Specialty Retailing Node to Mixed Use A; permitting a range of uses including high density residential; retailing of goods and services; offices and restaurants; hotels; convention centres; community, cultural and recreational uses; district energy facilities and self-storage facilities; increasing the maximum residential density from a maximum of 180 units 	<ul style="list-style-type: none"> Unchanged unchanged redefining the minimum net residential density to over 80 dwellings per hectare

If this information is required in an accessible format, please contact Planning Reception at 1-800-372-1102, extension 2577.

Original Proposal	Revised Proposal
per net hectare to a minimum of 500 units per gross hectare; <ul style="list-style-type: none"> redefining units per hectare as the total number of residential units divided by the total gross area of the land; increasing the maximum permitted FSI from 2.5 to 6.0; and redefining FSI as the total gross floor area of all buildings on a lot divided by the total area of the lot which the building is located, excluding any portion of the building located below grade, such as parking structures; supporting placemaking by encouraging the transformation of the site into a more walkable and human scale neighbourhood by encouraging active, accessible, pedestrian oriented, street-facing buildings; addressing the massing and shadowing of buildings over 5 storeys in height through building placement, spacing and setbacks; improving the pedestrian and cycling network; and reducing the effects of surface parking on development design through parking placement, performance standards and other approaches. 	<ul style="list-style-type: none"> Unchanged increase the maximum permitted FSI from 2.5 to 5.0 unchanged unchanged unchanged unchanged unchanged
Amend the Zoning By-law: <ul style="list-style-type: none"> amend the current zoning by-law from "MU-SRN" (Mixed Use Specialty Retailing Node) Zone to a "MU-XX" (Mixed Use) Zone with specific zone standards to permit Apartment Dwellings, District Energy Facilities, Mixed Use Buildings, Personal Service Shops, Private or Public Parks, and Self Storage Facilities. The applications would also revise maximum commercial floorspace, siting, height, parking, massing and other requirements. 	<ul style="list-style-type: none"> unchanged

No action required.

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	A plan of condominium application will be required in the future to implement the proposed development if the subject applications are approved.	Noted. A plan of condominium application will be provided in the future.	SC
Region of Durham Official Plan			
2.0	The revised proposal conforms with the policies of the Regional Official Plan. The proposed development will ultimately facilitate residential land uses at densities and heights along Brock Road where higher density mixed uses and larger/taller buildings are encouraged. While the number of towers has increased from 4 to 5, the proposed buildings will have fewer storeys and less density resulting in a 4.80 FSI which will still contribute to increasing the overall long-term density targets for the Brock Road corridor.	No action required.	SC
<u>Affordable Housing</u>			
2.1	The ROP also supports a range and mix of housing types, sizes and tenures. The Region targets a minimum 25% of new housing to be affordable to low and moderate income households.	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.	SC
	Major residential developments have a significant influence on the mix of housing throughout the municipality; therefore, development proposals should consider how they will contribute to the achievement of affordable housing targets for Pickering and Durham. Furthermore, major residential developments should also support a mix of housing including rental tenure and special needs housing.	Please see response to 2.1.	SC
	Strategic growth areas such as the Pickering Urban Growth Centre (UGC) and Kingston Road/Brock Road Regional Corridor are well served by transit and should be the focus of higher density mixed use development in Pickering. Smaller units in residential apartments typically have lower costs compared with other forms of housing and may contribute to the supply of affordable housing options.	Please see response to 2.1.	SC
	Developers should also consider leveraging government incentives for building affordable and rental housing, where available. Examples of such funding include the Ontario Housing Priorities Initiative, CMHC's Affordable Housing Innovation Fund and Rental Construction Financing.	Please see response to 2.1.	SC
<u>Holding Symbol</u>			
2.2	The ROP also includes implementation policies pertaining to the use and lifting of Holding symbols. Section 14.5.3 indicates that prior to passing a by-law to remove the holding symbol, the Council of the area municipality shall ensure that:		SC/ Weston Consulting
	c) the owner has satisfied all the requirements of the Regional Municipality of Durham with respect to the provision of sewer and water services, Regional roads, and entered into any necessary agreements in this regard.	The applicant has been in ongoing communication, including two meetings with the Region Engineering on February 3 rd , 2021, and March 1 st , 2022, to address the comments relating to the downstream capacity analysis. Upon reviewing the calculations provided on the March 1 st meeting, the Region Engineering verbally confirmed that we have an adequate sanitary capacity for Phase 1 development. Per the Region's request, the calculation sheets for the flow and HGL and a figure illustrating these conditions are provided to ensure safe conditions. We acknowledge that Phase 2 will require a separate solution, and we will work with the Region and our neighbours to find the ultimate solution.	SC/ Schaeffers
<u>OPA 38</u>			
2.3	The subject lands are also located within the Kingston Road Corridor and Specialty Retailing Node Intensification Plan Area and are subject to City-initiated Official Plan Amendment (OPA) No. 38, which was recently adopted by the City of Pickering and will be forwarded to us for approval.	The applicant is noted that the developments are subject to OPA 38.	SC/ Weston Consulting
	OPA No. 38 is intended to implement the vision and intensification plan for the Kingston Road Corridor and Specialty Retailing Node by introducing new policies and changing existing policies within the Pickering Official Plan to guide development. The policies will, if approved, enable land uses and built form that are transit-oriented and supportive of mixed use development and walkability.	Noted.	SC/ Weston Consulting

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	OPA No. 38 also specifies that required infrastructure improvements and transportation connections throughout the area will be identified in support of anticipated population and employment growth.	Noted.	SC/ Weston Consulting
	The revised applications for 5 residential towers ranging in heights from 25 to 32 storeys in height with a total of 1,599 units and 4,243 square meters of grade related commercial uses does not pose a conformity issue to the ROP. The ROP encourages the re-use, revitalization, redevelopment and rehabilitation of Urban Areas, based on local needs and priorities. The full development of the site is subject to the availability of sanitary servicing capacity.	Noted.	SC
	Provincial Policy Statement		
	The revised proposal will support new higher density housing at the periphery of a neighbourhood, efficiently utilizing existing infrastructure and in proximity to existing transit service. The revised proposal is consistent with the policies of the PPS.	Noted.	SC
	The subject site is located within a settlement area, where the PPS promotes infill development. The proposed development will ultimately help to facilitate the intensification and redevelopment of the Kingston Road Corridor, by providing high density residential development that is conducive to transit use. Existing and future infrastructure servicing and public service facilities will be utilized. As such, the proposal is consistent with the direction of the PPS subject to the availability of sanitary servicing capacity to enable the development of the site.	Noted.	SC
	A Place To Grow (Growth Plan)		
	The subject lands are within the “Built-up Area” of the City of Pickering. The revised proposal for two high density residential buildings will help contribute to the achievement of more compact complete communities and help the City and Region to meet their respective intensification targets while providing more intensive yet compatible land uses within the community. The revised applications conform with the intent of the Growth Plan, subject to the availability of sanitary servicing capacity to enable the full development of the site.	Acknowledged. The proposed application intends to help contribute to the achievement of more compact complete communities and help the City and Region to meet their respective intensification targets while providing more intensive, yet compatible land uses within the community. The applicant has been in ongoing communication, including two meetings with the Region Engineering on February 3rd, 2021, and March 1st, 2022, to address the comments relating to the downstream capacity analysis. Upon reviewing the calculations provided on the March 1st meeting, the Region Engineering verbally confirmed that we have an adequate sanitary capacity for Phase 1 development. Per the Region’s request, the calculation sheets for the flow and HGL and a figure illustrating these conditions are provided to ensure safe conditions. We acknowledge that Phase 2 will require a separate solution, and we will work with the Region and our neighbours to find the ultimate solution.	SC/ Schaeffers
	Infrastructure investment and other implementation tools and mechanisms will be used to facilitate intensification in Strategic Growth Areas, including the Kingston Road Regional Corridor and Specialty Retailing Node Intensification Plan Area. Planning for new or expanded infrastructure is to occur in an integrated manner, including evaluations of long-range scenario-based land use planning, environmental planning, and financial planning. Further comments will be provided through review of the masterplan for the entire landholdings at Brock Road and Kingston Road.	Acknowledged.	SC
	Provincially Delegated Review Responsibilities		
	<u>Noise Analysis</u>		
	The Addendum to Traffic Noise Feasibility Assessment Letter dated May 6, 2021 does not address any of the concerns that the Region stated in our original review. The letter concludes that detailed mitigation measures for each building would be the subject of a detailed noise assessment during the site plan approval stage. As was stated in our earlier review, the Region requires detailed noise reports to be included at the earliest possible approval stage of a development and as such, requires that the noise study be updated to include a detailed analysis and recommendations regarding each building within Block G.	A detailed noise report is submitted as part of the applications.	Gradient Wind

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	The updated study should include the following required analysis/information:		
	<ul style="list-style-type: none"> Analysis using a noise prediction model recognized by the MECP and output pages from it; 	Calculation model in Predictor uses the TNM calculation method which is recognized by the MECP.	Gradient Wind
	<ul style="list-style-type: none"> Stationary noise from adjacent retail/commercial buildings; 	Reflected in updated report.	Gradient Wind
	<ul style="list-style-type: none"> Traffic data sourced from the Durham Region Planning Division and the MTO with correspondence from these sources included in the report; 	Reflected in updated report.	Gradient Wind
	<ul style="list-style-type: none"> Tables and prediction model output pages showing the distance of the receptors to the sources of noise and the noise levels both before and after mitigation measures are to be implemented, including for the terraces (guardrail) and the planes of window (upgraded buildings components, glazing) of each of the proposed buildings; and 	Reflected in updated report.	Gradient Wind
	<ul style="list-style-type: none"> Justification as to why a 92%-8% day/night split was used. 	Has been corrected to 90%/10% which is the split commonly used in the Toronto area.	Gradient Wind
	The update to the noise analysis and the submission of Record of Site Condition shall be provided to the Region for review and comment for the further review prior to Site Plan Approval.	Noted. The updated noise analysis is provided as part of this submission. The applicant agreed for the RSC to be tied to the final Site Plan Application while the partial permits to be issued ahead of time.	SC/ Gradient Wind
	There are no other matters of Provincial Plan review responsibilities applicable at this time.		
	Regional Servicing		
	The Region is satisfied that proposed residential development can be added to the SmartCentres property that does not exceed 100% of the capacity of the 250mm diameter sanitary sewer for Phase One. Phase 2 sanitary flow can be sent along Notion Road to Orchard Road in a new sanitary sewer. For full build out of the Brock Precinct, sanitary flow will be provided for in a southerly flow under highway 401 to a new sanitary sewage pumping station. The ultimate scenario is subject to a Class Environmental Assessment. Detailed comments regarding servicing, transportation and waste management are included as Attachment No. 1.	<p>A discussion was held with the Region of Durham staff on March 1st to address the comments relating to the downstream capacity analysis. In the meeting, the Region agreed in principle that the 250mm sewers could have flow above 34 L/s (100% capacity). The Region was willing to accept that 250mm sewers on Pickering Parkway reached a flow of 36.9L/s (108% capacity) during Phase 1. To confirm this, the Region requested that an HGL be provided to demonstrate that this condition was safe. In the time since the meeting, the unit counts were updated and the maximum flow within the sewers was reduced, even further than what was agreed in principle at the March 1st meeting, though the flow would still be above 34L/s (100% capacity).</p> <p>It should be noted that the above discussion on sewer capacity only applies to Phase 1 of the development. Phase 2 will be subject to a holding provision as it is expected that the second phase will discharge to a new sanitary sewer that conveys flow to the east towards Notion Road.</p> <p>Calculation sheets for the flow and HGL, as well as a figure illustrating these conditions, are provided. The actual surcharge conditions demonstrate that the surcharge created by these sewers is around 1cm, which indicates a very safe condition. These details shall also be provided in the FSR submission. We trust this provides everything the Region needs for formal approval.</p>	SC/ Schaeffers
	Conclusion		
	The revised applications for a mixed-use development at densities and heights along Brock Road where higher density mixed uses and larger/taller buildings are encouraged do not pose a conformity issue with the ROP. The Region has no objection to the proposed amendments to the City of Pickering Official Plan and Zoning By-law, subject to the appropriate Holding (H) Symbol being imposed for each phase of development on the subject site to demonstrate through a future site servicing agreement(s) that there is sufficient sanitary servicing capacity to enable the partial and full development of the site to the satisfaction of the Region. If the required Holding	The applicant has been in ongoing communication, including two meetings with the Region Engineering on February 3 rd , 2021, and March 1 st , 2022, to address the comments relating to the downstream capacity analysis. Upon reviewing the calculations provided on the March 1 st meeting, the Region Engineering verbally confirmed that we have an adequate sanitary capacity for Phase 1 development. Per the Region's request, the calculation sheets for the flow and HGL and a figure illustrating these conditions are provided to ensure safe conditions. We acknowledge that Phase 2 will require a separate solution, and we will work with the Region and our neighbours to find the ultimate solution.	SC/ Schaeffers

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	(H) Symbols are imposed, we have no objection to the proposed amendments to the City of Pickering Zoning By-law.		
	The Region also formally requests that it be circulated any future Condominium applications and any revisions prior to Site Plan approval. Regional noise study requirements and matters related to the soil and groundwater assessment and Record of Site Condition must be subject to the Region's review and addressed prior to the approval of Site Plan and/or draft plan of condominium and the subsequent issuance of any building permit.	Noted. The Region is to be circulated on any future Condo applications or revisions prior to Site Plan Approval.	SC/ Schaeffers
	Exemption Status		
	The revised application to amend the City of Pickering Official Plan was reviewed and is considered to have no significant Regional or Provincial concerns. In accordance with Regional By-law 11-2000, this application is exempt from Regional approval.	Noted.	SC
	Please advise the Commissioner of Planning and Economic Development of your Council's decision. If Council adopts an Amendment, please forward a record to this Department within 15 days of the date of adoption. This should include the following:	Noted. The applicant will forward the required materials once Council adopts an Amendment.	SC
	<ul style="list-style-type: none"> Two (2) copies of the adopted amendment; 		SC
	<ul style="list-style-type: none"> A copy of the adopting by-law; and 		SC
	<ul style="list-style-type: none"> A copy of the staff report and any relevant materials. 		SC
	If you have any questions or concerns, please contact Valerie Hendry, Project Planner, or myself at this Department.	Noted.	SC