

April 6, 2021

SmartCentres

3200 Highway 7
Vaughan, ON L4K 5Z5

Re: Addendum to Pedestrian Level Wind Study
Brock Road and Pickering Parkway, Pickering
GW File No.: 20-011-CFDPLW

Gradient Wind Engineering Inc. (Gradient Wind) was retained by SmartCentres to undertake a detailed pedestrian level wind (PLW) study for the proposed development to be located at the northeast corner of the Brock Road and Pickering Parkway intersection in Pickering, Ontario. This letter provides a summary of significant architectural changes to the site which have been made since the study was issued, as well as the anticipated impact of those changes on the predicted pedestrian wind conditions. For a complete summary of the methodology and results pertaining to the original pedestrian wind study, please refer to GW report #20-011-CFDPLW, dated April 23, 2020.

Upon review of updated drawings prepared by Turner Fleischer in March 2021, changes to the site design having significance to pedestrian comfort include the following:

1. Tower 1, at the north side of the Phase 1 podium, has reduced from 33 storeys to 25 storeys and the setback from the north side of the podium has decreased.
2. Tower 3 (previously Tower 2), at the south side of the Phase 1 podium, has reduced from 34 storeys to 32 storeys and the setback from the south side of the podium has decreased.
3. Tower 2, rising 28 storeys, has been introduced at the centre of the Phase 1 podium.
4. Tower 4 (previously Tower 3), at the northeast corner of the site, has reduced from 43 storeys to 29 storeys.
5. Tower 5 (previously Tower 4), at the southeast corner of the site, has reduced from 40 storeys to 32 storeys.

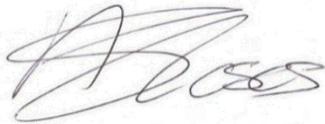
In general, wind conditions at grade-level locations for the revised design are expected to be somewhat windier as compared to those reported in the original study, or account of the reduced tower setbacks from the edge of the podium and the added massing of Tower 2. As described in the original study, if building entrances are planned within 5 metres of building corners, along the north elevation of the podium (Phase 1), or the west elevation of the Tower 4 or 5 podia, it is recommended to either recess these entrances or flank the doorways with vertical wind barriers.

Regarding the various podium roof amenity terraces, these areas are expected to require mitigation in the form of raised perimeter guards, canopy or pergola structures at the base of towers, and localized wind barriers internal to the space. The exact placement and configuration of mitigation will be confirmed at a later date as part of future testing.

This concludes our review of the design changes for the proposed development at Brock Road and Pickering Parkway. Please advise the undersigned of any questions or concerns.

Sincerely,

Gradient Wind Engineering Inc.



Andrew Sliasis, M.A.Sc., P.Eng.,
Principal