

February 22, 2022

PROJECT NUMBER 2428

Gary Muller, MCIP, RPP
Director of Planning
Planning and Economic Development Department
The Regional Municipality of Durham
605 Rossland Road East, 4th Floor
Whitby, ON L1N 6A3

Dear Gary Muller,

**Re: 1970 Brock Road Traffic Impact Study 1st Submission (November 2020), City of Pickering
Response to Comments**

The Municipal Infrastructure Group (TMIG), a T.Y. Lin International Company, is pleased to provide response to comments on its November 2020 Traffic Impact Study received from the City of Pickering and the Region of Durham as provided in **Attachment 1**. The TIS has been revised as per the received comments, and TMIG's replies to the comments are summarized in this memo. TMIG's replies have been itemized and separated out by the City and Region's comments for ease of review.

City of Pickering Comments

Comment 1:	Section 2.1 of the Traffic Impact Study (TIS) states that Guild Road has an unposted speed of 50km/hour. The posted speed on this road is 40km/hour. Revise the report.
TMIG Response 1:	<i>Noted. The posted speed limit of Guild Road has been revised in Section 2.1 of the report.</i>
Comment 2:	Section 2.4 of the TIS states that the turning movement counts were provided by the City of Oshawa. Please confirm if this should be Region of Durham and revise accordingly.
TMIG Response 2:	<i>Noted. Section 2.4 has been revised accordingly.</i>
Comment 3:	The current accesses on Kingston Road and Brock Road will be maintained. Provide the proposed accesses widths and the radii.
TMIG Response 3:	<i>The Kingston Road and Brock Road access widths and radii are identified on the updated site plan.</i>
Comment 4:	Section 5.6 of the TIS has analysed the adjacent intersections with and without the future median BRT. With the future median BRT, the accesses on Kingston Road and Brock Road will function as Right in and Right out. With the future median BRT and the proposed right in and right-out accesses, many vehicles will take Guild Road, Royal Road, and other local roads to go to Brock Road north. This will increase the infill traffic in the area. Provide comments how this infill traffic can be reduced.
TMIG Response 4:	<i>Commentary regarding the future right-in/right-out conditions of the site accesses and the potential for traffic infiltration through adjacent local roads is discussed in Section 4.2 of the updated report. It is TMIG's opinion that only site traffic destined to the north would potentially use Royal Road and/or Guild Road as an alternate route due to site access restrictions. Based on trip generation estimates and trip distribution, it is estimated that only 5 site trips during the a.m. or p.m. peak hours would use Royal Road or Guild Road to travel north via an eastbound left-turn from Finch Avenue to Brock Road.</i>
Comment 5:	Vehicle maneuvering diagrams are required for the proposed design vehicles.

TMIG Response 5:	<i>A site circulation review was conducted using AutoTURN software and has been summarized in Section 6.5 of the updated report. The Vehicle Manoeuvring Diagrams have been provided in Appendix M of the report.</i>
Comment 6:	We recommend the inclusion of section 3.9 - Bicycle Parking Space Requirements of the Pickering City Center Zoning By-laws 7553-17 within the proposed zoning by-law amendment. Within such, the proponent should consider and comply with both the car and bicycle parking standards equitably. Providing only car parking spaces and eliminating bicycle parking is not desirable. We encourage TBG to consider the SDG Item 6.4 – Support for alternative transportation.
TMIG Response 6:	<i>Section 7.2 of the revised TIS provides City Centre bicycle parking rates and the proposed bicycle parking supply.</i>
Comment 7:	We recommend the bicycle parking requirements as a required element. We encourage the proponent to claim two additional points by providing additional TDM measures as indicated in their report in section 8.1.1 Active Transportation Network; section 8.1.2 Rideshare Services; section 8.1.3 Micro transit.
TMIG Response 7:	<i>Noted.</i>
Comment 8:	At the March 9, 2021 Virtual Open Meeting and June 7, 2021 Electronic Statutory Public Meeting, a number of area residents indicated that the submitted traffic study did not include Royal Road and Guild Road within the study area. Given that the proposal will have restricted right-in/right-out accesses, it is anticipated that there will be increased traffic flows along Royal Road and Guild Road. Please revise the Traffic Impact Study to include an analysis on the traffic impact on Royal Road and Guild Road, and any solutions to limit/restrict traffic infiltration on these roads from this development
TMIG Response 8:	<i>Noted. Guild Road and Royal Road have been added to the TIS analysis, as requested. Potential impacts from the development site traffic on these adjacent local roadways are discussed in Section 4.2 of the updated report.</i>
Comment 9:	Staff are awaiting formal comments from the Region of Durham Work's Department with respect to the submitted Traffic Impact Study.
TMIG Response 9:	<i>Region's comments have been received.</i>
Comment 10:	Staff are concerned that the parking supply proposed for resident, visitor and commercial uses may not be sufficient to support the development. The submitted TIS states that the City Centre Zoning By-law provisions are appropriate, including incorporating a shared parking formula. However, the parking ratios within the City Centre by-law provisions may not be appropriate for the proposed development given that the lands are located outside the City Centre and are not within convenient walking distance to higher-order transit services such as the GO station. The proposed parking ratios may be peer reviewed. In accordance with the City's User Fee By-law, the applicant is responsible for reimbursing the City's full cost of the peer review.
TMIG Response 10:	<i>Parking rates that are equal to or more conservative to the City's City Centre By-law are summarized in Section 7 of the updated TIS, and a shared parking formula has not been applied to the site. Of note, the future median-running BRT on Kingston Road will essentially be at the doorstep of the future residents living at the proposed development and will act as a form of higher-order transit and a connection to other routes and modes of travel.</i>
Comment 11:	To support the proposed grade-related commercial uses, staff strongly encourage an appropriate amount of surface parking should be incorporated.

<i>TMIG Response 11:</i>	<i>16 at-grade parking spaces are provided (including 2 barrier-free spaces) for the commercial uses in addition to underground parking.</i>
Comment 12:	Consideration should be given to charging stations for electric vehicles and secure indoor bicycle storage space in the design of parking structures.
<i>TMIG Response 12:</i>	<i>Noted.</i>
Comment 13:	Comment from Planning and Development Committee: Concerned how Guild Road was not part of the Traffic Study, currently under review by City and Regional staff, including impacts on Royal Road and future growth of immediate area.
<i>TMIG Response 13:</i>	<i>Noted. Guild Road and Royal Road have been added to the Traffic study.</i>
Comment 14:	Comment from Area Residents: Concerned with the proximity of the proposed vehicular access on Brock Road to the intersection of Kingston Road and Brock Road and may cause safety issues for southbound vehicles on Brock Road and pedestrians.
<i>TMIG Response 14:</i>	<i>The access to Brock Road is located along the northern edge of the property to provide maximum available spacing between the access and the intersection of Brock Road and Kingston Road. The proposed access is located further north than the existing access.</i>
Comment 15:	Comment from Area Residents: Concerned that the restricted right-in and right-out accesses on Brock Road and Kingston Road will cause the future residents and visitors to increase traffic on existing local roads.
<i>TMIG Response 15:</i>	<i>Concerns regarding site traffic infiltration to local roadways, such as Guild Road and Royal Road, are addressed in Section 4.2 of the updated traffic report.</i>
Comment 16:	Comment from Area Residents: Concerned that the low parking ratios will cause parking to spill onto local roads.
<i>TMIG Response 16:</i>	<i>The proposed parking ratios are equal to or exceed the City Centre By-law parking rates and do not utilize a multi-use parking reduction. The presence of future median-running bus rapid transit route on Kingston Road will allow future residents to make use of reliable and frequent transit and active transportation options, reducing the need to own and park a car on-site. City by-laws are currently under review to reduce parking rates throughout the City.</i>

Region of Durham Comments (August 13, 2021)

Comment 1:	Figure 1-2 Concept Plan - It has been noted in the report that the proposed right in/right out on Brock Rd is to be at the north limit of the site. The exact location of the restricted access on Brock Road should be clearly shown on the concept plan.
<i>TMIG Response 1:</i>	<i>Noted. The site plan and Figure 1-2 have been updated accordingly.</i>
Comment 2:	Section 2.4 – Baseline Traffic Data – It is noted that references to the turning movement count data was provided by the City of Oshawa, please verify that the Region of Durham provided the data.
<i>TMIG Response 2:</i>	<i>Noted. Section 2.4 has been revised; the Region of Durham provided the data.</i>
Comment 3:	Section 3.2 – Planned Study Area Network – As noted in the report the intersection of Kingston Road/Guild Road was analyzed as a non-signalized intersection as per regional comments. For future reference, the intersection of Brock Road/Guild Road will be signalized as part of the planned BRT work on Kingston Road and should be analyzed accordingly in future scenarios. Construction of the median BRT is now planned to start in 2022.

<p><i>TMIG Response 3:</i></p>	<p><i>As the construction of the median BRT along Kingston Road is now planned to start in 2022, all future background and future total analysis for the 2030 horizon year has assumed completion of the BRT. The intersection of Kingston Road and Guild Road was analyzed as a full-moves, signalized intersection under 2030 future background and future total conditions.</i></p>
<p>Comment 4:</p>	<p>Section 4.0 Site Generated Traffic – Given the site’s location on a planned rapid transit corridor, a trip generation reduction could have been applied to account for an increased non-auto mode share. Internal capture should have been considered between the residential and retail/office space uses according to the procedures in the ITE Trip Generation Handbook. Not applying these reduction results in a conservative estimate of the vehicular trip generation of the proposed development, i.e. a potential over-estimation of vehicle trips.</p>
<p><i>TMIG Response 4:</i></p>	<p><i>Noted. Site Trip Generation was reviewed, and the Region’s suggested reductions have been applied. Table 4-1 provided in Section 4.1 summarizes the updates to the trip generation, which includes internal capture between the residential and retail spaces on-site in addition to a transit reduction of 30% to account for the site’s proximity to the Kingston Road rapid transit corridor. The 30% mode split reduction was derived from Exhibit 5.6 of the “2018 Durham-Scarborough Bus Rapid Transit Study – Initial base Case Report”, which identifies a Centre Median Transit mode split in Downtown Pickering of 33% by 2041 compared to a base case transit mode split of 19%. The 33% was rounded down to 30% for a measure of conservatism.</i></p>
<p>Comment 5:</p>	<p>Section 5 Impact Analysis:</p> <ul style="list-style-type: none"> a. Please provide mitigating measures for the northbound left turn movement at Brock Rd/Kingston Rd, as the LOS is a C with the Future Background traffic but E once site traffic is included. b. PHF of .92 should be used for all scenarios for comparison. Any deviation from this value should be noted and justified in the body of the report. c. The “Intersections (lanes, volumes & timings)” Synchro reports should be provided for review. The information provided in the report does not allow for the confirmation of appropriate modelling used for the signalized intersections, e.g. phasing, control mode, cycle length, etc. It is recommended that the Synchro reports be provided to the Region before the final submission so that the modelling can be reviewed, and any necessary changes addressed before the final submission.
<p><i>TMIG Response 5:</i></p>	<ul style="list-style-type: none"> a. <i>Upon application of a PHF of 0.92, as per comment 5.b, the operation of the northbound left movement at Brock Road and Kingston Road deteriorates further under all traffic conditions. Of note, the northbound left movement experiences LOS F under both future background and future total conditions during the a.m. peak hour. It is recommended that the intersection be monitored after the implementation of the BRT and associated traffic control changes are in place.</i> b. <i>Compared to the first submission of the report, a PHF of 0.92 was used at all intersections under existing, future background, and future total conditions with the exception select movements at the intersection of Brock Road and Kingston Road. As noted in Section 5.2 of the updated report, select movements are operating with volume to capacity (v/c) ratios above 1.0, which is theoretically impossible. Accordingly, calibration measures were undertaken for those movements at the intersection of Brock Road and Kingston Road to bring the v/c ratio to 1.0 or less under existing conditions. During the a.m. peak hour, the PHF of the westbound left movement was increased to 0.94. During the p.m. peak hour, the eastbound through and westbound left movements were adjusted to have PHFs of 1.0 and saturated flow rates of 1950 to achieve a v/c ratio of 1.0 or less). The calibrations applied to these movements were carried forward into the future background and future total conditions.</i>

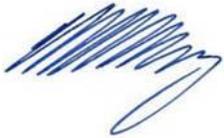
	<i>c. The Synchro reports appended to the revised report have been updated to include the “Intersections (lanes, volumes & timings)” information in addition to the HCM capacity reports.</i>
Comment 6:	Section 6.2 Corner Clearance - Due to the Region’s concerns with the location of the right in/right out access on Brock Road, it would be prudent to secure a cross-access easement to the west when the future lands develop. Any measures to direct trips away from this access in close proximity to Kingston Road should be explored moving forward.
TMIG Response 6:	<i>Noted.</i>
Comment 7:	Section 8 Travel Demand Management - It is appreciated that the TDM section provides ample communication and information. It is requested that specific actions and responsible parties be confirmed. Additional measures should be considered, including potential reduction in parking supply, “unbundling” parking spaces from residential unit sales, and a robust ride share program.
TMIG Response 7:	<i>Additional TDM measures have been identified including the unbundling of parking spaces. A ride share program and any other additional TDM measure is to be considered by the Owner and provided subject to their discretion if there is sufficient demand based on monitoring.</i>
Comment 8:	Section 8.1.1 Active Transportation Network – In describing the active transportation network, as it is a key opportunity for TDM serving the subject site, further discussion on the planned directional cycle tracks along Kingston Road, as part of the Durham-Scarborough BRT project should be provided. Additionally, the Pickering ITMP identifies other nearby cycling connections beyond what is in the Regional Cycling Plan that could be described in this section. The site should provide cycling connections to the surrounding Regional and municipal cycling facilities. Secure indoor and outdoor bicycle parking and a potential repair station should also be provided.
TMIG Response 8:	<i>The planned cycle tracks are described in Section 8.1.1 of the revised report in the second submission. Cycling connections to the surrounding active transportation network are provided through the site sidewalk and driveway connections.</i>
Comment 9:	Section 8.2 Proposed TDM Measures – Pre-construction marketing material, a commuter options brochure, or communications strategy are TDM measures that are not directly conducted by City of Pickering or Durham Region staff. With respect to information distribution, at the request of the developer, Regional or City staff would be willing to provide information (e.g., transit route maps or schedules, brochures on cycling safety, etc.) and links to information (e.g., Triplinx, DRT online schedules) that the developer could disseminate to future residents. Also, the provision of pre-loaded PRESTO cards is not offered by the Region or City of Pickering, but it would be a great incentive if the developer did so.
TMIG Response 9:	<i>Noted. The wording of Section 8.2 has been updated to better reflect the resources and level of involvement City of Pickering and Durham Region staff can offer to assist with the proposed measures.</i>
Comment 10:	Section 8.3 – Commuter surveys are not part of the Region’s or the City’s TDM scope of work at this time but would be supported if conducted by the developer or property management company to monitor baseline and follow-up commuter patterns.
TMIG Response 10:	<i>Noted. Commuter surveys would be based on residents and conducted on a volunteer basis subject to the Owner’s discretion.</i>
Comment 11:	The Durham-Scarborough Bus Rapid Transit (BRT) study preliminary design business case, led by Metrolinx, is nearing completion and will be followed by the formal Transit Project Assessment Process EA later this year. The study recommends the conversion of the

	existing curbside BRT lanes on Kingston Road to median BRT lanes. While the existing ROW appears to be sufficient for this modification, based on current preliminary design drawings, the study does indicate that property impacts are still under review. This can be confirmed in the detailed design process, to be led by the Region's Works Department, and through the site plan submission. The conversion from curbside to median BRT lanes is planned over the next few years.
<i>TMIG Response 11:</i>	<i>Noted.</i>
Comment 12:	As part of the Durham-Scarborough BRT study, please note that a one-way westbound cycle track along Kingston Road is proposed in the boulevard in front of the subject site, between the sidewalk and roadway. The elimination of the existing right-in only access will support cyclists using the cycle track.
<i>TMIG Response 12:</i>	<i>Noted, the existing RI/RO entrance to Kingston Road is not included in the current site plan, however, the existing full-moves shared access to Kingston at the western limit of the site will be maintained.</i>

We trust the above reply and revised report is sufficient for your needs, but please do not hesitate to contact the undersigned should you require any additional assistance.

Sincerely,

THE MUNICIPAL INFRASTRUCTURE GROUP LTD.



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ATTACHMENT 1 – COMMENT LETTERS



The Regional
Municipality
of Durham

Planning and Economic
Development Department

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Brian Bridgeman, MCIP, RPP
Commissioner of Planning
and Economic Development

August 13, 2021

Elizabeth Martelluzzi
Planner II, Heritage
City of Pickering
Pickering Civic Complex
One The Esplanade
Pickering, ON L1V 6K7

Dear Ms. Martelluzzi,

Re: **Official Plan Amendment Application OPA 20-008/P; Zoning
Amendment Application A 13/20**
Applicant: **Brock and Kingston Holdings Inc.**
Location: 1970 Brock Road (Northwest corner of Brock Road and
Kingston Road)
Municipality: City of Pickering

The Region has completed its review of the above-captioned applications, and the following comments are provided regarding conformity to the Regional Official Plan and Provincial Plans and Policies delegated Provincial Plan Review responsibilities, and Regional servicing and transportation.

Background:

The applicant is proposing a high-density mixed-use development with a total of 860 residential units and 1,430 square metres of commercial floor space.

The plan proposes:

- a mixed-use building containing 2 towers (34 and 31 storeys in height) connected by a 6-storey podium structure and 1,068 square metres of commercial space on the ground floor.
- a 12-storey mid-rise residential building, and
- 25 3-storey townhouses

The site includes a stone building (Post Manor), which is designated under Part IV of the *Ontario Heritage Act*. The plan proposes to move the building to the northerly portion of the site fronting Brock Road, and used for commercial purposes.

Vehicular access to the development is proposed via two right-in/right-out driveways from Brock Road and Kingston Road. Above and underground parking is also proposed.

"Service Excellence
for our Communities"

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

Draft 40R-plan

We agree with the right of way dedication shown on Brock Road of 1.21 m and the sight triangle adjustment. The right of way dedications shall be provided free and clear of any encumbrances.

Waste Management

Future development applications shall include a waste management plan. Requirements to receive municipal waste collection service on private roadways can be found in Schedule "P" of the [Regional Waste Bylaw 46-2011](#).

If the development does not meet the Region's Guidelines and Standards for waste collection on private property, then the applicant will be responsible for retaining private waste collection services.

Durham Region Transit and Active Transportation

These applications were reviewed from a transit and active transportation perspective.

The proposed site is located along the Kingston Road Corridor, designated as a Transit Spine and Brock Road corridor, a designated High Frequency Transit Network within the Region of Durham's Regional Official Plan (Schedule 'C' – Map 'C3' – Transit Priority Network).

Durham Region Transit (DRT) has reviewed the applications have no comments at this time.

The Durham-Scarborough Bus Rapid Transit (BRT) study preliminary design business case, led by Metrolinx, is nearing completion and will be followed by the formal Transit Project Assessment Process EA later this year. The study recommends the conversion of the existing curbside BRT lanes on Kingston Road to median BRT lanes. While the existing ROW appears to be sufficient for this modification, based on current preliminary design drawings, the study does indicate that property impacts are still under review. This can be confirmed in the detailed design process, to be led by the Region's Works Department, and through the site plan submission. The conversion from curbside to median BRT lanes is planned over the next few years.

As part of the Durham-Scarborough BRT study, please note that a one-way westbound cycle track along Kingston Road is proposed in the boulevard in front of the subject site, between the sidewalk and roadway. The elimination of the existing right-in only access will support cyclists using the cycle track.

The Region's Transportation Infrastructure and Traffic Engineering and Operations team have reviewed the Traffic Impact Study for Brock and Kingston Holdings Inc. prepared by TMIG, dated November 2020 and provide the following comments.

1. Figure 1-2 Concept Plan - It has been noted in the report that the proposed right in/right out on Brock Rd is to be at the north limit of the site. The exact location of the restricted access on Brock Road should be clearly shown on the concept plan.
2. Section 2.4 – Baseline Traffic Data – It is noted that references to the turning movement count data was provided by the City of Oshawa, please verify that the Region of Durham provided the data.
3. Section 3.2 – Planned Study Area Network – As noted in the report the intersection of Kingston Road/Guild Road was analyzed as a non-signalized intersection as per Regional comments. For future reference, the intersection of Brock Road/Guild Road will be signalized as part of the planned BRT work on Kingston Road, and should be analyzed accordingly in future scenarios. Construction of the median BRT is now planned to start in 2022.
4. Section 4.0 Site Generated Traffic – Given the site's location on a planned rapid transit corridor, a trip generation reduction could have been applied to account for an increased non-auto mode share. Internal capture should have been considered between the residential and retail/office space uses according to the procedures in the ITE Trip Generation Handbook. Not applying these reduction results in a conservative estimate of the vehicular trip generation of the proposed development, i.e. a potential over-estimation of vehicle trips.
5. Section 5 Impact Analysis –
 - a. Please provide mitigating measures for the northbound left turn movement at Brock Rd/Kingston Rd, as the LOS is a C with the Future Background traffic but E once site traffic is included.
 - b. PHF of .92 should be used for all scenarios for comparison. Any deviation from this value should be noted and justified in the body of the report.
 - c. The "Intersections (lanes, volumes & timings)" Synchro reports should be provided for review. The information provided in the report does not allow for the confirmation of appropriate modelling used for the signalized intersections, e.g. phasing, control mode, cycle length, etc. It is recommended that the Synchro reports be provided to the Region before the final submission so that the

modelling can be reviewed, and any necessary changes addressed before the final submission.

6. Section 6.2 Corner Clearance - Due to the Region's concerns with the location of the right in/right out access on Brock Road, it would be prudent to secure a cross-access easement to the west when the future lands develop. Any measures to direct trips away from this access in close proximity to Kingston Road should be explored moving forward.
7. Section 8 Travel Demand Management - It is appreciated that the TDM section provides ample communication and information. It is requested that specific actions and responsible parties be confirmed. Additional measures should be considered, including potential reduction in parking supply, "unbundling" parking spaces from residential unit sales, and a robust ride share program.
8. Section 8.1.1 Active Transportation Network – In describing the active transportation network, as it is a key opportunity for TDM serving the subject site, further discussion on the planned directional cycle tracks along Kingston Road, as part of the Durham-Scarborough BRT project should be provided. Additionally, the Pickering ITMP identifies other nearby cycling connections beyond what is in the Regional Cycling Plan that could be described in this section. The site should provide cycling connections to the surrounding Regional and municipal cycling facilities. Secure indoor and outdoor bicycle parking and a potential repair station should also be provided.
9. Section 8.2 Proposed TDM Measures – Pre-construction marketing material, a commuter options brochure, or communications strategy are TDM measures that are not directly conducted by City of Pickering or Durham Region staff. With respect to information distribution, at the request of the developer, Regional or City staff would be willing to provide information (e.g., transit route maps or schedules, brochures on cycling safety, etc.) and links to information (e.g., Triplinx, DRT online schedules) that the developer could disseminate to future residents. Also, the provision of pre-loaded PRESTO cards is not offered by the Region or City of Pickering, but it would be a great incentive if the developer did so.
10. Section 8.3 – Commuter surveys are not part of the Region's or the City's TDM scope of work at this time but would be supported if conducted by the developer or property management company to monitor baseline and follow-up commuter patterns.

We will require submission of an addendum or revised TIS to address the above comments.

July 19, 2021

The Biglieri Group
c/o Michael Testaguzza
20 Leslie Street, Suite 121
Toronto, ON M4M 3L4

Subject: Official Plan Amendment Application OPA 20-008/P
Zoning By-law Amendment Application A 13/20
Brock & Kingston Holdings Inc.
1970 Brock Road
City of Pickering

This letter is a summary of comments received to date with respect to the above-noted applications for an Official Plan Amendment and Zoning By-law Amendment to facilitate the future redevelopment of the property to include a high-density, mixed-use development consisting of 2 residential towers having heights of 34 and 31 storeys connected by a 6-storey podium with commercial units at ground level, a 12-storey residential building, and 25 three-storey townhouses. The proposal also includes relocating the Post Manor heritage building to the northeast corner of the site surrounded by a Privately Owned Publicly-Accessible Space.

Below are key comments and concerns identified by the City Development Department. All comments received from external agencies and internal departments are attached for your review. Prior to staff proceeding with a final recommendation report, including a site-specific Official Plan Amendment and Zoning By-law Amendment, the City Development Department will require the following matters to be addressed.

1. Relocation of the Post Manor heritage building

The Heritage Impact Assessment prepared by ERA Architects was peer reviewed by Branch Architecture. See attached peer review letter from Branch Architecture dated April 6, 2021. Below is a summary of the key concerns and comments identified by Branch Architecture.

The Post Manor is connected visually and historically to the corner of Kingston Road and Brock Road, and is a local landmark as expressed by members of the Heritage Pickering Advisory Committee, and by residents. Relocation of the building imposes negative impacts to the heritage attributes of the building. The proposal should be revised to consider the Post Manor remaining in its current location; the interpretive public park surrounding it should be a focal point of the development; and the proposed adjacent development should reflect the scale, building materials, architectural style and other attributes of the Post Manor. Shadowing should be minimised.

While the integration of a public space surrounding the heritage building is supportable, the relocation of the building to a pocket of the site with limited visibility from the main intersection does not meet the intent of the Draft Urban Design Guidelines, which is that built heritage features on focal sites should be accentuated to create a sense of place and enhance cultural identity. The Post Manor is further dwarfed in this location by the adjacent 34-storey residential tower and 12-storey residential building. The Draft Urban Design Guidelines encourage new development to recognize heritage buildings and historic elements by facilitating opportunities for building and site design to reflect the scale, building materials, architectural style and other attributes of adjacent cultural heritage resources.

Should Council approve the proposal, the heritage designation by-law will be amended to reflect current standards required by the *Ontario Heritage Act*. The City of Pickering will require a conservation plan and a letter of credit for the cost of replacing the house during the site plan approval.

2. Building Height and Floor Space Index

If the general intent of the Intensification Plan is met, flexibility with massing and height may be considered on a site-specific basis. Design of the site and the proposed heights and floor spaces indexes (FSI) should demonstrate appropriate transition from the low-density residential lands to the north and west of the subject site. Further, the Draft OPA 38 requires that consideration shall be given to the interface of retail and office with residential uses and the provision of appropriate transitions between buildings and in height, mass and scale to ensure compatibility with established residential neighbourhoods. Despite encouraging intensification over time, City Council may limit net residential densities, floorspace indices, and gross leasable floorspace for the retailing of goods and services below the maximums set out in the draft OPA to address concerns related to such matters as design, compatibility and scale of development.

The purpose and intent of the angular plane requirement is to minimize any potential adverse impacts to abutting properties with respect to shadowing, overlook, privacy and wind. In order to create a human-scaled environment along Kingston Road, the proposed tower heights shall be located within the recommended 45-degree angular plane requirements as established in the Draft Urban Design Guidelines along Kingston Road and adjacent to the lot lines at 1701 Kingston Road and 1995 Royal Road.

Proposed building heights shall be lowered as a result of meeting the angular plane requirements from the established residential development to the north and along Brock Road and Kingston Road in order to achieve appropriate transition to existing development and create a pedestrian human-scaled environment along Kingston Road and Brock Road.

The proposed 6-storey podium does not allow for ease of access into the site or sunlight penetration into the POPS. The Draft Urban Design Guidelines encourage block layouts should be designed to maximize views and vistas through development blocks and gateways. The Draft Urban Design Guidelines state that building articulation, including vertical projections, recessions, design treatments and other architectural details are encourage at gateway locations to create enhanced visual interest and a distinct sense of place. The proposed POP should be relocated adjacent to the Post Manor Heritage Building and at the intersection of Kingston Road and Brock Road to provide public access and to protect the views to the heritage building.

3. Building Separation and Setbacks

Sensitive building placement helps ensure integration into the surrounding context and limits negative impact on adjacent streets and open spaces. The Draft Urban Design Guidelines establish minimum standards for building separation. A minimum separation distance of 15 metres shall be provided between facing buildings on sites with multiple buildings. On multi-building sites, it is encouraged that buildings are offset or angled away from each other to maintain privacy between facing units.

Building towers shall be subject to a minimum 25 metre separation distance, measured between the exterior edge of the building face.

Buildings fronting Kingston Road and Brock Road shall be setback 5 metres from the front property line.

A maximum tower floor plate of 750 square metres shall be maintained, as noted in the Draft Urban Design Guidelines. The proposal should be revised to maintain a minimum of 15 metres of separation between all buildings, while keeping a minimum separation distance of 25 metres between tower buildings. The buildings should be revised to be setback a minimum of 5 metres on both Kingston Road and Brock Road.

4. Site Access

At the March 9, 2021 Virtual Open Meeting and June 7, 2021 Electronic Statutory Public Meeting, a number of area residents indicated that the submitted traffic study did not include Royal Road and Guild Road within the study area. Given that the proposal will have restricted right-in/right-out accesses, it is anticipated that there will be increased traffic flows along Royal Road and Guild Road. Please revise the Traffic Impact Study to include an analysis on the traffic impact on Royal Road and Guild Road, and any solutions to limit/restrict traffic infiltration on these roads from this development.

Staff are awaiting formal comments from the Region of Durham Work's Department with respect to the submitted Traffic Impact Study.

5. Mature Trees

Residents have expressed concerns regarding impact of the proposed development on the existing mature trees surrounding the property as the trees provide a privacy and noise buffer. To help minimize adverse impacts of the proposed development, staff recommend that all of the existing mature vegetation along the north and west lot lines be preserved. The minimum setback of the construction hoarding surrounding the existing trees should be a minimum of 1 metre from the dripline. Please provide confirmation that all shoring and below grade and above grade structures will be setback a minimum 1 metre from the dripline.

6. Privately Owned Publicly-Accessible Public Space (POPS)

The proposed Privately Owned Publicly-Accessible Public Space (POPS) is largely cast in shadows for the majority of the day and year, and is located internally towards the site. As noted above, to provide visibility and easy accessibility the POPS shall be located at the intersection of Brock Road and Kingston Road.

7. Loss of commercial space/office space

The Intensification Plan and Draft OPA 38 directs major office use to the identified gateway location at the intersection of Kingston Road and Brock Road. Demonstrate the inclusion of office uses within the podium levels of a mixed-use building on the site.

A key concern raised by area residents is the loss of valuable retail/commercial space that service the surrounding communities. To ensure sufficient retail and commercial gross floor area is being replaced, staff recommend that the minimum commercial/retail GFA maintains the existing GFA.

8. Parking

Staff are concerned that the parking supply proposed for resident, visitor and commercial uses may not be sufficient to support the development. The submitted TIS states that the City Centre Zoning By-law provisions are appropriate, including incorporating a shared parking formula. However, the parking ratios within the City Centre by-law provisions may not be appropriate for the proposed development given that the lands are located outside the City Centre and are not within convenient walking distance to higher-order transit services such as the GO station. The proposed parking ratios may be peer reviewed. In accordance with the City's User Fee By-law, the applicant is responsible for reimbursing the City's full cost of the peer review.

To support the proposed grade-related commercial uses, staff strongly encourage an appropriate amount of surface parking should be incorporated.

Consideration should be given to charging stations for electric vehicles and secure indoor bicycle storage space in the design of parking structures.

9. Shadows

A revised Shadow Study shall be provided. The siting and location of the buildings should maximize sun exposure and strive to achieve five consecutive hours of sun on public parks as measured on March 21, June 21, and September 21. In addition, the revised study should also evaluate shadow impacts within the development site, including an assessment of the shadow impact on any outdoor amenity spaces to ensure comfort and use of any proposed outdoor amenity areas. The revised Study shall include a written summary of the findings.

10. Comments from Planning and Development Committee

The following is a summary of comments and requested materials received at the Planning and Development Committee held on June 7, 2021:

- questioned whether there was flexibility with height and density, and whether the developer would enter into meaningful dialogue with concerned residents;
- commented how the Kingston Road Intensification guidelines had notional heights identified, with the final product not including a defined maximum height;
- concerned whether the Post Manor was in its original location, and that the developer would preserve its heritage attributes;
- concerned how the density and proposed height would be reviewed by staff, prior to the recommendation process;
- concerned how the applicant would relocate the heritage building during construction, and how the Post Manor would be protected with those details being sought from the applicant;
- concerned about the amount of vibration during construction;
- concerned how Guild Road was not part of the Traffic Study, currently under review by City and Regional staff, including impacts on Royal Road and future growth of immediate area;
- concerned whether angular planes were appropriately addressed; and
- questioned whether access to underground parking would be off of both Brock Road and Kingston Road.

11. Comments from Area Residents

The following is a list of key comments and concerns expressed by the residents at the Electronic Public Open House meeting and written submissions received from approximately 30 residents, landowners and businesses:

Traffic and Access

- concerned with the proximity of the proposed vehicular access on Brock Road to the intersection of Kingston Road and Brock Road and may cause safety issues for southbound vehicles on Brock Road and pedestrians;

- concerned that the restricted right-in and right-out accesses on Brock Road and Kingston Road will cause the future residents and visitors to increase traffic on existing local roads; and
- concerned that the low parking ratios will cause parking to spill onto local roads.

Height and Density

- supportive of Council direction to increase density and provide more housing options, but requested that the proposed building heights be reduced near existing low-rise dwellings; and
- concerned that the proposed density and level of intensification does not provide adequate on-site private or public amenity spaces to support the future residents of this development.

Sunlight and Privacy

- concerned that the existing dwellings on the east side of Royal Road will lose their easterly sunlight during the morning hours due to the proposed building heights; and
- concerned about overlook and decreased privacy on properties immediately north of the subject property.

Heritage House

- questioned whether the Post Manor is structurally stable to be moved and how it will be protected during construction; and
- commented that the proposal should be revised to incorporate the Post Manor in its current location.

Other Comments

- supportive of a mixed-use development to continue to provide retail and amenities for the wider community;
- concerned that dust and noise pollution during the construction period will negatively impact surrounding homes;
- requested drawings to demonstrate that the streetscape next to the proposed development in the perspective of a pedestrian; and
- concerned that the proposal does not adhere to the Kingston Road Corridor Intensification Plan, the Draft Urban Design Guidelines and the concurrent City initiated Official Plan Amendment to implement the policies.

12. Comments from Internal Departments and External Agencies

The following internal departments and external agencies' comments received to-date are attached for your review and follow-up:

- Canada Post, dated January 18, 2021
- Conseil Scolaire Viamonde, dated April 14, 2021
- Durham Catholic District School Board, dated April 23, 2021
- Enbridge Gas, dated January 11, 2021
- Elexicon Energy Inc., dated January 8, 2021
- City of Pickering, City Development, Sustainability, dated February 26, 2021
- City of Pickering, Engineering Services, dated April 8, 2021
- Metrolinx, dated February 4, 2021
- Ministry of Transportation, dated January 7, 2021
- Rogers Communications, dated February 9, 2021
- City of Pickering, Fire Services, dated April 14, 2021
- Branch Architecture, Peer Review, dated April 6, 2021

13. Conclusion

With your second submission, please provide a cover letter indicating how each comment/concern outlined above have been addressed. The following materials are required to accompany your next submission:

- a **letter** outlining how the comments from external agencies, City Departments, members of the public have been addressed;
- all 4 sides of the Elevation Drawings and coloured renderings;
- revised cross-section plan illustrating the 45-degree angular plane requirements;
- revised Site Plan (coloured);
- revised Heritage Impact Assessment;
- revised Transportation Impact Assessment;
- revised Functional Services and Preliminary Stormwater Management Report;
- revised Shadow Study and an accompanying report; and
- With respect to official plan or zoning by-law amendments the City may, at the time of a recommendation report to Council, require drawings in forming the official Plan or zoning schedule, in CAD or GIS format (compatible with either ArcGis Desktop 10.7.1, ArcGis Pro 2.6.1, or AutoCAD Map 3D 2018), and such files need to be georeferenced with a geographic coordinate system of: NAD83 UTM Zone 17N.
- All PDF documents accepted that are intended to be uploaded to the City's website, must be accessible. Documents may include studies, reports, plans, presentations, and other PDFs.
- The City of Pickering will not display external vendor documents on its website if they are not accessible, in order to meet the Province's Accessibility for Ontarians with Disabilities Act (AODA) Information and Communications Standards To learn more visit [WCAG 2.0 Level AA standards](#).

Accessibility Criteria

- All studies, reports, plans and presentations etc. that result from this project must be provided to the City in an accessible format compatible to Adobe Acrobat XI or higher, meeting [WCAG 2.0 Level AA standards](#).

Verification Process

Prior to documents being posted on the City's website for this project, a letter of verification, stating that the documents provided are accessible must be received.

The attached City's Accessible Documents Vendor Checklist is to assist you in creating documents in an accessible format. The following tools/service providers may also assist you in the accessibility checking/compliance:

- [Free online accessibility checker tool](#)
- [Adobe Acrobat Accessibility Checker](#)
- [Aequum Global Access](#)
- [AbleDocs](#)
- [Equidox](#)
- [eSolutions](#)

Prior to finalizing your second submission, please arrange a meeting with City staff to discuss the above-noted comments. For further information or clarification, please contact me at 905.420.4660, extension 2169.

Yours truly



Elizabeth Martelluzzi
Senior Planner, Development Review & Heritage

EM:jc

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Attachments

Copy: Brock & Kingston Holdings Inc.

Manager, Development Review & Urban Design

To: Elizabeth Martelluzzi
Planner II, Heritage

From: Deepak Bhatt
Senior Planner, Sustainability

Copy: Manager, Development Review & Urban Design
Supervisor, Sustainability

Subject: Official Plan Amendment Application OPA 20-008/P
Zoning By-law Amendment Application A 13/20
Brock and Kingston Holdings Inc.
1970 Brock Road

February 26, 2021

We received the above-noted development applications submitted by The Biglieri Group Ltd. (“TBG”) for Brock and Kingston Holdings Inc. We have reviewed the submission, dated December 2, 2020 from the applicant. Our comments on the Sustainable Development Guidelines (SDG) report and checklist, appended within the planning rationale report, are as follows.

The proposal contains two site specific amendments:

1. “Mixed Use A, Gateway” redesignation with a higher density and FSI of 5.7 in place of the Pickering Official Plan’s current designation of “Mixed-Use Area Mixed Corridors” which permits a net residential density of over 30 and up to and including 140 dwellings per hectare and allows for an FSI of 2.5.
2. “Multi-Unit, MU-XX” rezoning with many site-specific requirements as identified in the plans in place of the City of Pickering Zoning By-law No. 3036, which specify the site as “LCA-4: Local Central Area”.

The SDG checklist prepared by TBG identifies sustainability elements of the project with a goal to achieve Level 1 with all the required points and an additional 30 points. Further clarification is required for the following items:

- a) SDG Item 4.11- Mixed Use Commercial – The rationale in the checklist indicates, “The proposed development locates street related commercial components at grade within mixed-use buildings” and claims three points. To be eligible to claim points on this, the proposal must satisfy the required item as per our following comment:

Item 5.3 – Design of Development – Density and Compact Built Form, of the SDG specifies that commercial component of the development requires minimum FSI of 0.35. The proposal, with a commercial component FSI of 0.11, needs revision to comply with the “required” sustainability element.
- b) SDG item 4.13 – Apply Regional Precedents in Urbanism and Architecture – The rationale in the checklist indicates, “The proposal incorporates the adaptive reuse of a resource designated under *Part IV of the Ontario Heritage Act*” and claims four points.

The City of Pickering, under *the Ontario Heritage Act - Part IV*, designated the site as a Heritage Building and as architectural and historical value or interest (Post Manor). In discussion with the City's Planner II, Heritage, we learned about the following process on the heritage evaluation:

1. Heritage Impact Assessment prepared by ERA Architects Inc. will be peer reviewed.
2. The Heritage Advisory Committee will provide their recommendations on the development.

Based on this we will wait for the recommendations from the peer reviewer and the Heritage Advisory Committee to consider TBG's allocation of four sustainability points on this item.

- c) SDG Item 6.11 Parking Management – The rationale in the checklist indicates “The TDM measures proposed in the submitted Transportation Impact Study to encourage alternate modes of transportation allowing reduction of vehicular parking requirements” and claims two points.

The Transportation Impact Study, prepared by the TMIG consultant, section 7 indicates following:

“The subject site is zoned LCA-4 by Site Specific By-law 2212/86, within Zoning By-law 3036. Parking requirements for the LCA-4 zone only consider commercial uses and do not contain parking requirements for the proposed residential uses. However, the subject site is adjacent to the area covered by the Pickering City Centre Zoning By-law 7553/17. We have therefore referenced the City Centre Zoning By-law to review the proposed parking supply in consideration of transit proximity in the study area.”

We recommend the inclusion of section 3.9 - Bicycle Parking Space Requirements of the Pickering City Center Zoning By-laws 7553-17 within the proposed zoning by-law amendment. Within such, the proponent should consider and comply with both the car and bicycle parking standards equitably. Providing only car parking spaces and eliminating bicycle parking is not desirable. We encourage TBG to consider the SDG Item 6.4 – Support for alternative transportation.

We recommend the bicycle parking requirements as a required element. We encourage the proponent to claim two additional points by providing additional TDM measures as indicated in their report in section 8.1.1 Active Transportation Network; section 8.1.2 Rideshare Services; section 8.1.3 Micro transit.

- d) We recommend the proponent to prepare and submit a Bird Strike Analysis and a Bird - Friendly Design Report that considers how the proposed high-rise towers will address the issue of bird strikes.

If you wish to discuss these comments, please contact me at extension 2188.

DB: jc

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To: Elizabeth Martelluzzi
Planner II, Heritage

April 8, 2021

From: Richard Holborn
Director, Engineering Services

Copy: Division Head, Water Resources & Development Services
Manager, Capital Projects & Infrastructure
Manager, Development Services
Manager, Landscape & Parks Development
Project Manager, Development Approvals

Subject: Official Plan Amendment Application 20-008/P – 1st Submission
Zoning By-law Amendment Application A13/20
- Brock & Kingston Holdings Inc.
- 1970 Brock Road
File: D-3100

The Engineering Services Department has reviewed the above noted drawings and comment as follows:

Please ensure that 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.

Development Services

General Comments

1. As per the pre-consultation memo dated June 2, 2020, the impact of the development on ground subsidence was to be addressed. Please provide a report to address this.

Draft 40R Plan

2. No comments.

Proposed Site Plan

3. The notes on the plan appear to be for a different site in a different municipality. Update the notes as required.
4. At detailed design, the site plan is to include the location of all site accesses, Brock Road and Kingston Road curbs, curb radii, signage, and light locations.

5. The plan indicates the overhang of the tower over the driveway. Revise the plan as required to show the entire ground level, similar to the Preliminary Grading Plan.

Functional Servicing Report

6. In Section 4.1, update the 5 year intensity calculation to 1082.901. The decimal is missing from the equation.
7. The design of the site should consider Low Impact Development (LID) measures.
8. Section 8.1 discusses the erosion and sediment controls (ESC) measures required for the site. Please be advised that at detailed design, ESC measures will be required for all phases of construction.
9. Section 10.0 of the report references City of Pickering Stormwater Management Guidelines dated 2012. The guidelines were updated in July 2019. Ensure the design complies with the most up to date guidelines.
10. All servicing drawings should be from the ground level, not underground parking level.
11. Site drainage is to be self-contained. The preliminary grading plan shows drainage from the proposed townhouses draining overland to the adjacent properties. Update the design as required.
12. A high point will be required at the property line within the proposed Brock Road entrance to contain all drainage on site.
13. All landscaped areas are to have minimum slope of 2%. There are areas of the site where less than 2% is proposed. Update the design as required.

Noise and Vibration Impact Study

14. Ensure that the recommendations in the study are implemented with the detailed design of the site.

Phase One and Phase Two Environmental Site Assessments

15. No comments.

Transportation Impact Study

16. No comments.

Tree Inventory Report and Preservation Plan, and Tree Protection Plan

17. No comments.

Water Resources Comments

1. The stormwater management criteria for the proposed development requires the control of post-development peak flow rates to pre-development levels, for all storms from 2 year up to and including the 100 year event, using a maximum pre-development runoff coefficient of 0.5. Refer to the pre-consultation letter dated June 2, 2020 and revise the design accordingly.
2. The Functional Servicing Report (FSR) and the proposed design have not addressed the erosion control criteria. As per the pre-consultation letter dated June 2, 2020, the first 5mm of every storm event must be retained on-site. Please revise the design accordingly.
3. The City will only credit stand-alone oil-grit separator (OGS) units for up to 50% TSS removal. Please update the design to provide an overall treatment train approach providing at least 80% TSS removal.

Capital Projects

General Comments

1. At detailed design, show connectivity to the Brock Road and Kingston Road sidewalks.
2. Confirm the configuration of the underground parking garage accesses.
3. Review the site layout between the Kingston Road mutual access and the underground parking access as it does not appear to provide sufficient space for stacking.

Traffic Comments

4. Section 2.1 of the Traffic Impact Study (TIS) states that Guild Road has an unposted speed of 50 km/hour. The posted speed on this road is 40 km/hour. Revise the report.
5. Section 2.4 of the TIS states that the turning movement counts were provided by the City of Oshawa. Please confirm if this should be Region of Durham and revise accordingly.
6. The current accesses on Kingston Road and Brock Road will be maintained. Provide the proposed accesses widths and the radii.
7. Section 5.6 of the TIS has analysed the adjacent intersections with and without the future median BRT. With the future median BRT, the accesses on Kingston Road and Brock Road will function as Right in and Right out. With the future median BRT and the proposed right in and right out accesses, many vehicles will take Guild Road, Royal Road, and other local roads to go to Brock Road north. This will increase the infill traffic in the area. Provide comments how this infill traffic can be reduced.

8. Vehicle manoeuvring diagrams are required for the proposed design vehicles.
-

Landscape & Parks Development

1. Confirm the extent of the proposed Privately Owned Public Spaces (POPS). It is unclear if it includes all of the outdoor space surrounding the mid-rise building, with the exception of the private spaces for the 3 storey townhomes.
2. The POPS shown on the concept landscape plan seem to be very sterile, though it is understood to be an interpretation of a rural agricultural heritage theme featuring linear orchards and wind rows, as indicated in the Heritage Impact Assessment Report. Perhaps more soft landscaping could be provided in areas to still fit with this theme. Include programmed spaces in appropriate areas, such as seating clusters and a children's play area. These areas could also be delineated through the use of raised gardens, perhaps to be used for community gardening. Consider the inclusion of a shade structure for one of the seating areas. The structure could mimic a heritage agricultural building. For consistency in surfacing, consider transitioning to rubber tile safety surfacing within the children's play area. The playground equipment should provide high visual/sculptural interest as well. Examples of such equipment are Kompan Corocord, Galaxy and Bloqx structures, and Jambette Citiplex structures. Following are links to these structures for your reference:

<https://www.kompan.com/play/corocord-rope-climbing/frame-nets/octanite>

<https://www.kompan.us/play/corocord-rope-climbing/play-towers/skytwister-sensory>

<https://www.kompan.us/play/corocord-rope-climbing/domes-spheres/explorer-dome>

<https://www.kompan.com/play/play-systems/bloqx>

<https://www.kompan.us/play/play-systems/galaxy>

<https://www.jambette.com/en/products-page/novelties/citiplex>

3. Indicate how the private spaces for the 3 storey townhomes will be separated from the public space. If low fencing is to be used to separate the public from the private areas and/or between residential yards, perhaps a style could be used that would tie in with the rural agricultural heritage theme. Confirm what the 'L' shaped areas shown on the plan represent.
4. Confirm if interpretive signage will be included within the landscape, to inform the residents and public about the history of the site.

5. The Tree Inventory Report and Preservation Plan indicates that 49 trees will be required for compensation based on the number of existing trees to be protected vs. removed. Should all required compensation plantings not be possible on site, cash-in-lieu for the balance remaining shall be paid as outlined in the City's current Summary of Fees and Charges.



PH/LC:jdg