

June 12, 2026

City of Pickering  
One The Esplanade  
Pickering, Ontario L1V 6K7

Attention: Richard Holborn  
Director, Engineering Services

Dear Richard Holborn:

Re: **Zoning By-law Amendment Application A 03/26**  
**Official Plan Amendment Application OPA 23-001/P**  
**Draft Plan of Condominium CP-2026-02**  
**640 Liverpool Road, 1288-1294 Wharf Street, and 607-609 Annland Street -**  
**2<sup>nd</sup> Submission**  
**File: D-3300**  
**Our Project No. E21030**

Enclosed please find our response to the comments provided on our 1<sup>st</sup> Engineering Submission dated May 14, 2026 for the above noted project for your review. For ease of reference, we have listed their comments in **bold** with our response immediately following in normal text.

<b>Development Services</b>	
<b>General Comments</b>	
1.	<p><b>As per the Development Services User Fee Schedule, please provide payment in the amount of \$4,365.00 for the review of the Functional Servicing and Stormwater Management Report (FSSR).</b></p> <ul style="list-style-type: none"> <li>Acknowledged. To be provided by the Owner under separate cover.</li> </ul>
2.	<p><b>The site is located partially within the Toronto Region Conservation Authority (TRCA) screening area. A copy of TRCA approval will be required for our records prior to approval.</b></p> <ul style="list-style-type: none"> <li>Acknowledged. A copy of the TRCA approval will be provided once received. An initial submittal has been made to the TRCA and they have no objections to the approval of Zoning By-law Amendment Application No. A03/2 and Draft Plan of Condominium CP-2026-02, subject to Block 2 being rezoned to Environmental Protection "EP". The balance of the comments will be handled during detailed design.</li> </ul>



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3.	<p><b>As of September 1, 2025 any Stormwater Management works that are not owned by or to be assumed by the Municipality will be required to be registered in the Environmental Activity &amp; Sector Registry (EASR). A copy of the registration will be required to be provided to the City.</b></p> <ul style="list-style-type: none"> <li>The project has been registered with the Environmental Activity and Sector Registry (EASR). A copy of the registration will be provided once received.</li> </ul>
4.	<p><b>Phased erosion and sediment control plans will be required for each phase of construction (earthworks, site servicing and building construction) with the detailed design.</b></p> <ul style="list-style-type: none"> <li>Acknowledged, phased erosion and sediment control plans will be included with the detail design for review and approval.</li> </ul>
5.	<p><b>Note that further comments shall be deferred to the detailed design stage.</b></p> <ul style="list-style-type: none"> <li>Acknowledged.</li> </ul>
<p><b>Draft Plan of Common Elements Condominium</b></p>	
6.	<p><b>Relocate the site west access on Annland Street so that it lines up with Pleasant Street.</b></p> <ul style="list-style-type: none"> <li>Per previous correspondence and approval a sightline analysis was completed and identified no concerns. Per discussion on 05/25/2026 comment was agreed to be removed.</li> </ul>
<p><b>Concept Plan/Site Plan – A101</b></p>	
7.	<p><b>Remove all grading information from the plan.</b></p> <ul style="list-style-type: none"> <li>Acknowledged</li> </ul>
8.	<p><b>The plan is to indicate all sidewalks with width and material on municipal roads and on the private site.</b></p> <ul style="list-style-type: none"> <li>1.8m concrete sidewalk to be provided on Wharf Street</li> <li>1.5m concrete private sidewalks within the development</li> </ul>
9.	<p><b>Show the depressed curb at driveway entrances.</b></p> <ul style="list-style-type: none"> <li>Acknowledged, will be shown at site plan stage</li> </ul>
10.	<p><b>Label the existing streetlights on all 3 sides of the property. Relocation of existing utilities will be at the owner expense.</b></p> <ul style="list-style-type: none"> <li>Acknowledged, will be provided at site plan, will have discussion about transformer on Wharf Street at site plan</li> </ul>
11.	<p><b>Confirmation from the property owner will be required where the proposed walkway to the passive open space crosses their lands.</b></p> <ul style="list-style-type: none"> <li>Acknowledged, an easement agreement has been negotiated with the owner of 1275 Wharf Street and will be provided at site plan</li> </ul>



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<b>Functional Grading Plan – FGP</b>	
<b>12.</b>	<b>Label all proposed curb radii.</b> <ul style="list-style-type: none"> <li>All Curb Radii has been added to the FGP.</li> </ul>
<b>Functional Servicing Plan - FSP</b>	
<b>13.</b>	<b>Provide the proposed storm pipe with material, classification, length and grade of the pipe.</b> <ul style="list-style-type: none"> <li>Length and grade of the sewers have been added to the functional servicing plan. Additional details including material class, bedding, insulation/frost cover details, etc will be provide at detailed design.</li> </ul>
<b>Functional Servicing and Stormwater Management Report</b>	
<b>14.</b>	<b>In the storm sewer design sheet, the pipe capacity shall not be over 80%. Review and revise as required.</b> <ul style="list-style-type: none"> <li>Sewer design has been revised. Note 100-yr capture calculations have been updated and included in the FSSR, demonstrating the sewers have capacity to convey the 100-yr storm event from the site.</li> </ul>
<b>Geotechnical Investigation Report</b>	
<b>15.</b>	<b>Section 1.0 of the report states that the recommendations of the report are considered preliminary in nature. A reliance letter will be required with the detailed design.</b> <ul style="list-style-type: none"> <li>Acknowledged. A reliance letter will be provided at detailed design.</li> </ul>
<b>Hydrogeological Investigation Report</b>	
<b>16.</b>	<b>Development Services has no comments at this time.</b> <ul style="list-style-type: none"> <li>Acknowledged.</li> </ul>
<b>Phase One and Phase Two Environmental Site Assessments</b>	
<b>17.</b>	<b>Development Services has no comments at this time. A Record of Site Condition will be required.</b> <ul style="list-style-type: none"> <li>Acknowledged.</li> </ul>
<b>Environmental Noise Assessment Report</b>	
<b>18.</b>	<b>Ensure all recommendations of the report are incorporated into the detailed design.</b> <ul style="list-style-type: none"> <li>Acknowledged.</li> </ul>
<b>Water Resources Comments</b>	



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1.	<p><b>The quantity control criteria has not been addressed; as per the May 19, 2022 Pre-Consultation Meeting Minutes, the 100-year post-development flows shall be controlled to the 5-year post-development level. Furthermore, all areas of uncontrolled discharge must be accounted for when determining the allowable release rates. Revise the design accordingly.</b></p> <ul style="list-style-type: none"> <li>Stormwater sizing was discussed with the City in October of 2025 and it was agreed to upsize the external pipe to handle the 100 year flow. The current stormwater management strategy proposed for the site involves capturing the 100-year storm and providing on-site storage to discharge at the 5-year post development release rate to the existing Annland Street storm sewer and out to Frenchman’s Bay. Since the existing 375 mm diameter storm sewer is undersized to handle the 5-year post development flow from the site, approximately 65 m of the sewer along Annland Street is proposed to be upsized to a 825 mm diameter pipe to accommodate the additional flows from the development before discharging to Frenchman’s Bay via the existing headwall outlet.</li> </ul> <p>This comment and the strategy of conveying the 100-year flow event form the site was confirmed by Bob Trajceski in an email on June 10, 2026.</p>
2.	<p><b>The erosion control criteria has not been addressed as the proposed Low Impact Development (LID) strategy of roof leaders discharging to grade and discharging to infiltration trenches is not acceptable. In accordance with Section 5.1.2 of the City’s SWM Design Guidelines, all lots with frontage 12 m or less must have all downspouts directly connected the storm sewer. Furthermore, the proposed infiltration trenches at Block A to C and G to J are not feasible due to insufficient clearance to the building face, uncontrolled overflow to surface is not permitted based on frontage width and proximity to the municipal right-of-way, and conflict with services and utilities.</b></p> <ul style="list-style-type: none"> <li>The SWM strategy has been revised. The buildings roofs will be flat and discharge directly to the storm sewers. The revised commercial buildings (BLDG J) will direct clean runoff to a soakway pit as part of the best efforts on erosion control targets. Refer to the updated FSSR for additional details.</li> </ul>
3.	<p><b>Functional LID sizing calculations demonstrating how the target erosion control volume is achieved must be provided. All LIDs shall be in accordance with the CVC &amp; TRCA’s LID SWM Planning and Design Guide.</b></p>



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	<ul style="list-style-type: none"> <li>Refer to the updated SWM Report for supporting calculations.</li> </ul>
4.	<p><b>Sump pumps shall not be permitted to discharge directly onto City property due to operational and maintenance considerations. All proposed sump pumps shall discharge to the private storm system.</b></p> <ul style="list-style-type: none"> <li>Sump pumps will discharge into the private storm system. See preliminary detail on <b>Drawing FSGP</b> in the FSSR,</li> </ul>
5.	<p><b>The site's runoff coefficient of 0.85, associated with Laneway Townhouses (Table 9, SWM Design Guidelines), has been underestimated. The revised site plan incorporates Back-to-Back Townhouses and Commercial land use, corresponding to a runoff coefficient of 0.90, with minimal soft landscaped area. Review and update the design accordingly.</b></p> <ul style="list-style-type: none"> <li>All calculations have been revised for an RC of 0.90.</li> </ul>
6.	<p><b>Uncontrolled roof drainage from catchments 202 to 205 shall not be permitted. Update the design, SWM Report and Figure 3 accordingly.</b></p> <ul style="list-style-type: none"> <li>SWM Strategy has been revised. The rooftops will be flat and discharge directly to the storm sewer.</li> </ul>
<b>City Infrastructure Comments</b>	
1.	<p><b>Confirm the proposed driveways fronting Annland Street are at the same location as the existing driveways. If not, show the restoration detail for the City road &amp; boulevard as per City standards.</b></p> <ul style="list-style-type: none"> <li>The proposed driveways are generally in the same location of the existing driveway aprons. Some curb modifications for the installation of the new curb returns will be required. Additional details provided during detailed design.</li> </ul>
2.	<p><b>The proposed sidewalk on Wharf Street is to be relocated to the standard location of 0.9m from property line.</b></p> <ul style="list-style-type: none"> <li>Due to the existing utilities conflicts the sidewalk is proposed to remain in the current location. New 1.8m width concrete is proposed to replace the existing sidewalk.</li> </ul>
3.	<p><b>Show road restoration for the proposed water services on Annland Street.</b></p> <ul style="list-style-type: none"> <li>Road Restoration details will be provided at detailed design.</li> </ul>
4.	<p><b>Provide tactile warning plates at the intersection of Liverpool Road and Wharf Street.</b></p> <ul style="list-style-type: none"> <li>A note/tactile plates have been added to the functional grading plan. Additional details will be provided at detailed design.</li> </ul>



<b>5.</b>	<p><b>On Wharf Street, provide a pedestrian crossing and tactile warning plates at the sidewalk connection leading to the roadway (see attachment).</b></p> <ul style="list-style-type: none"> <li>The mid-block pedestrian crossing has been added to the functional grading plan. Additional details including all pavement marking, dimensioning, and signage will be provided as part of the pavement marking and signage plan at detailed design.</li> </ul>
<p><b>Transportation &amp; Traffic Comments</b></p> <p><b>Site Plan Comments</b></p>	
<b>1.</b>	<p><b>The proposed access on Annland Street shall be aligned with Pleasant Street and designed in accordance with the Transportation Association of Canada (TAC) guidelines. Update all affected plans.</b></p> <ul style="list-style-type: none"> <li>Per previous approval a sightline analysis was completed and identified no concerns. Per discussion on 05/25/2026 comment was agreed to be removed.</li> </ul>
<b>2.</b>	<p><b>A pavement marking and signage plan will be required at the detailed design stage.</b></p> <ul style="list-style-type: none"> <li>Acknowledged. A pavement marking and signage plan will be provided at the detailed design stage.</li> </ul>
<p><b>Transportation Brief Comments</b></p>	
<b>3.</b>	<p><b>With respect to Section 2.5 (page 9), confirm with the Region of Durham that the assumed 100-second signal cycle length for the intersection of Liverpool Road and Bayly Street is accurate.</b></p> <ul style="list-style-type: none"> <li>Will confirm with the revised addendum report, expected in July 2026</li> </ul>
<p><b>Parking Observations Memo/Report Comments</b></p>	
<b>4.</b>	<p><b>The Parking Observation Memo/Report was conducted in the summer of 2022, during the peak of COVID-19 lockdowns. Since that time, it is reasonable to assume that visitor volumes to the City's Waterfront Millennium Park have increased significantly. As such, an updated parking observation report, based on current conditions, should be provided.</b></p> <ul style="list-style-type: none"> <li>Acknowledged, addendum report will be submitted in July 2026</li> </ul>
<p><b>Landscape &amp; Parks Development Comments</b></p>	
<b>1.</b>	<p><b>Based on the information provided in the Arborist Report, the required compensation for tree removals is equivalent to 156 trees, to be addressed through on-site replanting and/or cash-in-lieu. Note that written approval from the adjacent landowner is required for the</b></p>



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	<b>removal of any boundary trees.</b> <ul style="list-style-type: none"><li>• Acknowledged</li></ul>
<b>2.</b>	<b>The Conceptual Landscape Plan and the Conceptual POPS (Heritage) Plan are acceptable from a landscape perspective.</b> <ul style="list-style-type: none"><li>• Acknowledged.</li></ul>

Please do not hesitate to contact the undersigned if any further information is required.

Yours truly,

**CANDEVCON EAST LIMITED**



Brett Goldstein  
Project Manager, Land Development

BG/vl

Encl.

cc:

Candevcon East Limited. Attn: Mr. M. Favit & Mr. M. Coscarella

