

720 Granite Court
Pickering, Ontario
File Number: OPA 23-004/P; A 10/23
August 28, 2024

To whom it may concern:

onespace unlimited inc. has been retained to provide architectural services in support of the proposed development of the property located at 720 Granite Court, in the City of Pickering. Please see below the response to the first round of City comments.

Traffic Impact Study – December 8, 2023

In response to the City comment regarding the sight triangle, a 10m x 10m sight triangle has been noted where Whites Road and Granite Court intersect. Refer to Drawings A-040 Site Plan and A-102 Level 1 Plans.

Waste Operations – December 8, 2023

A detailed waste management plan has been added to the architectural drawing package. Refer to drawing A-085 for full details pertaining to the garbage collection requirements.

Canada Post – July 31, 2023

A mail room has been indicated on the architectural drawings. Detailed design of this area, in compliance with Canada Post's multi-unit policy will be detailed during Site Plan Approval submission.

City Engineering – November 6, 2023

In response to the comment requesting a 1.8m wide sidewalk along Granite Court and Whites Road, these have been updated on the latest drawings. Refer to architectural drawings A-040 and A-102. The transition along Granite Road to the existing sidewalk has also been modified as per City comments to make it more gradual.

Fire Services – November 9, 2023

A fire route has been added internally to the site as an alternate to the fire route on Whites Road. Refer to drawing A-040 which outlines the fire route dimensions and proximity to the relocated Fire Department Connection. A new fire hydrant is being proposed internal to the site so that it is within 45m of the Fire Department Connection.

City Planning – December 8, 2023

Building Height

In light of concerns from the area residents, the building height has been reduced to 10 storeys along Whites Road and 7 storeys along Granite Court to help minimize any potential concerns of the overlook and shadowing. Additional renderings have been prepared to clarify the view of the proposed development from surrounding neighbourhood rear yards.

The shadow study has been updated to reflect the new building heights and demonstrates the further reduction of the already minimal impact that the proposed development would have on existing low-rise dwellings.

It is notable that the City Official Plan would otherwise permit a variety of built forms within the applicable land use designation on the property. No amendments are sought with respect to the height provisions of the Official Plan.

Additionally, the reduced height is well below a 45-degree angular Plane, a generally accepted urban design standard for transition between areas of differing intensity. Combined with the intervening roadways, it is our belief that the proposed height is appropriate, and that perceived privacy and overlook issues have been mitigated.

Shadow Impact on Parks and Outdoor Spaces

The proposed development does not cast shadows along the public sidewalks on Granite Court as they are all south of the proposed building. Shadows along Whites Road do not occur until late afternoon during the studied times. Minimal shadows occur on the public sidewalks along Oklahoma Drive towards the end of the studied days.

The shadow study has been updated to include Fairport Beach Public School and the Bidwell Tot Lot to ensure they are included in the shadow study impact assessment. The proposed development does not contribute to any shadow impact on these two areas.

The private outdoor amenity space on the 8th floor roof has been removed as a result of wind concerns. The city comment pertaining to the shadows in this area are no longer relevant.

The orientation of the proposed development has minimal impact on the private amenities located on the North end of the property as well as the open field West of the building. Further, the POPS space to the South of the building has been removed and no amenity space is provided in that location. Refer to the updated shadow studies included in the resubmission package.

Staff Comments on building Height

In light of concerns from the area residents, and based on consultation with Planning Staff, the building height has been reduced to 10 storeys along Whites Road and 7 storeys along Granite Court to help minimize any potential concerns of the overlook and shadowing.

The proposed development provides a step back after the first 4 storeys to create a distinct podium and to mitigate the perception of the overall building height at the pedestrian level.

The surrounding sidewalks all achieve a minimum of 5 hours of consecutive sunlight from March to September. Please see the updated shadow studies.

The pedestrian level of the building is well articulated with appropriate massing and materials that are compatible with pedestrian interaction. Brick, metal and glass are used to tie the materials into the neighbouring context. Entrances to suites on the ground level face the streets with connecting pathways to the public street, providing active uses at the street level. Landscaping, pedestrian paths are all integrated to reinforce the public/private interface of the building at the ground level.

Commercial uses can be found on the ground floor, which further reinforces the City's goal for creating places where people can shop, work, and live.

All balconies located in the first 4 stories have been inset which provides an active façade while not causing problems of overlook and privacy concerns. All projecting balconies above are within the angular plane.

The mechanical penthouse does not penetrate the angular planes. It is also architecturally integrated into the building massing.

Additional renderings have been prepared to clarify the view of the proposed development from surrounding neighbourhood rear yards on drawing A-037.

Commercial and Office Space

A retail space has been added at grade along Whites Road. It is proposed that this space be eligible to convert to a residential unit should a tenant not be found within a reasonable timeframe, subject to commercially reasonable efforts to lease or sell the space.

Privately-Owned-Public Space (POPS)

The proposed POPS has been removed from the design. A revised landscape plan and enlarged private patios have been incorporated into the corner of Whites Road and Granite Court in its place to keep sightlines clear for turning trucks. Refer to the landscape drawings along with drawing A-040 and A-102.

Indoor Amenity Space

We have added indoor amenity area on level 2 which allows the development to achieve the minimum 2.0m²/unit in compliance with the City's standards. Refer to our statistics chart on drawing A-020 for the full breakdown of indoor and outdoor amenity areas.

Draft Zoning By-law

The only area on the development that requires a reduced drive aisle width is the 6m ramp from Grade to P1 and then P1 to P2 levels so that it fits within the building structural spacing. We have worked with the traffic consultant to incorporate other safety features on this ramp, such as rounding/widening the corners, to allow for additional space for two vehicles to pass each other. All fire routes within the development are 6.5m wide or greater. Further to this, as per section 3.2.5.6.(1)(a) in the Ontario Building Code, the fire department access route should have a clear width not less than 6m.

Summary of Residents Comments

Objection – Building Height

The property is identified within the Mixed Use designation of the Official Plan which permits higher density built form, and does not limit building heights. Notwithstanding this, the overall building height has been reduced to 10 storeys along Whites Road and 7 storeys along Granite Court. The reduced building height results in full compliance with a 45-degree angular plane projected from the opposite property lines on both streets, which a generally accepted urban design standard to determine transition between areas of different intensity. In this respect, it is our belief that the proposed height is appropriate, and that an acceptable means of transition has been provided.

The subject site is not identified within, or proximate to, the City natural heritage system, thus impacts to protected bird species are not anticipated. Bird Friendly design measures will be implemented at detailed design stage of development to minimize potential for bird strikes.

Updated renderings have been provided demonstrating the views into the site that could be expected should the development proceed. Considering the width of the intervening roadway network, it is our opinion that there will be no negative impact on area residents due to overlook.

I trust this is satisfactory.

Yours truly,

onespace unlimited inc . architecture + interior design



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