

Attachment #8

Agency & Stakeholder Comments

File: DEV-21-18 (OPA-2018-W/06; Z-33-18; 2002 Rossland Road East)

Internal Departments

Whitby Accessibility

Planning staff note that detailed accessibility comments regarding the Site Plan will be addressed through the Site Plan Approval process.

Whitby Engineering Services – Development

Engineering Services comments regarding the Site Plan (e.g. Construction Management; Site Grading and Drainage; site Servicing; sidewalks; erosion/sedimentation control; cost estimates; etc.) will be addressed through the Site Plan Approval process.

Whitby Engineering Services – Transportation

Transportation Services is satisfied with the submission.

Other matters (e.g. bicycle parking) will be addressed through engineering submission through the Site Plan approval process.

Whitby Fire and Emergency Services

Whitby Fire and Emergency Services have reviewed the above name application and make the following comments:

1. An adequate water supply for firefighting purposes shall be provided as per Section 3.2.5.7 of the Ontario Building Code.
2. Fire Department access routes shall be designed and constructed to comply with 3.2.5.6 of the Ontario Building Code and shall be signed to comply with Whitby By-law #4084-97

Elexicon (formerly Whitby Hydro Energy Services Corporation)

[Elexicon] has no objection permitting the development of four storey apartment building with 59 units at the above location.

The applicant or its authorized representative is to be advised that they become familiar with our Conditions of Service and shall consult with [Elexicon] as the project develops concerning the availability of supply voltage, service location, metering costs and any other details.

[Elexicon] will complete a service layout and confirm, in writing, the characteristics of the available electrical supply and will designate the location of the supply point to the applicant. Whitby Hydro will also identify the costs that the applicant will be responsible for.

These requirements are separate from (and in addition to those of) the ESA.

The applicant or its authorized representative shall apply for new or upgraded electric services and temporary power service in wiring on our website via a connection/upgrade request form.

The application is further required to provide [Elexicon] with sufficient lead-time in order to ensure:

- a) A timely provision of supply to new and upgraded premises; and/or
- b) The availability of adequate capacity for additional loads to be connected in the existing premises.

Please ensure a minimum of 3m clearance is maintained from existing overhead conductors, which applies to all structures, equipment, and people.

Whitby Planning and Development Department – Development Control, Design and Technical Services

Landscaping:

Detailed comments will be addressed through the Site Plan Approval process.

Urban Design:

Detailed comments will be addressed through the Site Plan Approval process.

Whitby Parks Development

The Parks Division of the Community and Marketing Services Department has reviewed the applications dated January 11, 2019 and has the following comments:

- The Community and Marketing Services Department recommends incorporating indoor and outdoor private amenity space for the future residents of this development. The closest local park is Eric Clarke Park located north more than 500 metres walking distance.

The following conditions shall be incorporated into any future development agreement.

1. The Department will require cash-in-lieu of parkland dedication at a rate of 1 hectare per 312 dwelling units. This is consistent with the Town's Official Plan policy 4.9.4.3 and the Department's standard practice regarding high density residential development.

External Agencies

Central Lake Ontario Conservation

Central Lake Ontario Conservation Authority (CLOCA) staff have reviewed [the applications and supporting materials] and are satisfied that all previous comments have been addressed to our satisfaction. The following clarification and direction is provided for each of the applications listed above.

Official Plan Amendment (OPA-2018-W/06)

Based on our review of the circulated supporting documents for this application, CLOCA staff have no objection to any approval of the Official Plan Amendment necessary to allow for higher density within a Medium Density Residential designation.

Zoning By-law Amendment (Z-33-18)

Based on our review of the circulated supporting documents for this application, CLOCA staff have no objection to any approval of the Zoning By-law Amendment necessary to support the development of the proposed project within these lands.

Site Plan Application (S-43-18)

Based on our review of the circulated supporting documents for this application, CLOCA staff have no objection to any approval of the Site Plan Application for the development of this site subject to the following conditions:

1. That the Landowner obtain a permit from CLOCA prior to any site alteration and/or development of this property in accordance with Ontario Regulation 42/06 of the Conservation Authorities Act.
2. That the Landowner agree through a Development Agreement with the Town of Whitby to complete this project in accordance with the approved studies and documents.

City of Oshawa – Planning Services

Further to the public meeting notice circulated for Files OPA-2018-W-06 and Z-33-18, please note that City of Oshawa Planning Services have no comments on the subject applications. However, we understand that comments have been provided by the Oshawa Executive Airport. Those comments should be considered during the further processing of the applications.

City of Oshawa – Oshawa Airport Authority

Oshawa Airport Authority notes the receipt of the proponent's documents.

It appears as per the submitted documentation that the structure does not impact the [Airport Zoning Regulation], or the instrument procedures for the airport and satisfies the comments from APM Wilcox. We have a few additional comments and they can be found below:

1. The proponent must ensure any means to construct the building (i.e. cranes) do not exceed the [Airport Zoning Regulation] at any time. We will require a plan of construction on how they will ensure the [Airport Zoning Regulation] is respected;
2. The proponent will be required to submit an application to the NAV Canada land use process for the cranes used to construct. No impact on the instrument approaches at the airport will be accepted. We would want to see the response letter from NAV Canada illustrating no impacts for temporary obstacles.
3. The proponent shall complete an Oshawa Airport Crane Permit application prior to erecting any obstacle into the airspace.
4. The proponent shall ensure the new structure and associated refuge does not become a wildlife attractant due to its location in proximity to the airport.

Canada Post

Service type and location

1. Canada Post will provide mail delivery service to this development through centralized mailroom (Lockbox Assemblies).
2. Apartment / Condominium Building(s): As the building in this project consist of more than two adjoining units, sharing a common indoor entrance, the developer/owner must supply, install and maintain a centralized mail room facility to Canada Post's specifications. Buildings with more than 99 self contained units require rear loading lockboxes.
3. By default, since this development includes plans for (a) multi-unit building(s) with a common indoor entrance, the developer must supply, install and maintain the mail delivery equipment within these buildings to Canada Post's specifications.
4. Please see attached linked for delivery standards:
http://www.canadapost.ca/cpo/mr/assets/pdf/business/standardsmanual_en.pdf

Municipal requirements

1. Please update our office if the project description changes so that we may determine the impact (if any).

2. Should this application be approved, please provide notification of the new civic addresses as soon as possible.

Developer timeline, obligations and installation

1. Please provide Canada Post with the excavation date for the first foundation/first phase as well as the date development work is scheduled to begin.
2. If applicable, please ensure that any street facing installs have a depressed curb or curb cut. Contact Canada Post Corporation – Delivery Planning for further details.
3. If applicable, please ensure that any condominiums apartments with more than 100 units, incorporates a mailroom with rear loading lock box assemblies (mailboxes).
4. Finally, please provide the expected first occupancy date and ensure the future site is accessible to Canada Post 24 hours a day.

It is recommended that the owners contact Canada Post as completion draws near so as to finalize the location and compartment they will be assigned to.

Durham District School Board (DDSB)

Durham District School Board staff has reviewed the above noted applications and under the mandate of the DDSB has no objections.

Durham Catholic District School Board (DCDSB)

Planning staff at the Durham Catholic District School Board have reviewed the above noted Applications and have no objections to the proposed development of 59 apartment residential units.

This development is within the boundary of St. Paul Catholic School located at 200 Garrard Road.

Durham Region

Durham Region staff have reviewed [the applications and supporting materials] and the following comments are offered with regards to the Provincial Plan Review Responsibilities, transportation and servicing.

Provincial Plan Review Responsibilities:

A Phase One Environmental Site Assessment (ESA) Report and Update was provided. The Phase One ESA report and Update did not identify any new Potentially Contaminating Activities (PCAs) and no Areas of Potential Environmental Concern were identified.

The Regional Reliance Letter and Certificate of Insurance were provided for the Phase One ESA Update Report and is acceptable to the Region. However, no Reliance Letter and Certificate of Insurance was submitted for the Phase One ESA Reports prepared in 2017 and 2019 by Golder Associates Ltd. The Reliance Letter and Certificate of Insurance from Golder/WSP should be provided.

A Stage 1 and 2 Archaeological Assessment was prepared by Northeastern Archaeological Associates Limited (December 2017) for the subject site. The clearance letter from the Ministry of Tourism, Culture and Sport (February 2018) was provided in this fourth submission. There are no further matters of archaeological concern.

The Preliminary Environmental Noise Report prepared by Jade Acoustics (December 2019) was reviewed. It is noted that central air conditioning will be used in the building, which will address all acoustical requirements. Warning clauses will also be required to be placed in offers of purchase and sale and/or lease agreements. This should be included in the Town of Whitby's [site plan] development agreement.

The predicted unmitigated sound level associated with the at-grade outdoor amenity area adjacent to Rossland Road East is 66 dBA. This is in excess of the 60 dBA permissible sound level, accounting for a 5 dB increase above 55 dBA. The study notes that a noise barrier along the Rossland Road frontage is not desirable. There is another outdoor amenity area at the north side of the building, where the sound level is less than 55 dBA. The Region recommends that the site plan be revised to remove the outdoor amenity label for the area fronting Rossland Road.

Regional Transportation and Works staff reviewed the [the applications and supporting materials] and have no further comments on the revised Traffic Impact Study. The Region has no objection to further processing of the Official Plan Amendment subject to submissions addressing the Provincial Plan Review Responsibilities being addressed. Detailed servicing/transportation comments can be provided through future site plan application submissions.

Enbridge Gas Distribution

Enbridge Gas Distribution does not object to the proposed application(s).

This response does not constitute a pipe locate or clearance for construction.

The applicant shall contact Enbridge Gas Distribution's Customer Connections department by emailing SalesArea40@enbridge.com for 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.

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 phase construction, all costs are the responsibility of the applicant.

In the event that easement(s) are required to service this development, the applicant will provide the easement(s) to Enbridge Gas Distribution at no cost.

In the event a pressure reducing regulator station is required, the applicant is to provide a 3 metre by 3 metre exclusive use location that is within the municipal road allowance. The final size and location of the regulator station will be confirmed by Enbridge Gas Distribution's Customer Connections department. For more details contact SalesArea40@enbridge.com.

Enbridge Gas Distribution reserves the right to amend or remove development conditions.