

PDP 28-24

Attachment #17  
Applicant's Response Table  
**BIGLIERI GROUP** 

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May 8, 2024

**Planning and Development Department**

Town of Whitby  
575 Rossland Road East  
Whitby, ON  
L1N 2M8

**Attention:** Liam England, Planner I  
John Austin, Manager of Development

**RE:** Public Meeting Response Letter  
Official Plan Amendment, Zoning By-law Amendment and Plan of Subdivision Applications  
1636 Charles Street, Whitby  
TBG Project No.: 22911  
Town File No.: DEV-07-24 (SW-2024-01, OPA-2024-W/02, Z-03-24); PRE-13-23

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We are the planners for Tribute (Charles Street) Limited and are pleased to respond to comments on Tribute's Proposal, received through Tribute's Public Consultation Meeting held December 20, 2023, and the Town-led Statutory Public Meeting held April 22, 2024.

The Proposal will bring over 1600 much-needed residential units to Whitby, including 28 family sized homes for Habitat for Humanity in the first two phases of development, to an area well-supported by major transit. The Proposal will improve the Charles and Watson Street streetscapes and the local traffic infrastructure, provide a local-scale park for the Port Whitby community, and support the continuation and expansion of retail in the community.

The Tribute team and expert consultants have reviewed and considered the feedback received from the public on the Proposal and offer the following response.

**RESPONSE TO PUBLIC COMMENTS**

**Comment:** The Proposal is too dense.

**Response:**

- Policy from all levels of government directs increased density and the provision of homes in areas close to transit, such as the Site.
- The Port Whitby Community Secondary Plan directs increased density and since its approval, Provincial and Regional policy direct even greater density within Major Transit Station Areas to boost public transit use and align growth with existing infrastructure.
- All technical engineering studies, including related to transportation, water, wastewater, and stormwater capacity, confirm no significant impacts from the Proposal.

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**PLANNING | DEVELOPMENT | PROJECT MANAGEMENT | URBAN DESIGN**

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- The Proposal will assist the Town fulfill its CMHC Housing Accelerator Fund commitment to increase height and density near the GO Station. \$24.9 million in Federal funding is tied to such initiatives to support the delivery of additional housing units.

**Comment:** The towers will be taller than existing apartment buildings and low-rise homes in the area.

**Response:**

- Applicable policies support increased heights at the Site. The range of 28-36 storeys (32-storeys on average) was developed to meet applicable policies while being considerate of and mitigating impacts.
- The Site is situated amidst significant high-density development, including existing 11-18 storey buildings nearby to the west and north and the Town-approved 33 storeys to the south (at a site further from the GO Station).
- Applicable policies designate lands to the south and east of the Site for medium- to high-density residential and mixed-use redevelopment.

**Comment:** The towers will be too close to the existing buildings.

**Response:**

- The Proposal exceeds industry standard separation distances ensuring privacy while minimizing shadowing.
- The Proposal includes large setbacks to the south (~40m to the Watson Street curb) and east (~13m to the Charles Street curb) to maximize distance to existing lower density.

**Comment:** The towers will create significant shadows in the surrounding community.

**Response:**

- The Proposal has been carefully designed by leading architects to reduce shadowing impact and meets all applicable policies.
- Shadow studies were completed and demonstrate the Proposal would not have adverse shadow impacts.

**Comment:** The development needs to provide more parking.

**Response:**

- A detailed Traffic Impact Study was completed and supports the proposed parking supply. Policies promote reduced parking in Major Transit Station Areas to support higher order public transit use and emerging Provincial directives eliminate minimum parking requirements in such areas.
- The parking supply proposed by Tribute is consistent with market demand data and is comparable to similar developments near Durham Region GO Stations.
- The Site has the capacity and flexibility to accommodate more parking should market demand change.
- On-site visitor/commercial parking spaces are proposed within the podium, ensuring parking needs are met internally without relying on street parking.
- The Proposal includes extensive "Transportation Demand Management" measures, which will support use of the local and major transit networks.

**Comment:** The development will make traffic worse.

**Response:**

- Planning policies at all levels support intensification in this location.
- The Region is currently planning for improvements at Victoria Street and Brock Street to improve the eastbound left-turn condition related to broader traffic conditions.
- The Traffic Impact Study concludes that with the implementation of localized intersection improvements (signalization of the Brock Street and Watson Street intersection, funded by Tribute), and Transportation Demand Management measures, the Proposal can be accommodated.
- Site egress/ingress on Watson Street will be limited to a right-in and right-out.
- Site egress on Charles Street will limit left-turns during peak hours to take advantage of the proposed signal at the Watson Street/Brock Street intersection.
- Traffic calming measures (if and as appropriate) will be further explored in the normal course.

**Comment:** The development will be susceptible to flooding.

**Response:**

- The Town, the Central Lake Ontario Conservation Authority, and Tribute have extensively studied this matter.
- The Town and Conservation Authority have planned works to improve the Rowe Channel to prevent flooding in this area.
- Engineering studies demonstrate, and the Conservation Authority has accepted, that the eastern half of the Proposal can proceed with no negative impacts (on or off-site).

**Comment:** Construction will create safety issues, cause parking issues and damage the area.

**Response:**

- Construction will be planned and managed to limit off-site impacts.
- The Proposal is phased, and the Site can accommodate the majority of construction staging and activities on-site.
- Tribute will develop and implement a community communication strategy for area residents, as it has successfully done on similar projects, to facilitate communication between residents and Tribute.
- Tribute will work with the Town to develop an appropriate Construction Management Plan in the normal course.

**Comment:** Birds will strike the buildings.

**Response:**

- Industry best practices for Bird Friendly design will be incorporated into the detailed design which includes high degrees of non-transparent materials at the lower levels of the building as well as fritting of the glass as needed and appropriate.

**Comment:** There will be too much noise from the towers.

**Response:**

- The Environmental Noise Assessment concluded noise from the Proposal is expected to meet the applicable guideline limits.

**Comment:** The development will harm the environment.

**Response:**

- The Proposal meets Whitby's Green Development Standards, will include significant tree planting, green roofs and other urban heat island reduction measures, bicycle parking, EV ready charging spaces and exceeds energy efficiency requirements.

**Comment:** The application should be deferred to allow for consultation with residents and more time to review. Oshawa has undertaken similar action.

**Response:**

- Tribute has been working with the Town since early 2023 to determine the appropriate density and form of development for the Site to ensure the Proposal contributes positively to the Port Whitby community.
- The proposal has been reviewed and refined by the Town, Region, and external agencies through four submissions. Over a dozen technical studies have been prepared and updated and technical comments are all addressed.
- Oshawa is not slowing development applications but is further reviewing areas for intensification to encourage land parcel consolidation and higher density developments.
- A deferral is not required, is not supportable and would be an unnecessary delay of the delivery of much needed housing units.

## **BENEFITS TO THE COMMUNITY**

The Proposal supports the planned direction for this area and makes positive contributions to the existing community. Notable features include:

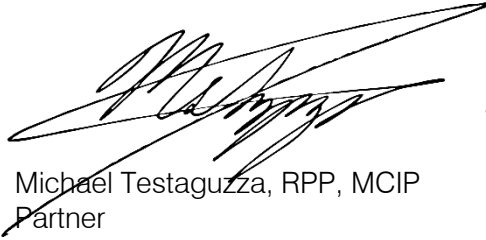
- Land in excess of statutory requirements for a public park, the design of which will be led by the Town.
- Voluntary provision of 28 family-sized affordable housing units to Habitat for Humanity in the first and second phase of the Proposal.
- Provision of streetscape improvements which include:
  - community focused and scaled commercial/retail uses facing both Charles Street and the public park;
  - provision of a road widening dedication along Charles Street; and,
  - provision of a sidewalk and significant setback to Charles Street to allow spillover of commercial uses into the public realm and allow for a double row of trees to buffer the existing uses on the east side of Charles Street
- Provision of significant indoor and outdoor amenity space;
- Provision of a sustainable building design including 15% improvement over OBC SB10;
- Provision of improvements to transportation infrastructure; and,
- Provision of homes in Port Whitby within walking distance to a Major Transit Station.

We trust this letter provides additional clarity on the results of Tribute's extensive work to ensure the Proposal will benefit and positively impact the community. Should you have any questions, please contact the undersigned at your earliest convenience.

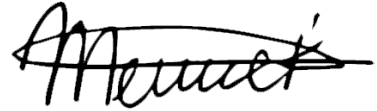
Respectfully,  
THE BIGLIERI GROUP LTD.

A handwritten signature in blue ink, appearing to read 'ABiglieri'.

Anthony Biglieri, RPP, MCIP  
Managing Partner

A handwritten signature in black ink, appearing to read 'Michael Testaguzza'.

Michael Testaguzza, RPP, MCIP  
Partner

A handwritten signature in black ink, appearing to read 'Merve Kolcak'.

Merve Kolcak, RPP  
Planner

cc: Tribute (Charles Street) Limited