

**Attachment #7**  
**Agency & Stakeholder Detailed Comments**  
**File DEV-23-25 (Z-13-25) – 5305 and 5365 Garrard**

**Internal Departments**

**Engineering Services**

Engineering Services supports the rezoning application subject to the site plan comments being addressed through a future site plan application.

**Whitby Fire and Emergency Services**

1. Identify Principal Entrance on site plan.
2. Indicate location of fire department connection on site plan.
3. Indicate location of fire hydrant(s) on site plan and distance to FDC.
4. A fire access route shall be provided in accordance with OBC 3.2.5.6.
5. Provide fire access route sign locations as per Town of Whitby Bylaw 4084-97.
6. Standpipe System to be provided if building height is more than 14m high measured between grade and the ceiling of the top storey as per OBC 3.2.9.1.
7. A Water supply shall be provided as per OBC 3.2.5.5.7.
8. Please note an Integrated Testing Coordinator may be required to provide an integrating testing plan and date of integrated system testing as per CAN/ULC S10001 for all buildings containing more than one fire and life safety system within it that are integrated with each other.

**Planning Services**

Planning Services supports the rezoning application subject to the outstanding comments being addressed through a future site plan application.

**External Agencies**

**Region of Durham**

The Region of Durham supports the rezoning application subject to the site plan comments being addressed through a future site plan application.

**Central Lake Ontario Conservation Authority**

The Central Lake Ontario Conservation Authority (CLOCA) supports the rezoning application subject to the outstanding comments being addressed through a future site plan application.

## **Oshawa Executive Airport**

1. The location appears to be within the Transport Canada Oshawa Executive Outer surface airport zoning. The proponent must ensure the maximum height of the development, all of its associated features and any cranes used do not exceed the maximum zoning as outlined in the Transport Canada Zoning Regulations for the Oshawa Executive Airport. We require a qualified engineering to overlay the zoning on property to confirm impacts.
2. The proponent will be required to submit an application to the NAV Canada land use process. No impact on the instrument approaches at the airport will be accepted. This would be for both the development and any cranes used to construct the development. We would want to see the response letter from NAV Canada illustrating no impacts prior to construction.
3. The proponent must submit an application to Transport Canada to determine the need for obstacle lighting through Transport Canada's Aeronautical Assessment Form. We would want to see the response letter from Transport Canada prior to construction.
4. If the proponent required a temporary obstacle (i.e. crane) to be above the maximum height as permitted in item 1 of this list at any time during the construction project they must complete a Transport Canada – Temporary Zoning exemption request prior to construction.
5. The proponent shall complete an Oshawa Airport Crane Permit application prior to erecting any obstacle into the airspace.
6. 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.
7. The applicant shall ensure that the storm water management pond (if applicable) cannot be used as habitat for waterfowl.
8. If a storm water management pond or swim pond is proposed, the applicant shall retain a wildlife expert to complete a wildlife risk assessment to ensure the risk of wildlife strikes is mitigated due to the proximity of the airport. All mitigation measures must be implemented and the airport's wildlife risk assessment must be updated to include the pond.