

WELLINGS OF PORT HOPE Comments

April 18, 2023

	Planning Comments	Commenting Agency	TO BE Addressed	COMPLETION
A.1	The terms appear reasonable but concerned that the scope is not broad enough to satisfy Sections 1.2.6.1 and 1.2.6.2 of the PPS (2020).C6	Meridian Planning	Fotenn	Please refer to concurrently submitted Planning Justification Report for a detailed response to Sections 1.2.6.1 and 1.2.6.2 of the PPS.
A.2	Recommend a fulsome review for all types of proposed, committed and/or existing industrial land uses which have the potential to produce point source and/or fugitive air emissions such as noise, vibration, odour, dust and others, either through normal operations, procedures, maintenance or storage activities, and/or from associated traffic/transportation through this analysis (this comes from Guideline D-6)	Meridian Planning	SLR	A Land Use Compatibility Study has now been completed, including a review of both existing land uses and applicable zoning for vacant lands. The study has been completed in accordance with the MECP Guideline D-6.
A.3	Recommend that an assessment of existing and potential lands uses on the industrially zoned lands (developed and vacant) be classified as Class 1, 2 or 3 and assessed accordingly, with respect to potential influence areas and minimum separation distances as per Guideline D-6. These should clearly be shown on a map for our review.	Meridian Planning	SLR	A Land Use Compatibility Study has now been completed, including a review of both existing land uses and applicable zoning for vacant lands. The study has been completed in accordance with the MECP Guideline D-6.
A.4	Lastly, and at the conclusion of the work, he recommends that a Registered Professional Planner provide a land use planning opinion on whether the proposed residential use is consistent with Sections 1.2.6.1 and 1.2.6.2 of the PPS.	Meridian Planning	Fotenn	Please refer to concurrently submitted Planning Justification Report for a detailed response to Sections 1.2.6.1 and 1.2.6.2 of the PPS.
	Transportation Comments	Commenting Agency	TO BE Addressed	COMPLETION
B.1	We noticed that the post-development catchment area drawing is provided in Appendix D, however, we find it difficult to read with the various hatching. Please provide us with a more legible drawing so we can review it clearly.	Ministry of Transportation (MTO)	Odan	The drawing has been revised to provide for color coding for the catchment areas.
B.2	Additionally, please clearly identify the flow route directed to the pond and underground storage as the grading provided on the drawings do not depict this. We understand that a downstream orifice is provided, however the pond and the underground storage have been sized accordingly to manage all site runoff – as stated in the body of the report. There may be conflicting information provided as the drawings do not reflect this. Please provide us with further clarification regarding how exactly the ponds and underground storage facility will be used since there is only one point of entry for both, and they do not appear to function as an end of pipe conveyance system	Ministry of Transportation (MTO)	Odan	Similar to surface ponding or parkign lot ponding. The orifice will create back up within the system and fill up the u/g and pond systems. This methodology is used throughout the province. There is no flow route to the pond as this is accomplished via the underground storm sewer system.
	Conservation	Commenting Agency	TO BE Addressed	COMPLETION
C.1	Replace the proposed orifice plate with a tamper-proof orifice tube. The report still states that an orifice plate will be used, but that it will be tamper proof. The consultant must clearly demonstrate that the outlet control will be tamper proof.	GRCA	Odan	Details have been added and revised to prevent tampering. Due to the restrictive nature of the flows from the site an orifice plate maximize the release rate while minimizing required stroage.
C.2	Appendix D lists six parts to the appendix; however, there is no Pre-development Storm Drainage Plan, no Post-development Storm Drainage Plan, no Stage/Storage/Discharge Calculation Sheets, no Visual OTTHYMO Model and no Visual OTTHYMO Design Storm Output. - Appendix D shows the Pre-development Storm Drainage Plan, but only the post development land use: not a post-development drainage plan showing areas, runoff co-efficients and directional arrows.	GRCA	Odan	Added to Appendix D revisions. Impervious areas were used for post development in OTTHYMO modelling, not Coefficients.
C.3	Sect. 3.3 states that the “post-development tributary areas” are shown in Appendix D, but they are not. - Appendix D still does not include post-development tributary areas.	GRCA	Odan	Added to Appendix D.
C.4	It is very confusing for the report and drawings to all refer to an incorrect municipal address. The correct address should be on all	GRCA	Odan	Address has been revised.
C.5	The Post-development Storm Drainage Plan should show the Areas listed in Table 11 and arrows showing the direction of flow. Please	GRCA	Odan	Revised to identify Area ID #.
C.6	Table 11 lists two areas as Area 3. Assumedly, the landscape area is Area 4. Please address.	GRCA	Odan	Correct and revised.
C.7	The NE INV on CB1 must be a typographic error. Please address.	GRCA	Odan	Revised.
C.8	No storm sewer (nor sanitary sewer) pipe sizes are shown on the Conceptual Site Servicing Plan. Please address.	GRCA	Odan	All information has been added to the plans.
C.9	No top of wall elevations are shown around the perimeter of the site (where there is a retaining wall) nor around the dry pond. Please address.	GRCA	Odan	These elevations have been added. Adjacent lands were recently constructed and request for additional information has been made. This will be added prior to final SPA.
C.10	Provide an emergency overflow route to the municipal swale in the event of a very severe storm or a storm sewer blockage on-site.	GRCA	Odan	The grading plan shows this path of travel and related Overland Flow Arrows.
C.11	Show 100 year ponding at each CB and CBMH.	GRCA	Odan	Noted

	Works & Engineering	Commenting Agency	TO BE Addressed By	COMPLETION
D.1	The subject lands are currently designated "General Commercial" in the Port Hope Official Plan and zoned "General Commercial" with Holding One Provision "COM2(H1)" in the Zoning By-Law. The proposed senior's residential development requires a redesignation in the Official Plan to a site specific "General Commercial" designation and an amendment to rezone the subject lands to a site specific High Medium Residential (RES4) zoning. The subject site is located on Henderson Street adjacent to the Port Hope Business Park and existing Commercial properties immediately south and west of the subject lands. Henderson Street is currently a rural cross-section with road-side ditches but no sidewalks or curbs. There is an existing 300 mm watermain located on the east side of Henderson Street. In addition, there is a 250 mm sanitary sewer located on Henderson Street that connects to a 300 mm sanitary sewer within an existing service corridor located along the south and west sides of the subject site. This sanitary flows to Fox Road located further north and west. The subject lands and the Port Hope Business Park were considered "Commercial" development sites and not originally intended for residential development. The proposal introduces the need for pedestrian access where the need was not a significant consideration in the past.	Port Hope Engineering Dept.	Odan	Refer to email correspondence with Engineering. Sidewalk connectoin will be provided internally. Future walkways and infrastructure on Henderson to be addressed by City with Developer. Contributions may be required.
D.2	Phase 2 of the Port Hope Business Park will see the area move from a rural cross-section to an urban cross-section with sidewalks, curb, and storm sewers, however that is not anticipated to occur for some time into the future. While it is W&E's preference to see sidewalks on Henderson Street, that will not occur until Phase 2 of the Business Park proceeds and then only when funding is made available. In the interim, the proponent has the option to 56 Queen Street Port Hope, ON L1A 3Z9 t:905.885.4544 f:905.885.7698 admin@porthope.ca www.porthope.ca Re: Page 2 of 2 construct sidewalks on Henderson Street and thereby ensure safe pedestrian access to Jocelyn Street and the surrounding area/businesses.	Port Hope Engineering Dept.	Odan/NLGC	The sidewalk has been designed but will be constructed at the time of the entire business park urbanization, per discussions with Warren Coulter
D.3	W&E will consider other alternatives for pedestrian access; however, access will need to be located entirely on private lands and maintained by the proponent.	Port Hope Engineering Dept.	NLGC	A bridge has been proposed connecting the Wellings site with the commercial plaza
D.4	The second submission (November 2022) includes a proposed pedestrian walkway and bridge to be located over the existing service corridor. While W&E would still like to see future sidewalks on Henderson Street, we would consider a private walkway and bridge as an interim/alternative measure for pedestrian access to the lands immediately south of the proposed development. The proposed walkway and bridge (including footings) will need to be located entirely on private lands and maintained by the private development group. In addition, W&E would like to see a cash contribution from the proponent towards future construction of sidewalks along Henderson Street. This cash contribution would be based on the overall construction costs apportioned to the section of sidewalk on Henderson Street within the limits of the subject lands. An engineer's estimate would be required to determine this portion of construction costs.	Port Hope Engineering Dept.	NLGC	Noted
D.5	Any future site plan agreement will need to identify the walkway, bridge, and maintenance requirements along with appropriate wording to indemnify the Municipality of any liabilities associated with this private infrastructure.	Port Hope Engineering Dept.	NLGC	Noted
D.6	W&E and the County of Northumberland will need to review the full Traffic Impact Study once completed	Port Hope Engineering Dept.	NLGC/Nextrans	TIS will be shared with W&E and County when complete

	Private Citizen	Commenting Agency	TO BE Addressed By	COMPLETION
E.1	This is a proposal for a 4 storey, 74-unit seniors independent living residential mid-rise building, and 36 bungalow townhouse rental units, designed as a seniors community ("55+") with 110 units designed to house up to 220 people in one- or two-bedroom units. The Applicant asks to rezone the subject lands from 'COM2(H1)' zone to site specific High Density Residential 'RES4(137)'.	Wilfred Day	NLGC/Tate	Yes.
E.2	This site is zoned General Commercial, as are the lands to the south and west. It is serviced from Henderson Street, which is part of the municipal Business Park acquired and serviced by the town as employment lands, with very beneficial results.	Wilfred Day	NLGC/Tate	Site is designated General Commercial and identified as Major Intensification Area in the Official Plan and designated as General Commercial in the Zoning By Law. The site is located adjacent to the municipal Business Park and will be serviced partially through Henderson Street and partially through legal easements.
E.3	The Applicant refers to these dwellings as "within a commercial plaza" which is not so. They are not accessed through the commercial plaza, but from Henderson Street. This proposal would change the planned use from commercial to residential. It is municipally unprofitable from a cost-and-benefit perspective, failing to maintain the existing ratio of commercial/industrial assessment.	Wilfred Day	NLGC/Tate	There will be new connectivity between the proposed development by way of pedestrian pathways that will ensure access between the two sites owned by Choice. These lands have been vacant for a number of years. Choice is excited to partner with Nautical to deliver a housing opportunity for seniors in the area. The development project will transform the vacant lands into new housing options and development charge contributions for the municipality.
E.4	Furthermore, the Applicant describes this as seniors housing. Port Hope schools are losing student enrolment because so much new housing is being occupied by seniors rather than families. By the 2021 census Port Hope's population aged 55 and over is 45.07% of our population. By contrast, the number for Clarington is 29.10%. Port Hope schools need families with children. Port Hope families need employment. Commercial lands generate employment. Even if we needed more seniors housing, it should surely not be on lands planned for commercial use and serviced for employment lands.	Wilfred Day	NLGC/Tate	These lands are located adjacent to employment uses and will complement the surrounding commercial uses. The 2021 Census information noted above supports the need for additional housing options for folks 55 and over.
E.5	Staff have strongly recommended the development include affordable housing units. Indeed, Port Hope needs affordable units for families. The Applicant predicts these units will be more affordable than other seniors developments, but staff concluded these units are not considered low income. Moreover, these units are not designed for families; none have more than two bedrooms.	Wilfred Day	NLGC/Tate	The proposed development vision is designed for seniors, however is not exclusively for seniors. Please refer to the planning justification report, submitted in tandem with these responses, for clarification
E.6	At the July 26, 2021, meeting with the municipal development team (see page 36, Planning Justification Report), staff commented "Staff do not generally support the removal of commercial/employment lands for residential purposes. Planning rationale required to rationale change in use. Assessment ratio: if any proposed form of residential development is likely to change the existing ratio of commercial/industrial assessment (i.e. municipally profitable from a cost-and-benefit perspective) to residential assessment (i.e. municipally unprofitable from a cost-and-benefit perspective) so as to have a significant negative impact upon the tax burden of agriculture, such <u>proposed development shall be deemed to be premature.</u> "	Wilfred Day	NLGC/Tate	Justification for the conversion is included in supporting documents submitted concurrently with these responses
E.7	The Applicant has responded that this site is 7.3% of Port Hope's vacant commercial land, a significant amount of development potential. It has failed to show that changing this amount of commercial land to residential will not likely stop the change in assessment ratio being municipally unprofitable from a cost-and-benefit perspective.	Wilfred Day	NLGC/Tate	These lands are specifically difficult for retail commercial given the lack of visibility from a main road. Please refer to the Commercial Land Impact Assessment completed by Tate Economic Research for further rationale behind the conversion from commercial to residential.
E.8	The cost of building Henderson Street and municipal services under it was passed on to future owners of sites in the Business Park, factored into the sale price. Then, Development Charges on those sites benefitted the municipality still further. Is the Applicant being required to contribute to those Henderson Street costs as a condition of rezoning? If not, why not?	Wilfred Day	NLGC/Tate	The development will contribute its' respective proportionate share of development charges as required by the municipality.
E.9	The site plan shows sidewalks internally and on Henderson. This development needs a sidewalk to Jocelyn Street. Staff have recommended this type of proposal would lend itself to building sidewalks, and building a new sidewalk is required. Residents will need a sidewalk to reach the bus stop on Jocelyn, which may require new storm drainage. Is the Applicant being required to build this as a condition of rezoning? If not, why not?	Wilfred Day	NLGC/Tate	We are working with the municipality to confirm the appropriate areas for connection and pedestrian accesses to ensure safety for local residents. There are further technical design considerations for any new sidewalks along Henderson given the change in grades between the site and the street.
E.10	The existing watermain up Henderson is barely adequate for the proposed development. Parts of the Business Park are not yet developed. Will the current watermain still be adequate for those future Employment users?	Wilfred Day	NLGC/Tate	The servicing capacity is adequate to accommodate the proposed development.
E.11	Staff comments Sept. 6, 2022, included "There are no anticipated negative financial implications imposed on the Municipality as a result of these applications." Has this view changed since July 26, 2021? For what reason?	Wilfred Day	NLGC/Tate	This view has not changed

	Curtis Chicks Hatchery	Commenting Agency	TO BE Addressed	COMPLETION
F.1	Maple Lodge owns approximately 22 ha of land in the Port Hope Business Park as outlined in the schedules attached, including lands	Maple Lodge Hatcheries Ltd	NLGC	Noted
F.2	Our client has substantial concerns with the introduction of residential uses on the subject site which is located in the heart of the business park. In our view, the entire Port Hope Business Park employment area functionally includes the commercially designated areas at the north east corner of Jocelyn Street and Toronto Road. As such, it is our view that the subject site is located within an employment area and subject to the policies of the Growth Plan and the PPS which are intended to preserve and protect employment lands, especially where strategically and conveniently located near Highway 401, Ontario's key transportation corridor.	Maple Lodge Hatcheries Ltd	NLGC	The subject site is not within a designated employment area and is not subject to employment conversion policies of the Growth Plan or the PPS. Please refer to the concurrently Planning Justification Report for further details and analysis.
F.3	Industry surrounding the subject site includes the Curtis Chicks Hatchery owned by our client, as well as a number of new industries. The Port Hope Business Park is emerging as a valuable and important area for industrial and other business and economic activity. Our client is of course a key stakeholder in the success of the business park. The Business Park holds the opportunity to provide good jobs and important economic growth and support for the local economy.	Maple Lodge Hatcheries Ltd	NLGC	The proposed development will contribute to a greater diversity and mix of uses within the surrounding area. The proposed development will complement and enhance the overall economic success and competitiveness of nearby commercial lands and surrounding existing businesses. The proposed development will also support approximately 30-40 full and part time jobs, adding to diversification of the economic base and supporting a range of employment opportunities in the municipality. A Compatibility Mitigation Study was prepared to examine air quality, odour, and dust emissions between the proposed land use and surrounding land uses. The study includes a review of existing industries surrounding the subject site with respect to air quality, performed in accordance with the D-6 Guideline and the Municipality of Port Hope Zoning By-law. The study concludes that the proposed development is anticipated to be compatible with the surrounding land uses, provided appropriate mitigation measures are incorporated. The site will also not affect the ability for industrial facilities to obtain or maintain compliance with applicable provincial environmental policies, regulations, approvals, authorizations, and guidelines. For further details, please refer to the refer to the concurrently submitted Planning Justification Report, Compatibility Mitigation Study, and Commercial Land Impact Assessment.
F.4	The existing and designated land uses are not compatible with the proposed residential uses. In fact, even the commercial node at Jocelyn Street and Toronto Road has a number of characteristics making it compatible with the surrounding employment lands, such as the large lumber and materials yard. Introduction of the proposed residential uses is incompatible with the existing and planned function of both the commercial node and the surrounding employment area and has the potential to undermine the successful development of the business park. The commercial node serves as a buffer between stable residential areas to the west and south and the key employment lands. The proposed use at the subject site would undermine this buffer entirely.	Maple Lodge Hatcheries Ltd	NLGC	The proposed development is highly compatible with nearby land uses, and will support on ongoing and mutually beneficial relationship with nearby businesses and service providers. As discussed above, the findings of the Compatibility Mitigation Study demonstrate that the proposed development is anticipated to be compatible with the surrounding land uses, provided appropriate mitigation measures are incorporated. The site will also not affect the ability for industrial facilities to obtain or maintain compliance with applicable provincial environmental policies, regulations, approvals, authorizations, and guidelines. For further details, please refer to the refer to the concurrently submitted Planning Justification Report, Compatibility Mitigation Study, and Commercial Land Impact Assessment.
F.5	We are also concerned with the lack of appropriate technical justification supporting the application; in particular, the lack of a Land Use Compatibility Study completed in accordance with the D6 Guidelines of the MECP.	Maple Lodge Hatcheries Ltd	NLGC	Please refer to the concurrently submitted Compatibility Mitigation Study.
F.6	In our view, the site is within an employment area as defined by the Growth Plan being lands designated for clusters of business and economic activity, including associated retail and commercial uses. No appropriate justification has been provided in accordance with the requirements of the Growth Plan for the proposed conversion.	Maple Lodge Hatcheries Ltd	NLGC	The subject site is not within a designated employment area. Please refer to the concurrently Planning Justification Report for further details and analysis.
F.7	It is our view that the proposed residential uses should and can be supported within areas already designated for residential use and there is no need or planning rationale to introduce an incompatible residential use into the heart of the Port Hope Business Park. This is the wrong site for the proposed use.	Maple Lodge Hatcheries Ltd	NLGC	The proposed development has been demonstrated to be compatible within the context of the subject site. Please refer to the concurrently submitted Planning Justification Report for further details.