

2620 Chalkwell Close Development

Owner: 1672735 Ontario Inc
File: OZ/OPA 24-3 W2

Craig Thompson & Marina Le Brun

AGENDA

- 1. Fire Access Route**
- 2. Ontario Building Code Violations (3.2.5.4 & 3.2.5.5)**
- 3. Practical Implications on Resident / Visitor Car Spaces**
- 4. Summary / Recommendations**

Fire Access Routes....Saves Lives

- A single emergency access to the property where 2 emergency accesses are required for developments with a total dwelling count greater than 100 units;

Recommendation Report issued 5th June 2024

- ▶ Number of Townhouses in Original Proposal = 188
- ▶ Number of Townhouses in Revised Proposal = 166 (net reduction of 14 Townhouses)
- ▶ Primary Reason for requiring two access roads for developments over 100 units:
 - ▶ **Fire Safety:** Multiple access points allows emergency vehicles to enter from one side and exit from another, minimising traffic jams and delays that could hinder response time in a critical situation
 - ▶ **Evacuation Routes:** In case of an emergency, having separate entry and exit points can facilitate efficient evacuation of residents
 - ▶ **Traffic Management:** Multiple access roads can help distribute traffic flow better, alleviating congestion during peak hours, especially for a large number of residents in a single complex

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- ▶ The revised proposal is for 166 units with one access road equating to 66% above the maximum number of units prescribed by the planning department for one access road regarding **fire prevention**
- ▶ The only recommendation that the revised plans comply with, for fire prevention are as noted in the Recommendation Report issued 22nd January 2025 are as follows:
 - ▶ *“Revised road configuration to eliminate the greater than 45m path of travel to allow fire access routes to all dwelling units”*
 - ▶ *“Increased fire safety measures”* i.e. fire retardant materials and sprinkler system installations / upgrades
- ▶ The first point – refers only to the ability for firefighters when they **arrive** at the development being able to reach the principal entrance with a hose unobstructed and does not refer to **fire access routes for the fire truck before** they reach the development
- ▶ Sprinkler systems and increased fire retardant material do **not** negate the need for a fire truck to **easily access** the site and **surrounding current residents** in case of any fire emergencies

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Recommendation Report issued 5th June 2024

Revised proposal does not answer the reason for the absence of a second access route for fire trucks and other emergency vehicles!

OBC Requires Access Routes For Fire Department Vehicles

Ontario Building Code | Access Routes

3.2.5.4. Access Routes

(1) A *building* that is more than 3 storeys in *building height* or more than 600 m² in *building area* shall be provided with **access routes** for fire department vehicles,

(a) to the *building face* having a principal entrance, and

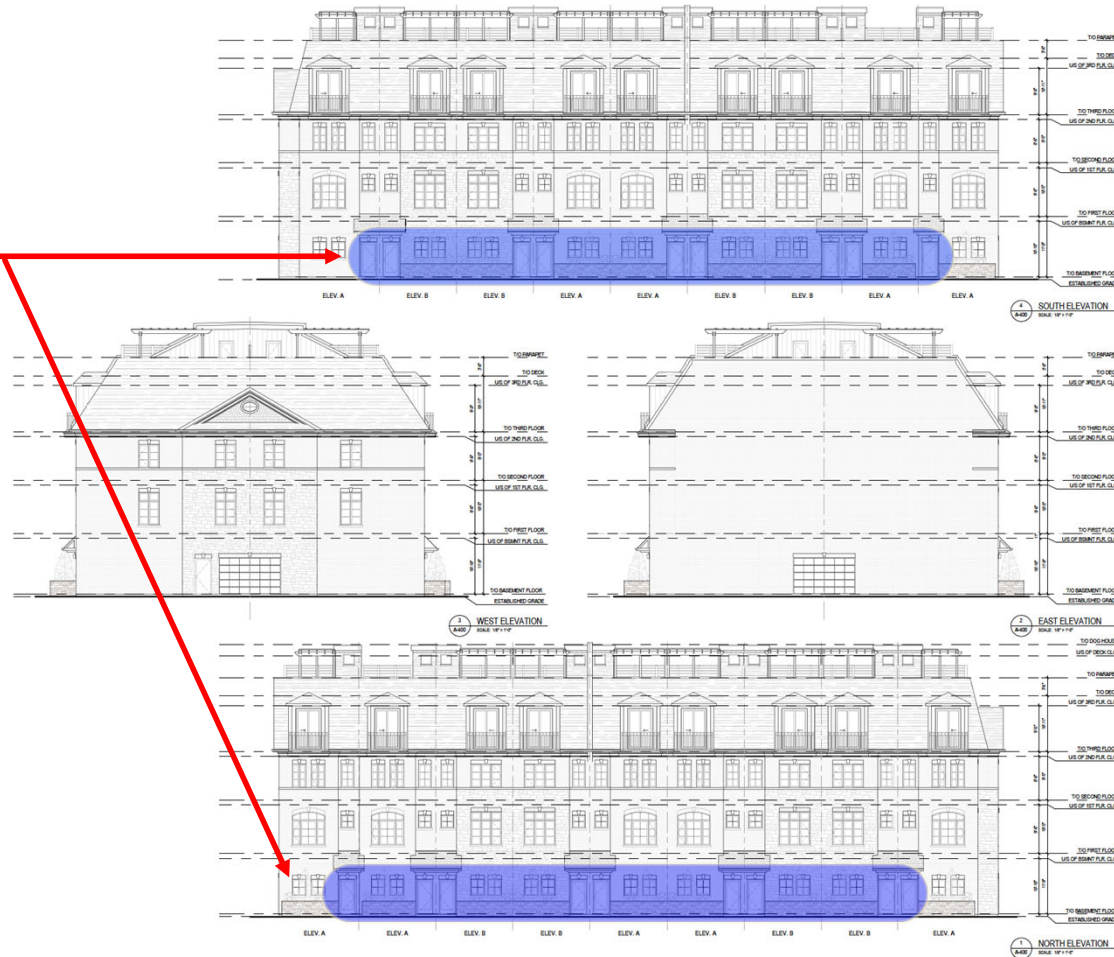
(b) to each *building face* having access openings for firefighting as required by Articles 3.2.5.1. and 3.2.5.2.

Site Plan Indicates Two Building Faces With Principal Entrances



Townhouse Elevation Consisting Of Two Principal Entrances

North and South
Side elevations
show both have
Principal
Entrances



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Ontario Building Code | Access Routes

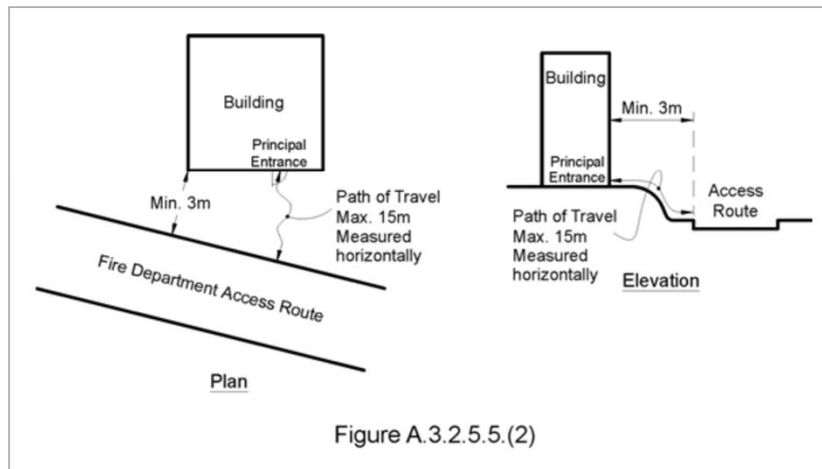
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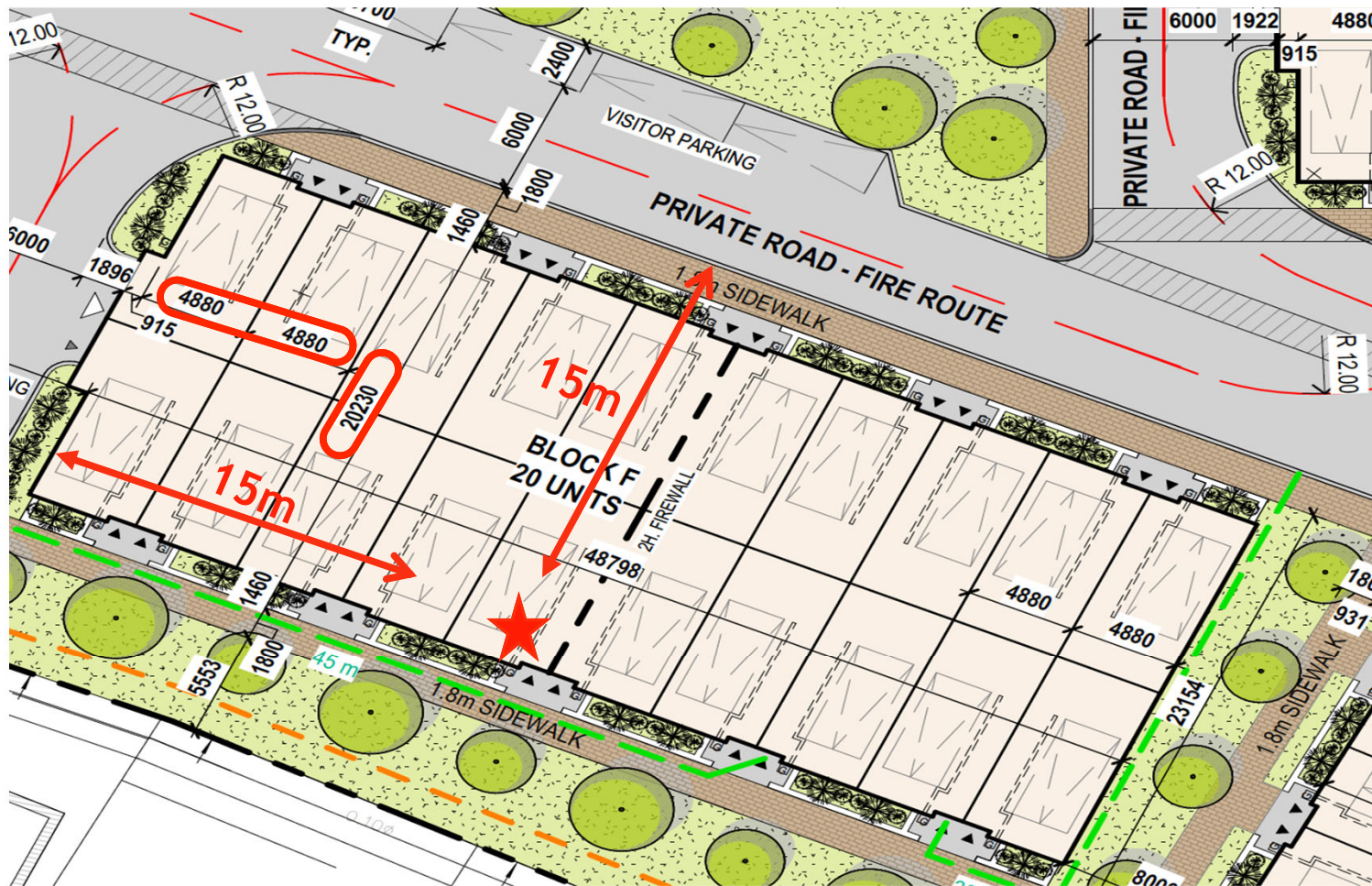
3.2.5.5. Location of Access Routes

(1) Access routes required by Article 3.2.5.4. shall be located so that the principal entrance and every access opening required by Articles 3.2.5.1. and 3.2.5.2. are located not less than 3 m and not more than 15 m from the closest portion of the access route required for fire department use, measured horizontally from the face of the *building*.



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Zoning Regulations - Resident & Visitor Parking Spaces

- ▶ RM10 Zoning Regulations require applicants to provide:
 - ▶ Resident Parking Spaces: 1.5 spaces per dwelling unit
 - ▶ Visitor Parking Spaces: 0.25 spaces per dwelling unit
- ▶ Car stackers have inherent challenges including the following:
 - ▶ Do not accommodate all types of vehicles and are generally limited to Sedans
 - ▶ Are notorious for suffering from mechanical issues
- ▶ In addition to circumventing the issues the Applicant has with car parking spaces for residents by using car stackers, it has also requested a reduction in the number of visitor parking from 0.25 spaces to 0.23 spaces per dwelling unit
- ▶ The Applicant's proposal is for 38 visitor parking spaces as opposed to the required 41.5 visitor parking spaces
- ▶ If this is accepted in addition to the absence of a second access road, this will have detrimental consequences on residents

Facts On Resident & Visitor Parking Spaces

- ▶ Some residents and their visitors at the development will be forced to park either:
 - ▶ In Visitor car parking spaces (if available)
 - ▶ On designated fire route paths within the development site thereby reducing the street to single lane in both directions
 - ▶ On neighboring streets namely, Chalkwell Close and Karenza Road
- ▶ This will cause congestion in the site and along the neighboring streets
- ▶ Enforcement of parking restrictions – challenges are the 24/7 policing not possible (costs of enforcement) and residents can't be expected to report parked vehicles!
- ▶ **Most concerning is when Chalkwell Close will have cars parked on both sides of the street, blocking the only access road for fire and other emergency services**

Zoning Regulations - Resident & Visitor Parking Spaces

► Implications are numerous which include:

- **Fire Department Access Route:** Access for fire department vehicles is required at all times and consideration should take into account the possibility of other vehicle parking along the access route (A 3.2.5.6 (1))
- **Single Entry / Exit for Development Site:** With only one access road this creates a fire safety hazard as emergency vehicles will be unable to easily access Chalkwell Close, Karenza Road and the development site
- **Waste Removal services:** Will be unable to perform their jobs on a weekly basis efficiently or at all due to the number of parked cars both in site and along neighbourhood streets
- **School Services:** School buses will be unable to pass through Chalkwell Close, Karenza Road and into the development site
- **Winter Contractors:** No adequate provision for snow plows to manoeuvre and push snow to redundant space within development site and will be unable to plow neighbouring streets



Summary

- ▶ The latest proposal submitted by the applicant **should be rejected and sent back to the applicant for further revisions** based on the following:
 - ▶ The submitted plans should be varied to comply with the Ontario Building Code with respect to Access Routes for fire trucks
 - ▶ Applicant should work with Council to ensure at least **two access** roads if the development will be in excess of 100 units
 - ▶ The submitted plans should include Region of Peel feedback not actioned, completed engineering plans, all missing information submitted including FDC's, Waste Collection Plan, incomplete sun/shadow studies, incomplete rooftop noise studies etc as requested in the Planning Department's report dated June 5, 2024.

OPTIONS TODAY FOR COUNCIL MEMBERS

OPTION 1 PUT FIRE SAFETY 1st = REJECT PROPOSAL

- ▶ Reject the revised plan and send it back to the Applicant for further revisions as set out in points 1 to 3 above

OPTION 2 PUT FIRE SAFETY 2nd = ACCEPT PROPOSAL

- ▶ If proposal is accepted today, residents will submit an application with OLT and hence, the fate of this Application will be determined at the sole discretion of the OLT