



Monday, March 6, 2023, 1:30 p.m.

Council Chamber

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Pages

Public Meeting

Additional Agenda Items

(As may be presented at the meeting)

Declarations of Pecuniary Interest

(As may be presented by Council Members)

Presentations

None.

Delegations

None.

Referrals from Council

None.

Reports from Advisory Committees

Report of Heritage Oshawa

Heritage Oshawa respectfully reports and recommends to the Economic and Development Services Committee.

**ED-23-41 - Request for a Heritage Conservation District Study in the
Maxwell Heights Community (Formerly HTG-23-08) (Ward 3)**

[At the January 9, 2023 Economic and Development Services Committee meeting, this item was referred to Heritage Oshawa for input.]

Recommendation

That Correspondence HTG-23-08, dated December 28, 2023, concerning the request for a Heritage Conservation District Study in the Maxwell Heights Community be received for information.

Report of Oshawa Accessibility Advisory Committee

The Oshawa Accessibility Advisory Committee reports and recommends to the Economic and Development Services Committee.

ED-23-50 - Columbus Study Circulation: Draft Recommended Land Use and Road Plan Land Budget and Supporting Documents (Formerly OAAC-23-10) (Ward 1)

15

Recommendation

That based on Report OAAC-23-10 being the Columbus Study Circulation: Draft recommended land use and road plan land budget and supporting documents, provisions be made to ensure that the building design in the new neighbourhood areas incorporate accessibility features, offering barrier-free units and/or dwellings that meet the needs of people with disabilities, their families, and an aging population.

ED-23-51 - Oshawa Engineering Sidewalk Standards (Formerly OAAC-23-11) (All Wards)

Recommendation

Whereas the City of Oshawa Engineering Standard sidewalk width is 1.5m which does not meet the 1.8m required by the Oshawa Accessibility Design Standards (OADS) width,

Therefore the City of Oshawa update its sidewalk width standard to comply with the Oshawa Accessibility Design Standard width.

Items Requiring Direction

ED-23-55 - Impacts of Bill 23 on the City of Oshawa Register of Properties of Cultural Heritage Value or Interest (Wards 3 and 4)

21

Recommendation

That the Economic and Development Services Committee recommend to City Council:

That, pursuant to Report ED-23-55 dated March 1, 2023, the Economic and Development Services Committee select Option 1 or Option 2 from each of

Sections 5.8 through 5.11 of Report ED-23-55.

Public Consent Agenda

Correspondence with recommendations

ED-23-58 - Broccolini Thornton Limited Partnership requesting to enter into an agreement concerning Road Widening and Left-turning lane on Thornton Road North (Ward 2)

43

Recommendation

That Correspondence ED-23-58, dated February 28, 2023, concerning Broccolini Thornton Limited Partnership requesting to enter into an agreement concerning Road Widening and Left-turning lane on Thornton Road North be referred to staff for a report.

Staff Reports/Motions with recommendations

ED-23-38 - Request for a Franchise Renewal between Enbridge Gas and the City of Oshawa (All Wards)

45

Recommendation

That the Economic and Development Services Committee recommend to City Council:

Whereas, on November 20, 2022, the Economic and Development Services Committee considered Correspondence ED-22-215, being a request from Enbridge Gas for the renewal of a franchise agreement; and,

Whereas, on November 24, 2022, the Economic and Development Services Committee referred ED-22-215 to staff for a report; and,

Whereas, the City of Oshawa and Enbridge Gas entered into an agreement in 2003 to authorize the gas company to enter on City road allowances to install and maintain their distribution systems and establish conditions of occupancy, and;

Whereas, the current agreement was approved by Council and executed on July 21, 2003 (see Attachment 1), and;

Whereas, the original term of the agreement was for 20 years with the provisions for renewal at the City's discretion for further periods not exceeding 20 years, and;

Whereas, the terms and conditions of the current agreement have been reviewed and remain valid; and,

Whereas, Enbridge Gas is a valued and respected industry partner who has

recently collaborated with City staff to provide gas services to employment areas of the City and enable job creation;

Therefore be it resolved that staff be authorized to update the current agreement, to the satisfaction of the Commissioner, Economic and Development Services Department and the City Solicitor, for a term of no greater than 20 years, and that the updated agreement be executed in accordance with the City's delegation by-law.

ED-23-39 - Road Rationalization (All Wards)

59

Recommendation

That the Economic and Development Services Committee recommend to City Council:

That, pursuant to Report ED-23-39 dated March 1, 2023, staff be authorized to include the list of currently proposed candidate roads that are considered as part of the road rationalization project in the City's Update to the Integrated Transportation Master Plan for further evaluation.

ED-23-43 - City-initiated Amendments to the Oshawa Official Plan, Windfields Part II Plan, Zoning By-law 60-94, and Brownfields Renaissance, Simcoe Street South Renaissance and Wentworth Street West Community Improvement Plans (All Wards)

67

Recommendation

That the Economic and Development Services Committee recommend to City Council:

That, pursuant to Report ED-23-43 dated March 1, 2023, the Economic and Development Services Department be authorized to initiate the statutory public process under the Planning Act for Council to consider proposed City-initiated amendments to the Oshawa Official Plan, Windfields Part II Plan, Zoning By-law 60-94, Brownfields Renaissance Community Improvement Plan, Simcoe Street South Renaissance Community Improvement Plan and Wentworth Street West Community Improvement Plan, generally in accordance with Attachments 1 and 2 to said Report.

ED-23-44 - Transfer of Ownership of Pedestrian Bridge – Taunton Road West at Oshawa Creek (Ward 2)

Recommendation

That the Economic and Development Services Committee recommend to City Council:

Whereas, the Region had planned work on an existing road structure on Taunton

Road West, between Stevenson Road North and Northbrook Street; and,

Whereas, the need for a pedestrian connection was identified to maintain the connection over the existing bridge; and,

Whereas, the Region investigated different options including replacing the existing road structure while widening the existing sidewalks, rehabilitating the existing structure while cantilevering the existing sidewalks and rehabilitating the existing structure while building a separate pedestrian structure adjacent to the road structure; and,

Whereas, through the design phase the Region determined it was financially beneficial to rehabilitate the existing road structure while constructing a separate pedestrian facility; and,

Whereas, under Durham Region Contract D2015-017, the Region constructed a pedestrian bridge across the Oshawa Creek along Taunton Road West; and,

Whereas, the pedestrian bridge completes the multi-use path connection across the Oshawa Creek on the south side of Taunton Road West, from Stevenson Road North to Northbrook Street; and,

Whereas, this connection is identified as a cycling infrastructure in the approved Regional Cycling Plan and the City of Oshawa's Active Transportation Master Plan; and,

Whereas, in current practice the responsibility for the construction of pedestrian facilities along Regional right-of-ways, including sidewalks and multi-use path connections, is shared between the City and the Region, where the Region supplies and funds the platform and the City funds the surface works; and,

Whereas, the City is responsible for all costs related to the operation, maintenance, repair and replacement of pedestrian facilities along Regional right-of-ways; and,

Whereas, under Durham Region Contract D2015-017, the Region fully funded the design and construction of the pedestrian bridge at no cost to the City; and,

Whereas, the Region has notified the City of their intent to transfer ownership and responsibility for the pedestrian bridge to the City, including its operating and maintenance costs and full management control of the structure; and,

Whereas, following the transfer of ownership of the pedestrian bridge, the Region will have no obligations or responsibility in any way to provide, operate, maintain, replace or guarantee any facility or equipment required for the structure or any part thereof; and,

Whereas, following the transfer of ownership of the pedestrian bridge, the City will be 100% responsible for of all costs and expenses, directly or indirectly related to the operation, maintenance, repair and replacement of the structure and will assume full control of the structure; and,

Whereas, City staff have no objection to the transfer of the pedestrian bridge to the City;

Therefore be it resolved that the Commissioner, Economic and Development Services Department be authorized to finalize the conditions for the transfer of ownership of the pedestrian bridge to the City, to the satisfaction of the Commissioner, Economic and Development Services Department, Commissioner, Community and Operations Services Department, and the City Solicitor, and that the updated agreement be executed.

ED-23-46 - Envision Durham Municipal Comprehensive Review: City Comments on the Region of Durham's Draft Official Plan (All Wards)

109

Recommendation

That the Economic and Development Services Committee recommend to City Council:

1. That Report ED-23-46 dated March 1, 2023 be endorsed as the City's comments on the Region of Durham's Draft Official Plan prepared pursuant to the Envision Durham Municipal Comprehensive Review exercise; and,
2. That staff be authorized to forward a copy of Report ED-23-46 dated March 1, 2023 and the related Council resolution to the Region of Durham and Durham area municipalities.

ED-23-47 - Results of Stage 1 of the Integrated Major Transit Station Area Study for Central Oshawa (Wards 4 and 5)

129

Recommendation

That the Economic and Development Services Committee recommend to City Council:

1. That, pursuant to Report ED-23-47, dated March 1, 2023, staff be authorized to advance the public consultation process under Stage 2 of the Integrated Major Transit Station Area Study to Develop a Land Use and Transportation Plan and Environmental Study Report for the Central Oshawa Major Transit Station Area, in accordance with the Council approved Terms of Reference, as follows:
 - a. Schedule Public Information Centre Number 2 to be held in the

second quarter of 2023, to be held at Oshawa City Hall in-person but also offering a virtual forum, for the purpose of presenting for public review and input the land use and transportation alternative solutions for the Integrated Major Transit Station Area Study; and,

- b. Provide notice of the public consultation process for Stage 2 of the Integrated Major Transit Station Area Study as generally outlined in Section 5.4.1 of said Report.
2. That Parsons Inc. present to the Economic and Development Services Committee the land use and transportation alternative solutions for the Integrated Major Transit Station Area Study, prior to the holding of Public Information Centre Number 2.
3. That upon concluding the public consultation process for Stage 2 of the Integrated Major Transit Station Area Study, staff be directed to report back to the Economic and Development Services Committee with the results of the public consultation.

ED-23-49 - Economic and Development Services Committee Outstanding Items List Report - First Quarter (All Wards)

157

Recommendation

That the Economic and Development Services Committee recommend to City Council:

That Report ED-23-49, dated February 28, 2022 being the Economic and Development Services Committee's Outstanding Items Status Report for the first quarter of 2023 be received for information.

ED-23-53 - Revised Applications to Amend the Oshawa Official Plan and Zoning By-law 60-94, Downing Street (Ritson Road) Inc., Lands east of Ritson Road North, north of Adelaide Avenue East (Ward 4)

173

Recommendation

That the Economic and Development Services Committee recommend to City Council:

1. That, pursuant to Report ED-23-53 dated March 1, 2023, the revised application submitted by Downing Street (Ritson Road) Inc. to amend the Oshawa Official Plan (File: OPA-2021-05) to re-designate the southern portion of the lands generally located east of Ritson Road North, north of Adelaide Avenue East from Industrial –Regeneration Area to Residential be approved, generally in accordance with the comments contained in said Report, and the necessary by-law be passed in a form and content acceptable to the Commissioner, Economic and Development Services

Department and the City Solicitor; and,

2. That, pursuant to Report ED-23-53 dated March 1, 2023, the revised application submitted by Downing Street (Ritson Road) Inc. to amend Zoning By-law 60-94 (File: Z-2021-10) to rezone the lands generally located east of Ritson Road North, north of Adelaide Avenue East from R2 (Residential) and GI (General Industrial) to an appropriate R6-B (Residential) Zone to permit the development of 154 stacked townhouse units be approved, generally in accordance with the comments contained in said Report, and the necessary by-law be passed in a form and content acceptable to the Commissioner, Economic and Development Services Department and the City Solicitor; and,
3. That, in accordance with Section 34(17) of the Planning Act and notwithstanding that the Zoning By-law Amendment proposed in Report DS-22-23 dated February 2, 2022 presented at the public meeting of February 7, 2022 differs to some degree from the proposed amendment recommended to be approved by City Council pursuant to Part 2 of this Recommendation in Report ED-23-53, such differences are not substantial enough to require further notice and another public meeting.

ED-23-54 - City Comments on “Municipal Reporting on Planning Matters – Proposed Minister’s Regulation under the Planning Act” (All Wards)

193

Recommendation

That the Economic and Development Services Committee recommend to City Council:

1. That, pursuant to Report ED-23-54 dated March 1, 2023, the comments contained in Section 5.3 of said Report be endorsed as the City’s comments on the Province’s “Municipal Reporting on Planning Matters – Proposed Minister’s Regulation under the Planning Act.”; and,
2. That staff be authorized to submit the comments contained in Report ED-23-54 dated March 1, 2023 related to the “Municipal Reporting on Planning Matters – Proposed Minister’s Regulation under the Planning Act” to the Province to meet the March 8, 2023 deadline in response to Notice 019-6619 posted on the Environmental Registry of Ontario website, and to provide subsequent follow-up once Council has considered this matter on April 3, 2023; and,
3. That staff be authorized to forward a copy of Report ED-23-54 dated March 1, 2023 and the related Council resolution to the Region of Durham, Durham area municipalities, Durham area M.P.P.s, the Durham Chapter of the Building Industry and Land Development Association and

the Durham Region Home Builders' Association.

Public Discussion Agenda

Matters Excluded from the Consent Agenda

Items Introduced by Council Members

Items Pulled from the Information Package

Closed Consent Agenda

Closed Correspondence with recommendations

ED-23-42 - Request for the Temporary Use of City-Owned Land on Ritson Road South (Ward 4)

Closed Pursuant to Section 239 (2)(c) of the Municipal Act

(See Pages C1 to C2)

Recommendation

That Correspondence ED-23-42, dated February 8, 2023, concerning a request for the temporary use of City-owned land on Ritson Road South be referred to staff for a report.

ED-23-57 - Offer of Compensation for City-owned Surplus Lands North of Highway 401 between Front Street and Howard Street (Ward 5)

Closed Pursuant to Section 239 (2)(c) of the Municipal Act

(See Pages C3 to C9)

Recommendation

That Correspondence ED-23-57, dated February 23, 2023, concerning an Offer for Compensation for City-owned Surplus Lands North of Highway 401 between Front Street and Howard Street be referred to staff for a report.

Closed Staff Reports/Motions with recommendations

ED-23-48 - Results of Request for Expression of Interest, Lot 16 (Ward 4)

Closed Pursuant to Section 239 (2)(c) of the Municipal Act

(See Pages C10 to C61)

Recommendation

That the Economic and Development Services Committee recommend to City Council:

Therefore, be it resolved that pursuant to Closed Item ED-23-48 concerning Lot

16, Economic and Development Services staff be authorized to proceed as set out in said Closed Item.

ED-23-56 - Stakeholder Consultation Report on the Proposed Redevelopment of 47 Bond Street West (Ward 4)

Closed Pursuant to Section 239 (2)(c) of the Municipal Act

(See Pages C62 to C86)

Recommendation

That the Economic and Development Services Committee recommend to City Council:

1. That City staff be directed to issue an open Request for Proposal generally consistent with Section 3.2 of Attachment 1 to this Report; and,
2. That City staff be directed to structure the Request For Proposal in order to maximize the value to the City and encourage respondents to explore potential feasibility of interim uses.

Closed Discussion Agenda

Matters Excluded from the Consent Agenda

Items Requiring Direction

Matters Tabled

Item DS-21-58 - Update Employment Land Inventory List

Report DS-21-58 concerning a request to publish an updated and modernized design of the land inventory in Report DS-15-34. (Tabled March 8, 2021 until the Regional Report on such matters Region-wide has been completed)

Recess

Planning Act Public Meeting (6:30 p.m.)

Additional Agenda Items

(As may be presented at the meeting)

Declarations of Pecuniary Interest

(As may be presented by Council Members)

Application ED-23-37

Presentation

Planning Services - City-initiated Amendments to the Oshawa Official Plan and Zoning By-law 60-94 Related to the City of Oshawa Parking

Study

Morgan Jones, Senior Planner, to provide a presentation concerning the City-initiated Amendments to the Oshawa Official Plan and Zoning By-law 60-94 Related to the City of Oshawa Parking Study

Delegations

(As requested)

Correspondence

None.

Reports

ED-23-37 - City-initiated Amendments to the Oshawa Official Plan and Zoning By-law 60-94 Related to the City of Oshawa Parking Study (All Wards)

211

Recommendation

That, pursuant to Report ED-23-37 dated March 1, 2023 concerning the proposed City-initiated amendments to the Oshawa Official Plan and Zoning By-law 60-94 related to the City of Oshawa Parking Study prepared by IBI Group, staff be directed to further review and prepare a subsequent report and recommendation back to the Economic and Development Services Committee. This direction does not constitute or imply any form or degree of approval.

Application ED-23-52

Presentation

Independent Project Managers - Application to Amend Zoning By-law 60-94, Central Clear View Developments Inc., 39 Athol Street West

Dave Meredith, Independent Project Managers, to provide a presentation concerning the Application to Amend Zoning By-law 60-94, Central Clear View Developments Inc., 39 Athol Street West.

Delegations

(As requested)

Correspondence

None.

Reports

ED-23-52 - Application to Amend Zoning By-law 60-94, Central Clear

225

View Developments Inc., 39 Athol Street West (Ward 4)

Recommendation

That, pursuant to Report ED-23-52 dated March 1, 2023, concerning the application submitted by Independent Project Managers on behalf of Central Clear View Developments Inc. to amend Zoning By-law 60-94 (File Z-2023-01) to permit the development of a 12-storey, 140 unit apartment building at 39 Athol Street West, staff be directed to further review and prepare a report and recommendation back to the Economic and Development Services Committee. This direction does not constitute or imply any form or degree of approval.

Application ED-23-45

Presentation

Planning Services - Proposed Part II Plan for the Columbus Planning Area, and related amendments to the Oshawa Official Plan

Laura Moebs, Principal Planner, to provide a presentation concerning the Proposed Part II Plan for the Columbus Planning Area, and related amendments to the Oshawa Official Plan.

Delegations

(As requested)

Correspondence

None.

Reports

ED-23-45 - Proposed Part II Plan for the Columbus Planning Area, and related amendments to the Oshawa Official Plan (Ward 1)

233

Recommendation

That, pursuant to Report ED-23-45 dated March 1, 2023, concerning proposed City-initiated amendments to introduce a Part II Plan for the Columbus Planning Area and related amendments to Part I of the Oshawa Official Plan to facilitate the introduction of the same (File: 12-03-1453), staff be directed to further review and prepare a report and recommendation to the Economic and Development Services Department. This direction does not constitute or imply any form or degree of approval.

Adjournment

Report of Heritage Oshawa

Heritage Oshawa respectfully reports and recommends to the Economic and Development Services Committee.

1. Request for a Heritage Conservation District Study in the Maxwell Heights Community (HTG-23-08)

Recommendation

That Correspondence HTG-23-08, dated December 28, 2023, concerning the request for a Heritage Conservation District Study in the Maxwell Heights Community be received for information.

Dec. 28, 2022

To: Heritage Oshawa

Re: Request for Heritage Conservation District Study

Dear Committee Members:

For some time, the neighbours in the Maxwell Heights community, which includes the properties on Pinecrest Road and Swiss Height Road (Plans 584 ,739, and 795) have discussed a possible Heritage Conservation District for our neighbourhood. As the *More Homes Built Faster Act* is scheduled to come into effect on January 1, 2023, we feel that this is the time to act on these discussions.

Ours was one of the first post–World War II mid-century subdivisions to be created on the outskirts of Oshawa. In fact, it was not originally part of the City at all, but was within East Whitby Township, with an RR (Rural Route) postal designation. The homes on Pinecrest and Swiss Heights Roads were custom, built in the 1950s and 60s by renowned local master builders, including Walter Schleiss (4 June 1926 – 10 October 2011). The Prairie and rare Swiss Chalet styles are represented, as well as the aspirational post-war ideal of large private lots and incorporated garages. Several of these important properties are already represented as Class As and Bs in the Oshawa Heritage Inventory. Our intact neighbourhood is even older than the similar Briarcliffe HCD in Ottawa, the first HCD in Ontario designated for its value as a mid-20th century neighbourhood.

Before the subdivision, most of the area was farmland and woods, part of which was known to the pre-war locals as “Tall Pines.” Before that, the southern limit of the neighbourhood formed the Lake Iroquois shoreline, which overlooks Harmony Creek.

The collection of distinctive, custom-built mid-century homes, nestled into the Tall Pines hilltop, and the evolution of the neighbourhood in the post-war era tells an important story of the development of post-industrial Oshawa and the growth of its car-friendly residential options away from the downtown core. Nearly seventy years later, it remains a peaceful and green enclave, largely unchanged and with a distinctive setting and sense of place.

We believe this story deserves to be recognized and protected. Therefore we are requesting that Heritage Oshawa recommend to the City that a Heritage Conservation Study be commenced as soon as possible.

Regards,

The Maxwell Village Neighbourhood Association

Marc Purcell

<M.F.I.P.P.A Sec. 14(1)>

Economic and Development Services Department

Date: February 15, 2023

File: 12-03

To: Oshawa Accessibility Advisory Committee

From: Laura Moebs, Principal Planner
Planning Services

Re: Columbus Study Circulation: Draft Recommended Land Use and Road Plan, Land Budget and Supporting Documents

The City of Oshawa has initiated the Study for the Columbus community, focusing on the Columbus Part II Planning Area. This Integrated Study seeks to advance development in a manner that is consistent with both the Planning Act and Municipal Class Environmental Assessment Act requirements.

The Project Team is currently completing Stage 4 of the Study. As part of the deliverables under Stage 4 and owing to the fact that Council has authorized staff to initiate the statutory public process under the Planning Act for Council to consider a proposed City-initiated amendment to the Oshawa Official Plan to introduce a Part II Plan for the Columbus Planning Area, the draft recommended land use and road plan, associated land budget, draft recommended transportation plan, draft recommended environmental management plan and revised draft policy text for the Columbus Part II Plan have been prepared. Supporting documents have also been prepared, which consist of the revised draft Columbus Community Urban Design Guidelines and the revised draft Columbus Transportation Master Plan Final Report.

Attachment 1 contains the following for the Oshawa Accessibility Advisory Committee's review and comment:

- Draft Recommended Land Use and Road Plan;
- Draft Land Budget;
- Draft Recommended Transportation Plan; and,
- Draft Recommended Environmental Management Plan.

In addition, the following documents are available online for review and comment, and can be viewed at <https://www.oshawa.ca/en/city-hall/development-studies.aspx>, specifically under the "Columbus Study" tab:

- Revised Draft Policy Text for the Columbus Part II Plan;
- Revised Draft Columbus Community Urban Design Guidelines; and,
- Revised Draft Columbus Transportation Master Plan Final Report.

Feedback on the above noted materials will be used to inform the development of the final recommended land use and road plan, transportation plan, environmental management plan and Part II Plan policy text for the Columbus Part II Planning Area. It is requested that the Oshawa Accessibility Advisory Committee review the attached materials and provide comments by **March, 31, 2023**.

If you have any questions please contact Laura Moebs at 905-436-3311, extension 2818 or lmoebs@oshawa.ca.

A handwritten signature in black ink that reads "LMoebs". The letters are cursive and fluid, with the "L" and "M" being particularly prominent.

Laura Moebs, Principal Planner
Policy

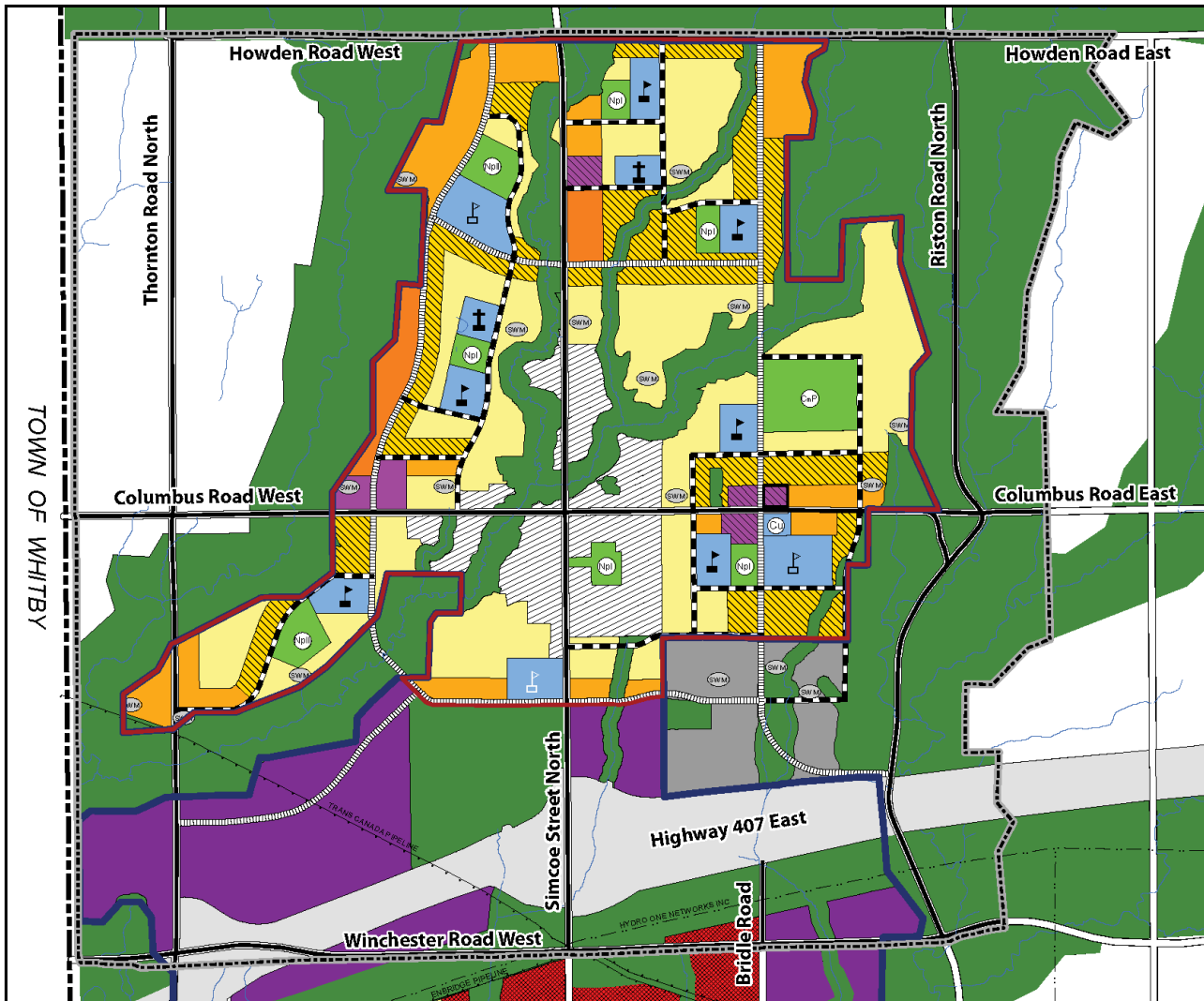
LM/k

Attachment

Title: Draft Recommended Land Use and Road Plan for the Columbus Part II Plan
 Subject: Integrated Columbus Part II Planning Act and Municipal Class Environmental Assessment Act Study

Ward: Ward 1
 File: 12-03-1453

City of Oshawa
 Economic and Development Services

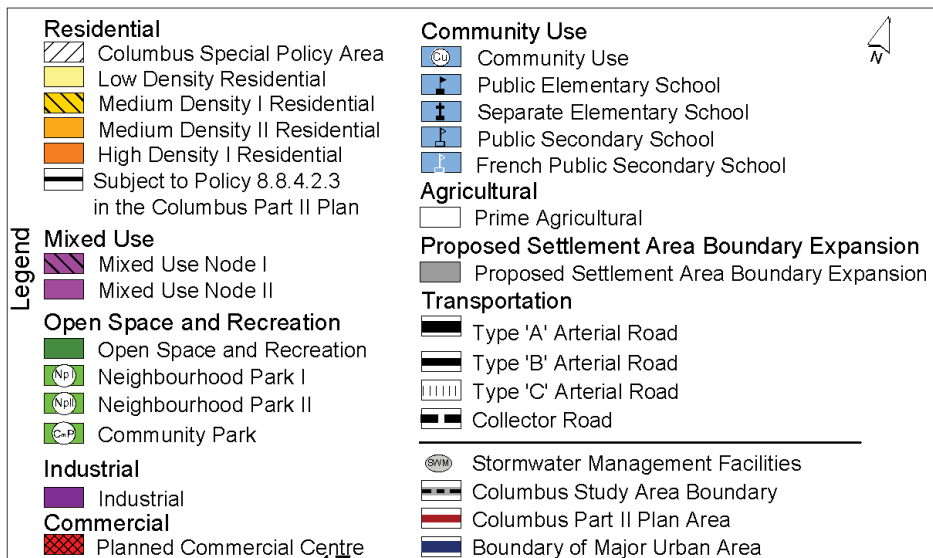


DRAFT Schedule A: Recommened Land Use and Road Plan

November 2022

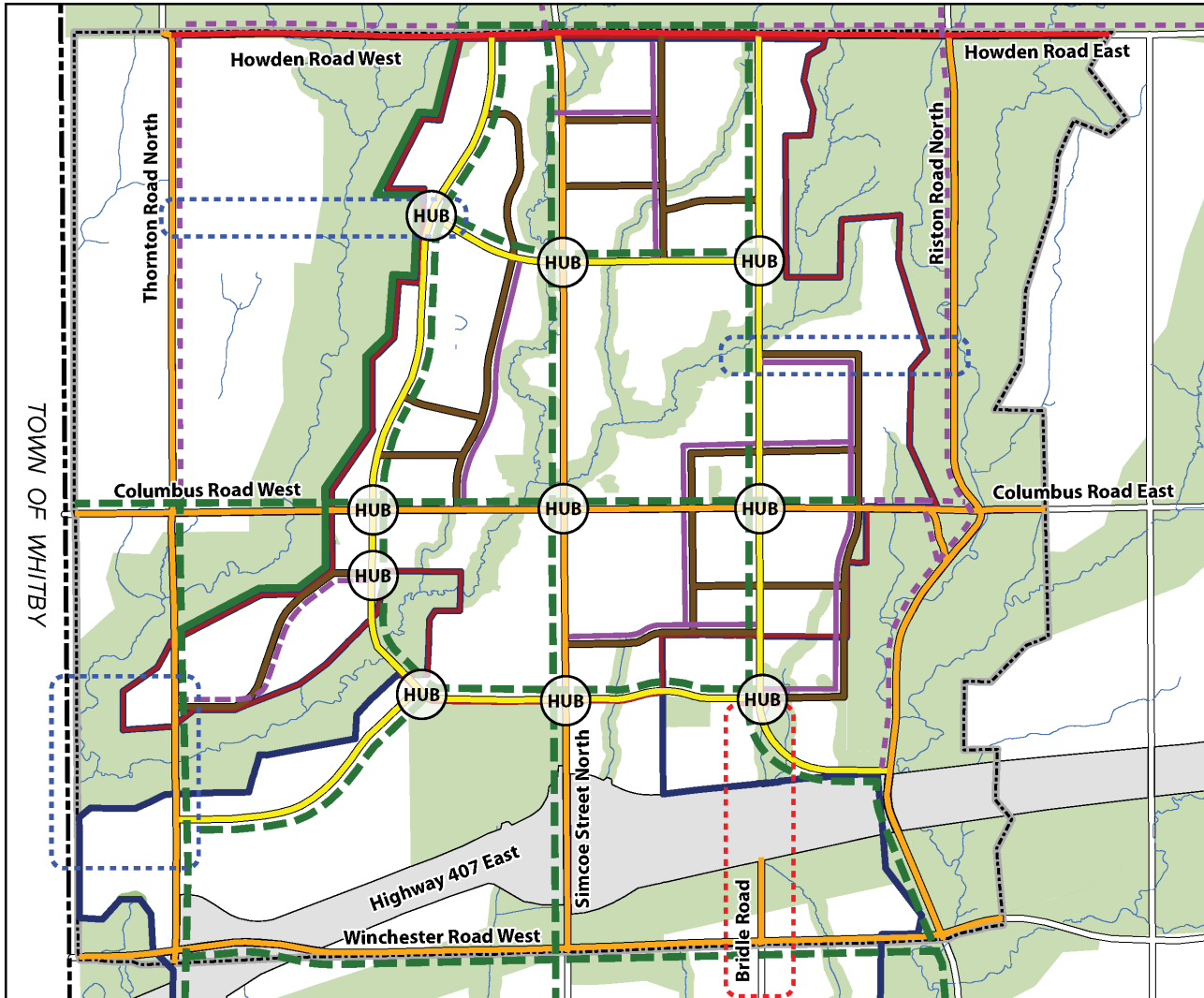
Economic and
Development Services
Department

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Title: Draft Recommended Transportation Plan for the Columbus Part II Plan
Subject: Integrated Columbus Part II Planning Act and Municipal Class Environmental Assessment Act Study
Ward: Ward 1
File: 12-03-1453

City of Oshawa
Economic and Development Services



DRAFT **Schedule B:** **Recommended** **Transportation Plan**

November 2022

Economic and
Development Services
Department

Road Classification

- Type "A" Arterial Road
- Type "B" Arterial Road
- Type "C" Arterial Road
- Collector Road

Legend

- Active Transportation Network
- On Road Cycling Lanes
- On Road Cycling Routes
- Class I Trail
- Class II Trail
- Transit / EcoMobility Hub

- Protect for future corridor
- Protect for potential overpass

- Columbus Study Area Boundary
- Columbus Part II Plan Area
- Boundary of Major Urban Area

Note:
Highest order cycling facility is shown in instances of multiple active transportation facilities on a road segment

Title: Draft Recommended Environmental Management Plan for the
Columbus Part II Plan

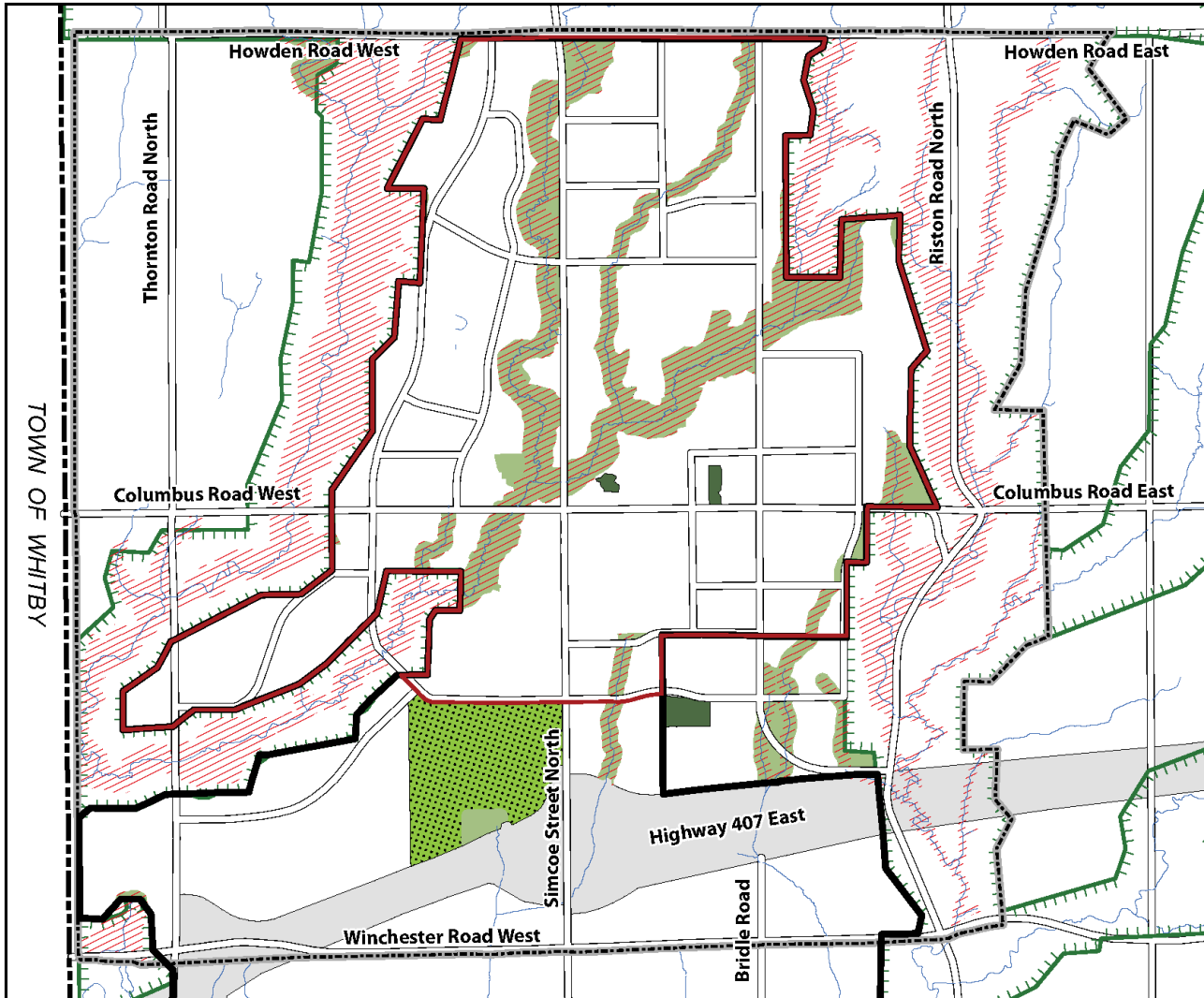
Subject: Integrated Columbus Part II Planning Act and Municipal Class
Environmental Assessment Act Study

Ward: Ward 1

File: 12-03-1453

Item: ED-23-09
Attachment 6

City of Oshawa
Economic and Development Services



**DRAFT
Schedule C:
Recommended
Environmental
Management Plan**

November 2022

Economic and
Development Services
Department

- Legend**
- Natural Heritage System
 - Greenbelt Protected Countryside Area Boundary*
 - Natural Heritage Features Outside of the Natural Heritage System
 - M.T.O. S.A.R. Compensation Lands
 - Hazard Lands
 - Columbus Planning Area Boundary
 - Columbus Part II Plan Area
 - Boundary of Major Urban Area

*Outside of the Columbus Part II Plan Area, all lands shown located within the Greenbelt Protected Countryside Area Boundary correspond to the Greenbelt Natural Heritage System.

Land Use	Gross Area (Ha)
Columbus Part II Plan Area (CPAII)	557.32
Other lands within Columbus Study Area Boundary (OCSA)	1006.39
Total Columbus Study Area Boundary	1563.71
Non-Developable Lands	
Prime Agricultural	219.88
Hwy 407	84.31
Existing Arterials & Planned Widening	70.90
Existing Local Roads	4.61
Non-Developable Columbus Special Policy Area	25.88
Open Space	36.51
Natural Heritage Feature Outside of NHS	3.80
Natural Heritage Feature Buffer Area	58.04
NHS	
Greenbelt Plan Protected Countryside	434.75
C.S.W.S. NHS	102.47
Proposed Linkage Area	3.47
Proposed Enhancement Area	5.10
MTO SAR Compensation Lands	34.17
Total	1083.90

Land Use (CPAII)	Gross Area (Ha)	Net Area	Units per Net Hectare		Units (Res)		PPU	Jobs per hectare	Pop		Jobs		Pop + Jobs (Total)	
			Min	Max	Min	Max			Min	Max	Min	Max	Min	Max
Columbus Special Policy Area	11.73	8.91	17	18	151	156	2.89		437	451	75	75	512	526
Secondary Suites	3.0%	0.00	-	-	5	5	1.71		8	8			8	8
Proposed Arterial Roads		0.00												
Proposed Collector Roads		0.12												
Proposed Local Roads	20%	2.35												
SWM	3%	0.35												
Low Density Residential	134.13	89.42	26	35	2,325	3,130	3.17		7,366	9,915	0	0	7,366	9,915
Proposed Arterial Roads		1.08												
Proposed Collector Roads		7.40												
Proposed Local Roads	20%	26.83												
SWM	7%	9.39												
Medium Density Residential I	68.53	36.76	35	65	1,287	2,389	2.55		3,283	6,097	0	0	3,283	6,097
Proposed Arterial Roads		6.28												
Proposed Collector Roads		5.28												
Proposed Local Roads	23%	15.42												
SWM	7%	4.80												
Medium Density Residential II	51.36	30.73	65	90	1,998	2,766	2.55		5,098	7,059	0	0	5,098	7,059
Proposed Arterial Roads		2.50												
Proposed Collector Roads		1.69												
Proposed Local Roads	25%	12.84												
SWM	7%	3.60												
High Density Residential	13.21	9.30	90	150	837	1,396	1.71		1,428	2,380	0	0	1,428	2,380
Proposed Arterial Roads		1.51												
Proposed Collector Roads		0.15												
Proposed Local Roads	10%	1.32												
SWM	7%	0.92												
Mixed Use Node I	5.94	4.56	65	90	222	308	1.71	45	379	525	51	51	430	576
Proposed Arterial Roads		0.22												
Proposed Collector Roads		0.15												
Proposed Local Roads	10%	0.59												
SWM	7%	0.42												
Commercial	25%	1.14						45			51	51	51	51
Residential	75%	3.42	65	90	222	308	1.71		379	525			379	525
Mixed Use Node II	5.18	3.73	65	90	61	84	1.71	45	103	143	126	126	229	269
Proposed Arterial Roads		0.46												
Proposed Collector Roads		0.11												
Proposed Local Roads	10%	0.52												
SWM	7%	0.36												
Commercial	75%	2.80						45			126	126	126	126
Residential	25%	0.93	65	90	61	84	1.71		103	143			103	143
Secondary Suites	2.5%	0.00			168	252	1.71		288	431			288	431
Undercount	3.1%								570	837			572	839
Community Park	12.89	12.00												
Proposed Arterial Roads		0.14												
Proposed Collector Roads		0.75												
Neighbourhood Park I	11.29	10.55												
Proposed Arterial Roads		0.24												
Proposed Collector Roads		0.50												
Neighbourhood Park II	9.00	8.20												
Proposed Arterial Roads		0.26												
Proposed Collector Roads		0.54												
Public Secondary School	13.65	12.14						45			90	90	90	90
Proposed Arterial Roads		1.05												
Proposed Collector Roads		0.47												
French Public Secondary School	4.31	4.00						45			45	45	45	45
Proposed Arterial Roads		0.31												
Proposed Collector Roads		0.00												
Public Elementary Schools	21.55	19.20						45			270	270	270	270
Proposed Arterial Roads		0.46												
Proposed Collector Roads		1.89												
Separate Elementary Schools	5.25	4.80						45			90	90	90	90
Proposed Arterial Roads		0.00												
Proposed Collector Roads		0.45												
Community Use	1.19	1.07						45			45	45	45	45
Proposed Arterial Roads		0.12												
Proposed Collector Roads		0.00												

Employment (OCSA)	110.60	88.13												
Existing Local Roads		0.00												
Proposed Arterial Roads		3.66												
Proposed Collector Roads		0.00												
Proposed Local Roads	10%	11.06												
SWM	7%	7.74												
Institutional	3%	2.64						39			103	103	103	103
Retail	7%	6.17						72			444	444	444	444
Office	20%	17.63						126			2,221	2,221	2,221	2,221
Industrial	70%	61.69						34			2,098	2,098	2,098	2,098
Sub Total											4,866	4,866	4,866	4,866
Work From Home								5%			243	243	243	243
No Fixed Place of Work								15%			730	730	730	730
Total Employment Area Jobs											5,839	5,839	5,839	5,839

Total Columbus Part II Plan Area (CPAII) Greenfield Density¹	395.09				7,053	10,485			18,959	27,846	792	792	19,754	28,640
acres	975.87												50	72
Total Columbus Part II Plan Area (CPAII) Developable Area²	369.21				7,053	10,485			18,959	27,846	792	792	19,754	28,640
acres	911.94												54	78

Total Columbus Study Area Greenfield Density²	395.09				7,053	10,485			18,959	27,846	6,631	6,631	25,593	34,479
acres	975.87												65	87
Total Columbus Study Area Developable Area²	479.81				7,053	10,485			18,959	27,846	6,631	6,631	25,593	34,479
acres	1185.12												53	72

Total Non-Developable & Developable Lands	1563.71
Area Check	1563.71

- NOTES:
- Greenfield Density is calculated excluding the areas for natural heritage features/systems, employment areas, cemeteries, and rights-of-way for electricity transmission lines, energy transmission pipelines, and freeways; in accordance with Section 2.2.7 of the Ontario Growth Plan 2020
 - Developable Area is calculated by excluding natural heritage features/systems, existing rights-of-way, and prime agricultural lands, and non-developable Columbus Special Policy Area

To: Economic and Development Services Committee

From: Warren Munro, HBA, MCIP, RPP, Commissioner,
Economic and Development Services Department

Report Number: ED-23-55

Date of Report: March 1, 2023

Date of Meeting: March 6, 2023

Subject: Impacts of Bill 23 on the City of Oshawa Register of Properties
of Cultural Heritage Value or Interest

Ward: Wards 3 and 4

File: 12-04

1.0 Purpose

In October 2022, the Provincial government introduced the More Homes Built Faster Act, 2022 under Bill 23, which included amendments to the Ontario Heritage Act, R.S.O. 1990, c. O.18, as amended (the “Heritage Act”). These Bill 23 amendments to the Heritage Act came into effect on January 1, 2023.

One of these amendments was to limit the duration for which a property may remain a “listed, non-designated property” on the City’s Register of Properties of Cultural Heritage Value or Interest (the “Register”) to two (2) years. Under this new legislative requirement, any property currently on the Register as a “listed, non-designated property”, must either be designated under Part IV of the Heritage Act by December 31, 2024, or be removed from the Register entirely.

Additionally, in the event a property is removed from the Register, the Bill 23 amendments also mandate that the property may not be re-added to the Register for a further five (5) years, during which time they would have no protection under the Heritage Act from demolition or alteration.

There are currently four (4) listed, non-designated properties on the Register, three (3) of which are City-owned, as follows:

- Union Cemetery at 760 King Street West (“Union Cemetery”);
- The Robert McLaughlin Gallery site at 65 Queen Street (“R.M.G.”);
- Memorial Park at 110 Simcoe Street South (“Memorial Park”); and,
- The former Harmony Road Public School at 149 Harmony Road South (“149 Harmony Road South”), which is privately-owned.

These properties must be either designated by December 31, 2024, or removed from the Register entirely.

The purpose of this Report is to inform the Economic and Development Services Committee and Council of the impact of the Bill 23 amendments to the Heritage Act, and seek direction from Committee and Council concerning the aforementioned four (4) properties.

Attachment 1 is an aerial photo of Union Cemetery at 760 King Street West showing key site features.

Attachment 2 is an aerial photo of the Robert McLaughlin Gallery site at 65 Queen Street showing key site features.

Attachment 3 is an aerial photo of Memorial Park at 110 Simcoe Street South showing key site features.

Attachment 4 is an aerial photo of the former Harmony Road Public School at 149 Harmony Road South showing key site features.

Attachment 5 is a copy of the Heritage Research Report for 149 Harmony Road South. Owing to its length, this Heritage Research Report is not attached but can be found at the following link: https://www.oshawa.ca/en/parks-recreation-and-culture/resources/Documents/Heritage-Research-Rpt_149-Harmony-Rd-S.pdf.

Attachment 6 is a copy of the Heritage Research Report for Memorial Park. Owing to its length, this Heritage Research Report is not attached but can be found at the following link: https://www.oshawa.ca/en/parks-recreation-and-culture/resources/Documents/Heritage-Research-Rpt_110-Simcoe-St-S_Memorial-Park.pdf.

Attachment 7 is a copy of Report DS-19-139 dated September 4, 2019, entitled "Proposed Designation Pursuant to Heritage Act: 149 Harmony Road South (Former Harmony Public School)." Owing to its length, this Report is not attached but can be found at the following link: http://app.oshawa.ca/agendas/development_services/2019/09-09/REPORT_DS-19-139.pdf.

Attachment 8 is a copy of email correspondence from Lauren Gould, Chief Executive Officer (C.E.O.) of the R.M.G., dated January 30, 2023, concerning the potential for heritage designation and research being completed for the R.M.G.

Attachment 9 is a draft flow chart released by the Provincial government illustrating the process to designate a property under Section 29 (Part IV) of the Heritage Act.

2.0 Recommendation

That the Economic and Development Services Committee recommend to City Council:

That, pursuant to Report ED-23-55 dated March 1, 2023, the Economic and Development Services Committee select Option 1 or Option 2 from each of Sections 5.8 through 5.11 of Report ED-23-55.

3.0 Executive Summary

Not applicable.

4.0 Input From Other Sources

The following have been consulted in the preparation of this Report:

- Chief Administrative Officer
- Commissioner, Community and Operations Services
- Commissioner, Corporate and Finance Services
- City Solicitor
- C.E.O., R.M.G.

4.1 Consultation with Robert McLaughlin Gallery

In anticipation of this Report, staff reached out to the C.E.O. of the R.M.G. seeking a position with respect to the designation of the R.M.G. under Part IV of the Heritage Act. Attachment 8 is a copy of e-mail correspondence from Lauren Gould, C.E.O. of the R.M.G., dated January 30, 2023, concerning the potential for heritage designation and research being completed for the R.M.G.

Ms. Gould advised the R.M.G. would support more research being done on the historical significance of the building, in particular what features would be considered heritage attributes. She stated that their goal is to ensure flexibility and opportunities for growth. She noted that recent additions (i.e. the Douglas Coupland artwork, backyard improvements) appear to have not been hindered by the current listed, non-designated status.

Lastly, Ms. Gould noted that once there is more information available to help guide their position on whether or not to support designation (i.e. a Heritage Research Report), she will provide a briefing to the R.M.G.'s Board of Directors and provide City staff with their recommendation.

4.2 Previous Consultation with Owner of 149 Harmony Road South

On September 27, 2018, Heritage Oshawa recommended that 149 Harmony Road South be designated under Part IV of the Heritage Act. After notice of Heritage Oshawa's motion to designate 149 Harmony Road South was issued to the property owner (Colony Real Estate Development Limited), correspondence dated May 27, 2019 was received by staff from Monica Chen representing Colony Real Estate Development Ltd. (affixed as

Attachment 5 to Report DS-19-139 attached to this Report as Attachment 7). Additional correspondence dated May 29, 2019 from Michael J. Fry of D. G. Biddle and Associates Ltd. on behalf of Colony Real Estate Development Ltd., was subsequently received by staff (affixed as Attachment 6 to Report DS-19-139 attached to this Report as Attachment 7).

Through this correspondence, staff were informed that the property owner did not support the designation of 149 Harmony Road South on the basis that it would restrict the future development potential of the property and does not take into account the intent of the infill and intensification policies of the Regional Official Plan and the City of Oshawa Official Plan.

Staff subsequently received a Cultural Heritage Evaluation and Options Analysis dated May 30, 2019, prepared by Golder Associates Ltd. ("Golder") for the property owner (affixed as Attachment 7 to Report DS-19-139 attached to this Report as Attachment 7). Golder concluded that the school building can be partially demolished (i.e. the north single-storey wing and the later 1957 addition, which is not identified as a heritage attribute) and compatibly incorporated into the proposed development without substantially losing its integrity, cultural heritage significance, or importance to the local community.

While demolishing the north wing and the 1957 addition and reconstituting the structure as a two-storey hall with a single-storey south wing would enable development and safe vehicle access, and retain the building for community use, it would result in an asymmetrical structure and present an "unbalanced" street facing façade. To guide these structural changes and adaptive re-use of the building, Golder recommends conducting a heritage conservation plan for the rehabilitation of the building in a new configuration and use.

To confirm the position of the property owner in view of Golder's recommendation, staff contacted Michael J. Fry of D. G. Biddle and Associates Limited (the Owner's consultant). Email correspondence dated August 13, 2019 was received from Michael J. Fry confirming that the property owner does not support designation of the property including any part of the former school building, notwithstanding Golder's recommendation (affixed as Attachment 8 to Report DS-19-139 attached to this Report as Attachment 7).

5.0 Analysis

5.1 The City of Oshawa Register of Properties of Cultural Heritage Value or Interest

The Register is the list of properties from the Inventory that have been formally recognized by Council, pursuant to Section 27 of the Heritage Act, as being properties within the City of Oshawa having cultural heritage value or interest.

The Register includes "designated" and "listed, non-designated" properties.

A property is automatically added to the Register as a designated property once it is designated in accordance with the process established in the Heritage Act.

A property is added to the Register as a listed, non-designated property by resolution of Council.

Any alteration to the identified heritage attributes, or demolition of a structure containing heritage attributes of a designated property, must be considered by Council in consultation with Heritage Oshawa. Only the owner of the property can appeal Council's decision on a request to alter or demolish heritage attributes of a designated property.

A listed, non-designated property is protected under the Heritage Act to the extent that a municipality can withhold a demolition permit for up to 60 days after receiving an application from the property owner to demolish or remove the building or structure. This 60-day period enables municipal councils, if they so choose, to designate the property by by-law as a property of cultural heritage value or interest, and thereby seek to prevent demolition.

There are no legislated obligations regarding proposed alterations to a listed, non-designated property. However, the City's standard practice is for Heritage Oshawa to review and comment on alteration proposals for listed, non-designated properties.

All four (4) subject properties are listed in the City's Register as listed, non-designated properties.

5.2 Bill 23

On October 25, 2022, the Ministry of Municipal Affairs and Housing released a bulletin on the Environmental Registry of Ontario's website entitled "Consultations on More Homes Built Faster: Ontario's Housing Supply Action Plan, 2022-2023". The bulletin can be viewed at the following link: <https://ero.ontario.ca/notice/019-6162>.

The More Homes Built Faster: Ontario's Housing Supply Action Plan, 2022-2023 (the "Action Plan") is intended to advance the Province's plans to address the housing crisis by setting a goal to build 1.5 million new homes in Ontario over the next ten years. To support the Action Plan, the government introduced the More Homes Built Faster Act, 2022 under Bill 23 which attempts to address the housing crisis by reducing government fees and fixing development approval delays that slow housing construction and increase costs.

City Council, at their November 21, 2022 meeting, endorsed City staff comments on Bill 23 pursuant to Report CNCL-22-80, dated November 16, 2022 and directed staff to further review and comment on the proposed legislation and report back to Committee and Council. A copy of CNCL-22-80 can be viewed at the following link: <https://calendar.oshawa.ca/meetings/Detail/2022-11-21-0930-City-CouncilMeeting/81dee1af-533d-4788-becb-af4f01580fa7>.

City Council, at their December 12, 2022 meeting, endorsed staff's subsequent Report ED-22-217, concerning City comments on proposed changes to the Greenbelt Plan, Greenbelt Area Boundary Regulation and Oak Ridges Moraine Conservation Plan. ED-22-217 can be viewed at the following link: <https://pub-oshawa.escribemeetings.com/filestream.ashx?DocumentId=10205>

Bill 23 received Royal Assent on November 28, 2022.

The Bill 23 amendments to the Heritage Act came into force on January 1, 2023, including but not limited to:

- Changes to the process and requirements around removal and inclusion of listed, non-designated properties on Municipal Registers.
- Changes to Ontario Regulation 9/06, “Criteria for Determining Cultural Heritage Value or Interest” (“O. Reg. 9/06”) to establish that listed, non-designated properties included on a Municipal Register must meet one or more of the criteria outlined in the regulation.
- A requirement for municipalities to make their Municipal Registers available on a publicly accessible website.
- Limiting the ability to issue a Notice of Intention to Designate on a property subject to a prescribed event to only those properties included on a Municipal Register. It is staff’s understanding from the Province that a “prescribed event” refers to an application for Plan of Subdivision, Official Plan Amendment, or Zoning By-law Amendment.
- Establishing that a property must meet two or more criteria under O. Reg. 9/06 in order to be designated under Part IV of the Heritage Act.
- Establishing that at least 25 percent of the properties within a Heritage Conservation District (“H.C.D.”) must meet two or more criteria in the regulation in order to be designated.

Most notably among these amendments in the context of this Report, is the amendment to limit the duration for which a property may remain a “listed, non-designated property” on the City’s Register to two (2) years.

Under this new legislative requirement, any property currently on the City’s Register as a listed, non-designated property must either be designated by December 31, 2024 or be removed from the Register entirely.

Additionally, in the event a property is removed from the Register, the Bill 23 amendments also mandate that the property may not be re-added to the Register for a further five (5) years, during which time they would have no protection under the Heritage Act from demolition or alteration.

With respect to the requirement for municipalities to make their Municipal Registers available on a publicly accessible website, staff note that this change was made in January 2023, in consultation with Heritage Oshawa. An up-to-date Register, as well as an up-to-date Heritage Oshawa Inventory, is posted on the City’s website at the following link:
<https://www.oshawa.ca/en/parks-recreation-and-culture/heritage-properties.aspx>.

5.3 Heritage Research Reports

A Heritage Research Report, prepared by a qualified heritage consultant, provides the requisite information in order to inform the designation by-law and Designation Statement and Description for the subject property.

This required information includes:

- Evidence that the subject property meets one or more of the criteria for designation under the Heritage Act in relation to the following three categories:
 - Design or physical value;
 - Historical/associative value;
 - Contextual value;
- A Statement of Cultural Heritage Interest or Value; and,
- A listing of heritage attributes at a level of detail which identifies individual features of the subject property.

To date, no research has been completed by Heritage Oshawa or the City for Union Cemetery or the R.M.G. To advance designation of either of these properties, staff would be required to retain a qualified heritage consultant to prepare a Heritage Research Report.

Heritage Research Reports for 149 Harmony Road South and Memorial Park, dated September 2012 and August 2016, respectively, have been prepared by Melissa Cole, a local heritage consultant, and form Attachments 5 and 6 of this Report. However, it is noted that:

- A supplemental Heritage Research Report would be required to advance designation of 149 Harmony Road South; and,
- Either a supplemental Heritage Research Report, or addendum to the Heritage Research Report for Memorial Park, would be required to advance designation of Memorial Park. Staff would consult with qualified heritage consultants in order to determine which document would be required to advance designation in this circumstance.

Staff estimate that each supplemental Heritage Research Report would cost up to \$6,000. An addendum to the Memorial Park Heritage Research Report would cost up to \$3,000.

5.4 Historical Significance

The Heritage Research Report dated September 2012 and prepared by Melissa Cole for 149 Harmony Road South (see Attachment 5) generally summarizes the cultural heritage value or interest of the property as follows:

1. The school building located at 149 Harmony Road South has design and physical value because the building is an example of a school that was built in the 1920s representative of the Classic Revival architectural style.
2. This property has associative value because:
 - Harmony Public School has direct association with the Farewell family. The land on which the school sits was donated by Akeus Farewell. The Farewells were one of the first families to settle in the Village of Harmony. They came to the area in circa 1804.
 - Harmony Public School is historically linked to the City of Oshawa as it is representative of the Village of Harmony that now lies within the City of Oshawa. That is where the name of the school originates.
3. This property has contextual value because Harmony Public School is a landmark in the City of Oshawa; approximately 0.5 km to the north is located Farewell Cemetery which represents another landmark in a community that was once known as the Village of Harmony.

The Heritage Research Report dated August 2016 prepared by Melissa Cole for Memorial Park (see Attachment 6) generally summarizes the cultural heritage value or interest of the property as follows:

“The associative value of Memorial Park is linked to its role in contributing to an understanding of the development of the neighbourhood that surrounds the park and the City of Oshawa, from it being the site of the Pedlar People Limited and then its use as a memorial to the City’s war-dead. It is a prominent meeting place and cultural hub located in downtown Oshawa. Its location within the context of several public buildings including the Oshawa Masonic temple, Oshawa City Hall, Oshawa Public Libraries, Oshawa Seniors Citizen Centre, Simcoe Street United Church, Canadian Automotive Museum and St. George’s Memorial Church. It is a nexus in the Oshawa community.

Memorial Park’s cultural heritage value also lies in two significant architectural features: The McLaughlin Bandshell and the War Memorial/Cenotaph. Coinciding with the incorporation of the Town of Oshawa as the City of Oshawa, the 1924 War Memorial/Cenotaph was designed by noted English sculptor Alfred Howell. It is unique for its use of stones representing the Allied and British Empire countries and battlefields pertinent to World War I. The War Memorial/Cenotaph was originally constructed to recognize the sacrifice of Oshawa residents during World War I. In 1942, 177 names were added to recognize those who had died in World War II and later the addition of the names of the lives lost during the

Korean War (1950-1953). The 1942 Bandshell was a gift from Oshawa philanthropist and industrialist, Colonel R.S. McLaughlin. The Bandshell continues to provide a venue for outdoor musical performances, including an annual summer concert series on Wednesday evenings.

The park is historically, visually and functionally linked to its setting. It is organized by pathways and built features beneath a mature tree canopy. The Memorial/Cenotaph and Bandshell, along with the 1939 St. George's Memorial Church marker, Pedlar People Limited plaque, Canadian Corps Memorial, murals, mature vegetation and beautifully landscaped grounds make Memorial Park a valued historical and local landmark in the City of Oshawa."

No research has been completed by Heritage Oshawa for the City for Union Cemetery or the R.M.G. Therefore a determination of their historical significance would require the completion of a Heritage Research Report.

5.5 The Provincial Policy Statement

The Provincial Policy Statement ("P.P.S.") provides policy direction on matters of provincial interest related to land use planning and development. Section 3 of the Planning Act, R.S.O. 1990, c. P.13 (the "Planning Act") requires that decisions affecting planning matters "shall be consistent with" policy statements issued under the Planning Act.

Section 2.6 of the P.P.S. addresses Cultural Heritage and Archaeology and in particular states that (among other things):

"Planning authorities shall not permit development and site alteration on adjacent lands to protected heritage property except where the proposed development and site alteration has been evaluated and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved."

This Section of the P.P.S. does not currently apply to the properties adjacent to each of the subject properties since they are not currently designated. It would apply if they were designated.

5.6 Heritage Designation Process

The Heritage Act provides the framework for identification, conservation and protection of cultural heritage resources, and empowers a municipality to designate, by by-law, a property to be of cultural heritage value or interest in order to protect the property's cultural heritage value.

The designation of any of the four (4) subject properties would be governed by Part IV, Section 29 of the Heritage Act for individual property designation.

Attachment 9 illustrates the process to designate a property under Section 29 (Part IV) of the Heritage Act.

Where a Council chooses to initiate the process to designate and issues a Notice of Intention to Designate for a property, the property will be subject to certain interim protections. Any existing permit that allowed for the alteration or demolition of the property, including a building permit or a demolition permit, becomes void. Proposed activities that would require Council's consent during the period of interim protection include any:

- Alteration affecting the property's heritage attributes;
- Demolition or removal of heritage attributes; or,
- Demolition or removal of a building or structure.

The property owner's consent is not required for a designation to proceed, under the Heritage Act. The property owner's objections, if any, can be considered by following the objection procedure illustrated in Attachment 9.

5.7 Property Standards By-law 1-2002 and Heritage Properties

The City's Property Standards By-law 1-2002, as amended, ("Property Standards By-law") prescribes minimum standards for the maintenance and occupancy of buildings, structures, and surrounding lands. It is intended to:

- Address the City's strategic goal of "Social Equity: Ensure an inclusive, healthy and safe community";
- Provide a mechanism to maintain properties and buildings to a minimum standard;
- Provide tools to maintain and enhance the character/image of the City;
- Sustain property values;
- Preserve the tax base; and,
- Protect the safety and the quality of life of residents and businesses.

On October 26, 2020, City Council considered Report CORP-20-29 and adopted the following recommendation:

"That Council approve a by-law to amend Property Standards By-law 1-2002, as amended, in a final form and content acceptable to Legal Services and the Commissioner of Corporate Services to establish standards specific to heritage properties."

By-law 90-2020, passed by Council on October 26, 2020, further amended the Property Standards By-law 1-2002 to provide for the protection of properties with cultural heritage value or interest. The Property Standards By-law 1-2002 can be found at the following link: <https://www.oshawa.ca/en/Document-Feeds/General-By-Laws/PropertyStandardsBylaw1-2002.pdf>.

Under the amended By-law, standards are now provided for the maintenance of designated heritage properties to ensure that no heritage attribute is altered, demolished, removed or relocated.

Currently, all four (4) subject properties would not be subject to the new standards as listed, non-designated properties. They would be if they were designated.

5.8 Options for Union Cemetery

On the basis that Union Cemetery is a City-owned property, and that the City does not currently have a Heritage Research Report to inform heritage designation, two (2) options are available on a go-forward basis to deal with this matter.

5.8.1 Option 1: Undertake Heritage Research Report and Report Back

Should the Economic and Development Services Committee wish for staff to obtain a Heritage Research Report for Union Cemetery, and report back to the Economic and Development Services Committee regarding potential designation under Part IV of the Heritage Act, then the following recommendation should be adopted:

“That the Economic and Development Services Committee recommend to City Council that, pursuant to Report ED-23-55 dated March 1, 2023, Economic and Development Services staff be authorized to retain the services of a qualified heritage consultant to prepare a Heritage Research Report for Union Cemetery, including a Statement of Cultural Heritage Value or Interest, a detailed listing of heritage attributes, and report back to the Economic and Development Services Committee in Q4 2023 with a recommendation concerning designation of the property, based upon the Heritage Research Report.”

Option 1 represents the Economic and Development Services staff recommended option.

5.8.2 Option 2: Status Quo and Allow Expiration of Register Status

Should the Economic and Development Services Committee wish for Council to not advance designation of Union Cemetery under Part IV of the Heritage Act, and to therefore allow the listed, non-designated status to expire after December 31, 2024, then the following recommendation should be adopted:

“That the Economic and Development Services Committee recommend to City Council that, pursuant to Report ED-23-55 dated March 1, 2023, Union Cemetery remain a “listed, non-designated” property on the City of Oshawa Register of Properties of Cultural Heritage Value or Interest.”

In the event this Option is selected, and Union Cemetery is removed from the Register on January 1, 2025, the Bill 23 amendments also mandate that the property may not be re-added to the Register for a further five (5) years. Therefore, Union Cemetery, although in City ownership, would have no protection under the Heritage Act from January 1, 2025 to December 31, 2030, at a minimum.

5.9 Options for 149 Harmony Road South

On the basis that the owner of 149 Harmony Road South previously did not support heritage designation of their property (see Section 4.2 of this Report), and that previous Heritage Research Reports identified heritage attributes worth preserving, two (2) options are available on a go-forward basis to deal with this matter.

5.9.1 Option 1: Consult with Owner, Undertake Heritage Research Report and Report Back

Should the Economic and Development Services Committee wish for staff to obtain a supplemental Heritage Research Report for 149 Harmony Road South, and consult with the Owner to obtain an updated position on designation, then the following recommendation should be adopted:

“That the Economic and Development Services Committee recommend to City Council that, pursuant to Report ED-23-55 dated March 1, 2023, Economic and Development Services staff be authorized to:

1. Retain the services of a qualified heritage consultant to prepare a supplemental Heritage Research Report for 149 Harmony Road South, including a Statement of Cultural Heritage Value or Interest, a detailed listing of heritage attributes;
2. Provide the Owner of 149 Harmony Road South with the supplemental Heritage Research Report, and request an updated position on heritage designation of the property; and,
3. Report back to the Economic and Development Services Committee in Q4 2023 with a recommendation concerning designation of the property, including the supplemental Heritage Research Report and the updated stance from the Owner.”

Option 1 represents the Economic and Development Services staff recommended option.

5.9.2 Option 2: Status Quo and Allow Expiration of Register Status

Should the Economic and Development Services Committee wish for Council to not advance designation of 149 Harmony Road South under Part IV of the Heritage Act, and to therefore allow the listed, non-designated status to expire after December 31, 2024, then the following recommendation should be adopted:

“That the Economic and Development Services Committee recommend to City Council that, pursuant to Report ED-23-55 dated March 1, 2023, Union Cemetery remain a “listed, non-designated” property on the City of Oshawa Register of Properties of Cultural Heritage Value or Interest.”

In the event this Option is selected, and 149 Harmony Road South is removed from the Register on January 1, 2025, the Bill 23 amendments also mandate that the property may not be re-added to the Register for a further five (5) years. Therefore, 149 Harmony Road South would have no protection under the Heritage Act from January 1, 2025 to December 31, 2030, at a minimum.

5.10 Options for the Robert McLaughlin Gallery site

On the basis that the R.M.G. is a City-owned property, and that the City does not currently have a Heritage Research Report to inform heritage designation, two (2) options are available on a go-forward basis to deal with this matter.

5.10.1 Option 1: Undertake Heritage Research Report and Report Back

Should the Economic and Development Services Committee wish for staff to obtain a Heritage Research Report for the R.M.G., and report back to the Economic and Development Services Committee regarding potential designation under Part IV of the Heritage Act, then the following recommendation should be adopted:

“That the Economic and Development Services Committee recommend to City Council:

That, pursuant to Report ED-23-55 dated March 1, 2023, Economic and Development Services staff be authorized to retain the services of a qualified heritage consultant to prepare a Heritage Research Report for the Robert McLaughlin Gallery site, including a Statement of Cultural Heritage Value or Interest, a detailed listing of heritage attributes, and report back to the Economic and Development Services Committee in Q4 2023 with a recommendation concerning designation of the property, based upon the Heritage Research Report.”

Option 1 represents the Economic and Development Services staff recommended option.

5.10.2 Option 2: Status Quo and Allow Expiration of Register Status

Should the Economic and Development Services Committee wish for Council to not advance designation of the R.M.G. under Part IV of the Heritage Act, and to therefore allow the listed, non-designated status to expire after December 31, 2024, then the following recommendation should be adopted:

“That the Economic and Development Services Committee recommend to City Council that, pursuant to Report ED-23-55 dated March 1, 2023, the Robert McLaughlin Gallery site remain a “listed, non-designated” property on the City of Oshawa Register of Properties of Cultural Heritage Interest or Value.”

5.11 Options for Memorial Park

On the basis that Memorial Park is a City-owned property, and that the City does not currently have a Heritage Research Report to inform heritage designation, two (2) options are available on a go-forward basis to deal with this matter.

5.11.1 Option 1: Undertake Heritage Research Report and Report Back

Should the Economic and Development Services Committee wish for staff to obtain a Heritage Research Report for Memorial Park, and report back to the Economic and Development Services Committee regarding potential designation under Part IV of the Heritage Act, then the following recommendation should be adopted:

“That the Economic and Development Services Committee recommend to City Council that, pursuant to Report ED-23-55 dated March 1, 2023, Economic and Development Services staff be authorized to retain the services of a qualified heritage consultant to prepare a Heritage Research Report for Memorial Park, including a Statement of Cultural Heritage Value or Interest, a detailed listing of heritage attributes, and report back to the

Economic and Development Services Committee in Q4 2023 with a recommendation concerning designation of the property, based upon the Heritage Research Report.”

Option 1 represents the Economic and Development Services staff recommended option.

5.11.2 Option 2: Status Quo and Allow Expiration of Register Status

Should the Economic and Development Services Committee wish for Council to not advance designation of Memorial Park under Part IV of the Heritage Act, and to therefore allow the listed, non-designated status to expire after December 31, 2024, then the following recommendation should be adopted:

“That the Economic and Development Services Committee recommend to City Council that, pursuant to Report ED-23-55 dated March 1, 2023, Memorial Park remain a “listed, non-designated” property on the City of Oshawa Register of Properties of Cultural Heritage Interest or Value.”

In the event this Option is selected, and Memorial Park is removed from the Register on January 1, 2025, the Bill 23 amendments also mandate that the property may not be re-added to the Register for a further five (5) years. Therefore, Memorial Park would have no protection under the Heritage Act from January 1, 2025 to December 31, 2030, at a minimum.

5.12 Community and Operations Services Comments

Community and Operations Services staff have expressed concerns regarding the designation of Union Cemetery.

The concerns relate to the following:

- The potential for a designation to frustrate the ability of staff to add grave markers and burial plots;
- The potential for a designation to frustrate the ability to add an addition to the Columbarium;
- The potential for a designation to frustrate regular maintenance; and,
- The potential for a designation to mandate reporting to Council on routine matters, thus causing delays.

Economic and Development Services staff note that a designation statement is not intended to go to the level of detail that would frustrate the ability to add graves or markers or frustrate regular maintenance.

It is acknowledged that an addition to the Columbarium would require consultation with Heritage Oshawa. However, it is important to note that Heritage Oshawa is an advisory committee and Council is the approval authority.

Finally, Option 1 in Sections 5.8 through 5.11 only authorizes staff to initiate the process to determine if each of the sites qualify for designation.

6.0 Financial Implications

There is no cost associated in the event Council chooses Option 2: Status Quo and Allow Expiration of Register Status for any of the four subject properties.

In the event Council chooses Option 1: Undertake Heritage Research Report and Report Back for any of the four (4) subject properties, the cost of each Heritage Research Report is anticipated to be between \$3,000 and \$6,000.00, plus H.S.T., depending on the form and complexity of the research required.

Therefore, the total costs associated with this Report could range between \$3,000 and \$24,000, plus H.S.T. Sufficient funds to procure the four (4) Heritage Research Reports are available in the Professional and Technical account of 2023 Heritage Oshawa Budget.

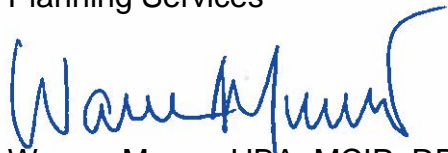
In the event Heritage Oshawa does not possess sufficient funds in their budget to cover the cost of all required heritage research reports pursuant to Council's selected Options, due to prior budget commitments or higher than anticipated costs associated with each research report, the balance of costs can be paid for using the Civic Property Development Reserve.

7.0 Relationship to the Oshawa Strategic Plan

The recommendation in the Report advances the Cultural Vitality goal of the Oshawa Strategic Plan.



Tom Goodeve, M.Sc.Pl., MCIP, RPP, Director,
Planning Services



Warren Munro, HBA, MCIP, RPP, Commissioner,
Economic and Development Services Department

Subject: Impacts of Bill 23 on the City of Oshawa Register of Properties of Cultural Heritage Value or Interest

Address: 760 King Street West

Ward: Wards 3 and 4

File: 12-04

Item: ED-23-55
Attachment 1



Subject Site

City of Oshawa
Economic and Development Services



Subject: Impacts of Bill 23 on the City of Oshawa Register of Properties of Cultural Heritage Value or Interest


Address: 65 Queen Street

Ward: Wards 3 and 4

File: 12-04

Item: ED-23-55
Attachment 2



 Subject Site

City of Oshawa
Economic and Development Services



Subject: Impacts of Bill 23 on the City of Oshawa Register of Properties of Cultural Heritage Value or Interest


Address: 110 Simcoe Street South

Ward: Wards 3 and 4

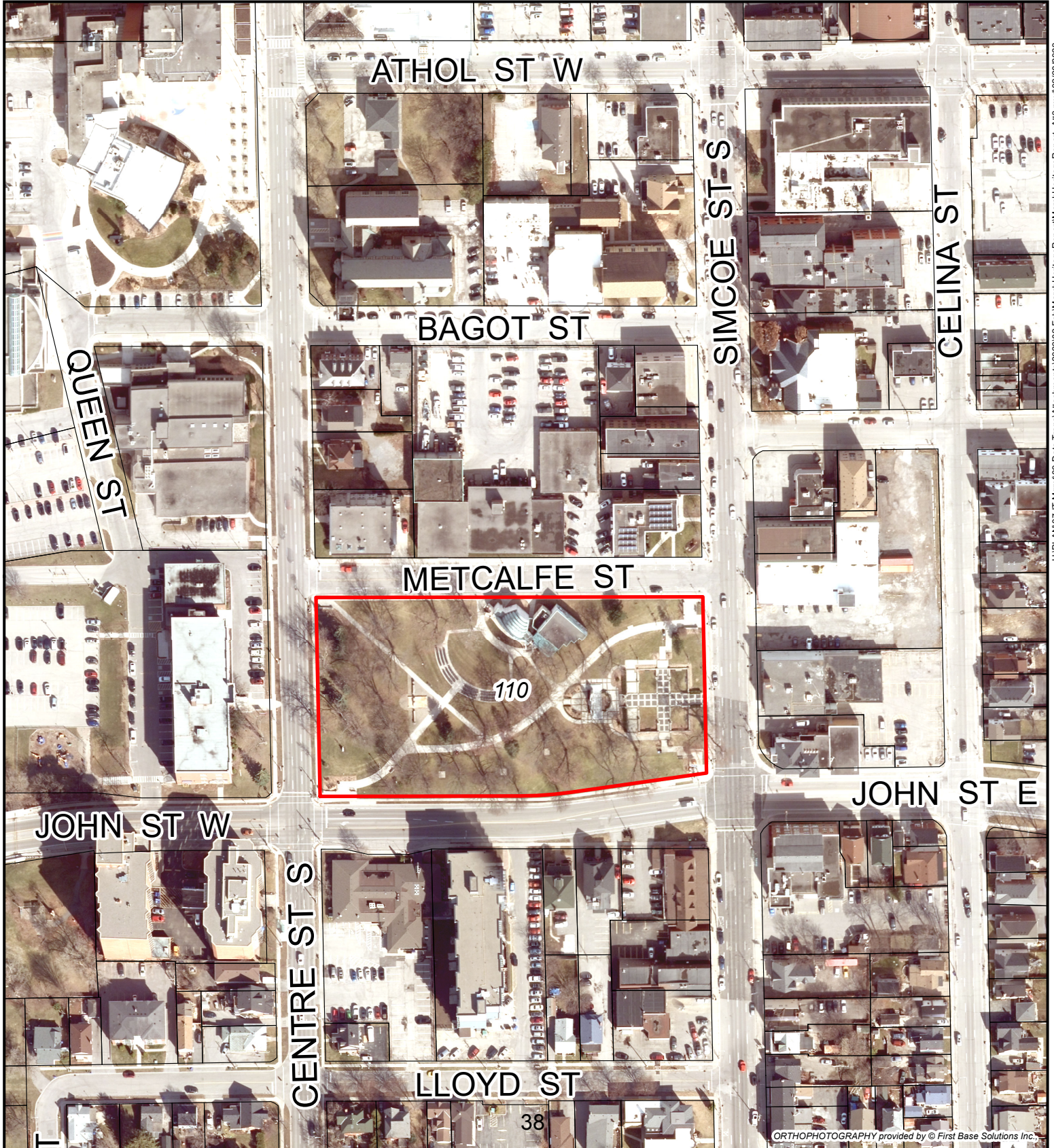
File: 12-04

Item: ED-23-55
Attachment 3



 Subject Site

City of Oshawa
Economic and Development Services 



Subject: Impacts of Bill 23 on the City of Oshawa Register of Properties of Cultural Heritage Value or Interest


Address: 149 Harmony Road South

Ward: Wards 3 and 4

File: 12-04

Item: ED-23-55
Attachment 4



 Subject Site

City of Oshawa
Economic and Development Services 



Connor Leherbauer

Subject: FW: RMG Heritage Status

From: Lauren Gould <LGould@rmg.on.ca>
Sent: Monday, January 30, 2023 4:34 PM
To: Connor Leherbauer <Cleherbauer@oshawa.ca>
Cc: Meaghan Harrington <MHarrington@oshawa.ca>
Subject: RE: RMG Heritage Status

Hi Connor,

Thanks very much for the conversation today about potential change in designated heritage status and potential impacts on the RMG.

As I mentioned, we support more research being done on the RMG's building, in particular what features would be considered heritage attributes. Is it the original façade retained indoors as part of the design? Is it the entire building because it was designed by Arthur Erikson?

Our goal is to ensure flexibility and opportunities for growth should that be a direction the RMG heads in the future. It does not seem like recent additions (the Douglas Coupland artwork, backyard improvements) have been hindered by our current non-registered status.

Once there is more information that may help guide our decision whether or not to support designation, I will provide a briefing to our Board of Directors and come back to you with that recommendation.

Don't hesitate to reach out if there are ways in which we can help support the research with archives access.

Many thanks
Lauren

LAUREN GOULD (she/her)
CEO
905 576 3000 ext 104 | rmg.on.ca

Title: Flow Chart Prepared by the Provincial Government Illustrating the Process to Designate a Property Under Section 29, Part IV of the Ontario Heritage Act

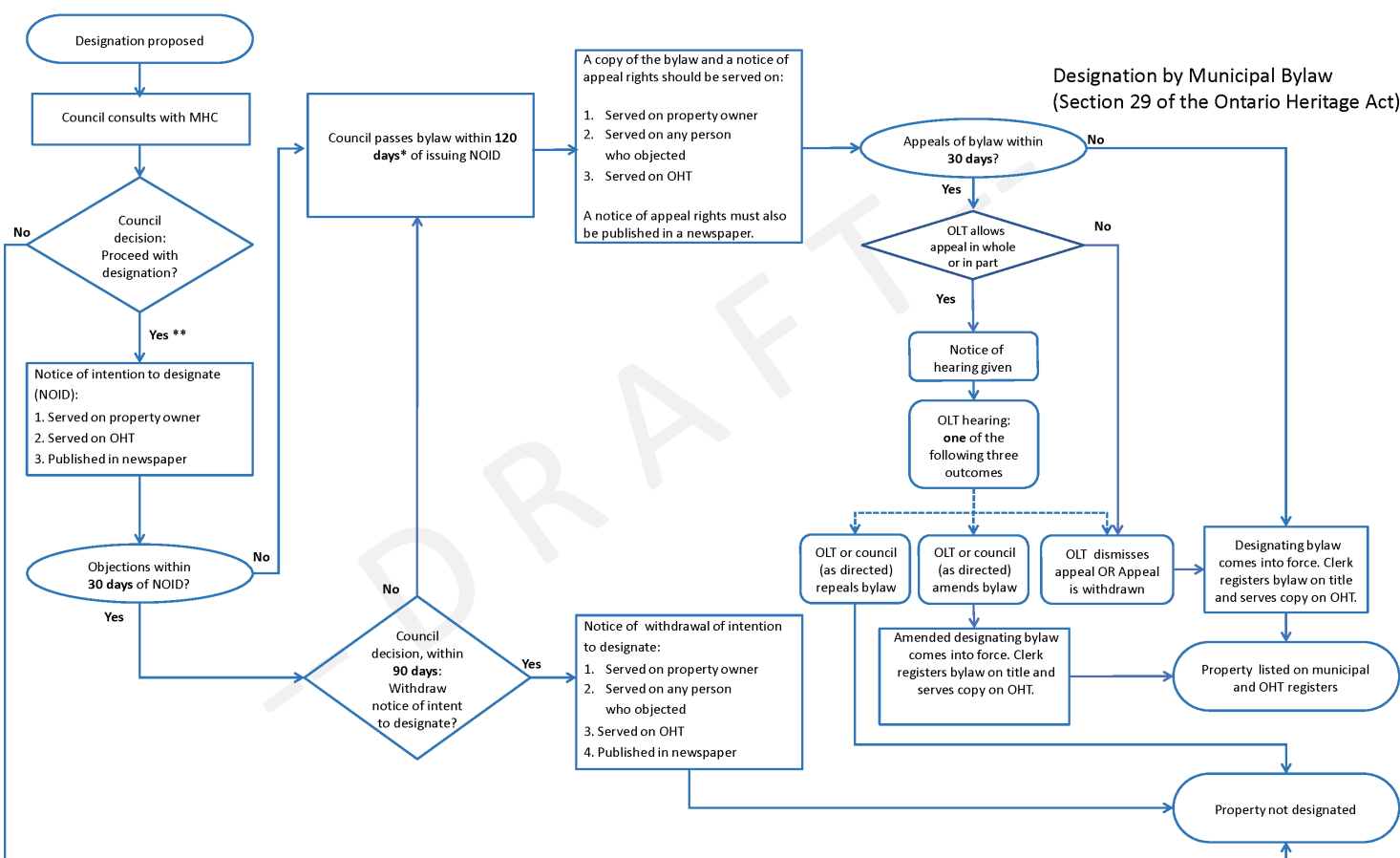
Subject: Impacts of Bill 23 on the City of Oshawa Register of Properties of Cultural Heritage Value or Interest

Ward: Wards 3 and 4

File: 12-04

Item: ED-23-55
Attachment 9

City of Oshawa
Economic and Development Services



*If council fails to meet these timelines, the NOID will be deemed withdrawn, and council must issue a notice of withdrawal. For exceptions to the 120-day timelines, please consult the guidance text.

** Council has a limited 90 day period to give its notice of intention to designate a property when the property is subject to an official plan amendment, a zoning bylaw amendment, or plan of subdivision.

Via e-mail: WMunro@oshawa.ca

February 28, 2023

Attn: Warren Munro
The Corporation of the City of Oshawa
50 Centre Street South
Oshawa, ON
L1H 3Z7

Dear Mr. Munro,

**Re: Broccolini Thornton Limited Partnership
Site Plan Agreement File #SPA-2022-14
Developer Commitment to Road Widening**

This letter is to serve as a formal request for the City of Oshawa to enter into an agreement with Broccolini Thornton Limited Partnership to allow the same to take responsibility, on behalf of the City, for the design, tendering, and construction work associated with the road widening and left-turning lane storage requirements on Thornton Rd N, as described and set forth by the City of Oshawa in the Site Plan Agreement for 1680 Thornton Rd N (file #SPA-2022-14).

As the development in question is slated to be complete by the end of 2024, Broccolini requires left-turn storages to be built and fully functional by the end of Q3 2024 in the interest of public safety and tenant requirements. If the City of Oshawa permits, Broccolini will proceed immediately with the design and coordination with the City of Oshawa to guarantee the work is completed by said date.

Thank you for consideration.

Respectfully,

_____*Sean Moncrieff*_____

Sean Moncrieff
Real Estate Development Manager
Broccolini Thornton Limited Partnership

Economic and Development Services Committee – March 6, 2023

Request for a Franchise Renewal between Enbridge Gas and the City of Oshawa (All Wards)

That the Economic and Development Services Committee recommend to City Council:

Whereas, on November 20, 2022, the Economic and Development Services Committee considered Correspondence ED-22-215, being a request from Enbridge Gas for the renewal of a franchise agreement; and,

Whereas, on November 24, 2022, the Economic and Development Services Committee referred ED-22-215 to staff for a report; and,

Whereas, the City of Oshawa and Enbridge Gas entered into an agreement in 2003 to authorize the gas company to enter on City road allowances to install and maintain their distribution systems and establish conditions of occupancy, and;

Whereas, the current agreement was approved by Council and executed on July 21, 2003 (see Attachment 1), and;

Whereas, the original term of the agreement was for 20 years with the provisions for renewal at the City's discretion for further periods not exceeding 20 years, and;

Whereas, the terms and conditions of the current agreement have been reviewed and remain valid; and,

Whereas, Enbridge Gas is a valued and respected industry partner who has recently collaborated with City staff to provide gas services to employment areas of the City and enable job creation;

Therefore be it resolved that staff be authorized to update the current agreement, to the satisfaction of the Commissioner of Economic and Development Services and the City Solicitor, for a term of no greater than 20 years, and that the updated agreement be executed in accordance with the City's delegation by-law.

5692

Item: ED-23-38
Attachment 1

506

OSHAWA CITY COUNCIL MINUTES – JULY 21, 2003

97-2003

A By-law authorize a franchise agreement.

(Implements direction of July 2, 2002, through Item 14 of the Thirteenth Report of the Development Services Committee to authorize a franchise agreement between the Corporation of the City of Oshawa and Enbridge Gas Distribution Inc.)

Model Franchise Agreement

THIS AGREEMENT effective this 21st day of July , 20 03 .

BETWEEN: The Corporation of the City of Oshawa hereinafter called the
"Corporation"

- and -

Enbridge Gas Distribution Inc. hereinafter called the "Gas Company"

WHEREAS the Gas Company desires to distribute, store and transmit gas in the Municipality upon the terms and conditions of this Agreement;

AND WHEREAS by by-law passed by the Council of the Corporation (the "By-law"), the duly authorized officers have been authorized and directed to execute this Agreement on behalf of the Corporation;

THEREFORE the Corporation and the Gas Company agree as follows:

Part I - Definitions

1. In this Agreement:

- a. "decommissioned" and "decommissions" when used in connection with parts of the gas system, mean any parts of the gas system taken out of active use and purged in accordance with the applicable CSA standards and in no way affects the use of the term 'abandoned' pipeline for the purposes of the Assessment Act;
- b. "Engineer/Road Superintendent" means the most senior individual employed by the Corporation with responsibilities for highways within the Municipality or the person designated by such senior employee or such other person as may from time to time be designated by the Council of the Corporation;
- c. "gas" means natural gas, manufactured gas, synthetic natural gas, liquefied petroleum gas or propane-air gas, or a mixture of any of them, but does not include a liquefied petroleum gas that is distributed by means other than a pipeline;
- d. "gas system" means such mains, plants, pipes, conduits, services, valves, regulators, curb boxes, stations, drips or such other equipment

as the Gas Company may require or deem desirable for the distribution, storage and transmission of gas in or through the Municipality;

- e. "highway" means all common and public highways and shall include any bridge, viaduct or structure forming part of a highway, and any public square, road allowance or walkway and shall include not only the travelled portion of such highway, but also ditches, driveways, sidewalks, and sodded areas forming part of the road allowance now or at any time during the term hereof under the jurisdiction of the Corporation;
- f. "Model Franchise Agreement" means the form of agreement which the Ontario Energy Board uses as a standard when considering applications under the Municipal Franchises Act. The Model Franchise Agreement may be changed from time to time by the Ontario Energy Board;
- g. "Municipality" means the territorial limits of the Corporation on the date when this Agreement takes effect, and any territory which may thereafter be brought within the jurisdiction of the Corporation;
- h. "Plan" means the plan described in Paragraph 5 of this Agreement required to be filed by the Gas Company with the Engineer/Road Superintendent prior to commencement of work on the gas system; and
- i. whenever the singular, masculine or feminine is used in this Agreement, it shall be considered as if the plural, feminine or masculine has been used where the context of the Agreement so requires.

Part II - Rights Granted

2. To provide gas service: *

The consent of the Corporation is hereby given and granted to the Gas Company to distribute, store and transmit gas in and through the Municipality to the Corporation and to the inhabitants of the Municipality.

3. To Use Highways.

Subject to the terms and conditions of this Agreement the consent of the corporation is hereby given and granted to the Gas Company to enter upon all highways now or at any time hereafter under the jurisdiction of the Corporation and to lay, construct, maintain, replace, remove, operate and

repair a gas system for the distribution, storage and transmission of gas in and through the Municipality.

4. Duration of Agreement and Renewal Procedures.

- a. If the Corporation has not previously received gas distribution services, the rights hereby given and granted shall be for a term of 20 years from the date of final passing of the By-law.

or

- b. If the Corporation has previously received gas distribution services, the rights hereby given and granted shall be for a term of 20 years from the date of final passing of the By-law provided that, if during the 20-year term this agreement, the Model Franchise Agreement is changed, then on the 7th anniversary and on the 14th anniversary of the date of the passing of the By-law, this Agreement shall be deemed to be amended to incorporate any changes in the Model Franchise Agreement in effect on such anniversary dates. Such deemed amendments shall not apply to alter the 20-year term.
- c. At any time within two years prior to the expiration of this Agreement, either party may give notice to the other that it desires to enter into negotiations for a renewed franchise upon such terms and conditions as may be agreed upon. Until such renewal has been settled, the terms and conditions of this Agreement shall continue, notwithstanding the expiration of this Agreement. This shall not preclude either party from applying to the Ontario Energy Board for a renewal of the Agreement pursuant to section 10 of the Municipal Franchises Act.

Part III - Conditions

5. Approval of Construction

- a. The Gas Company shall not undertake any excavation, opening or work which will disturb or interfere with the surface of the travelled portion of any highway unless a permit therefor has first been obtained from the Engineer/Road Superintendent and all work done by the Gas Company shall be to his satisfaction.
- b. Prior to the commencement of work on the gas system, or any extensions or changes to it (except service laterals which do not

interfere with municipal works in the highway), the Gas Company shall file with the Engineer/Road Superintendent a Plan, satisfactory to the Engineer/Road Superintendent, drawn to scale and of sufficient detail considering the complexity of the specific locations involved, showing the highways in which it proposes to lay its gas system and the particular parts thereof it proposes to occupy.

- c. The Plan filed by the Gas Company shall include geodetic information for a particular location:
 - i. where circumstances are complex, in order to facilitate known projects, including projects which are reasonably anticipated by the Engineer/Road Superintendent, or
 - ii. when requested, where the Corporation has geodetic information for its own services and all others at the same location.
- d. The Engineer/Road Superintendent may require sections of the gas system to be laid at greater depth than required by the latest CSA standard for gas pipeline systems to facilitate known projects or to correct known highway deficiencies.
- e. Prior to the commencement of work on the gas system, the Engineer/Road Superintendent must approve the location of the work as shown on the Plan filed by the Gas Company, the timing of the work and any terms and conditions relating to the installation of the work.
- f. In addition to the requirements of this Agreement, if the Gas Company proposes to affix any part of the gas system to a bridge, viaduct or other structure, if the Engineer/Road Superintendent approves this proposal, he may require the Gas Company to comply with special conditions or to enter into a separate agreement as a condition of the approval of this part of the construction of the gas system.
- g. Where the gas system may affect a municipal drain, the Gas Company shall also file a copy of the Plan with the Corporation's Drainage Superintendent for purposes of the Drainage Act, or such other person designated by the Corporation as responsible for the drain.
- h. The Gas Company shall not deviate from the approved location for any part of the gas system unless the prior approval of the Engineer/Road Superintendent to do so is received.
- i. The Engineer/Road Superintendent's approval, where required throughout this Paragraph, shall not be unreasonably withheld.

- j. The approval of the Engineer/Road Superintendent is not a representation or warranty as to the state of repair of the highway or the suitability of the highway for the gas system.

6. As Built Drawings

The Gas Company shall, within six months of completing the installation of any part of the gas system, provide two copies of "as built" drawings to the Engineer/Road Superintendent. These drawings must be sufficient to accurately establish the location, depth (measurement between the top of the gas system and the ground surface at the time of installation) and distance of the gas system. The "as built" drawings shall be of the same quality as the Plan and, if the approved pre-construction plan included elevations that were geodetically referenced, the "as built" drawings shall similarly include elevations that are geodetically referenced. Upon the request of the Engineer/Road Superintendent, the Gas Company shall provide one copy of the drawings in an electronic format and one copy as a hard copy drawing.

7. Emergencies

In the event of an emergency involving the gas system, the Gas Company shall proceed with the work required to deal with the emergency, and in any instance where prior approval of the Engineer/Road Superintendent is normally required for the work, the Gas Company shall use its best efforts to immediately notify the Engineer/Road Superintendent of the location and nature of the emergency and the work being done and, if it deems appropriate, notify the police force, fire or other emergency services having jurisdiction. The Gas Company shall provide the Engineer/Road Superintendent with at least one 24 hour emergency contact for the Gas Company and shall ensure the contacts are current.

8. Restoration

The Gas Company shall well and sufficiently restore, to the reasonable satisfaction of the Engineer/Road Superintendent, all highways, municipal works or improvements which it may excavate or interfere with in the course of laying, constructing, repairing or removing its gas system, and shall make good any settling or subsidence thereafter caused by such excavation or interference. If the Gas Company fails at any time to do any work required by this Paragraph within a reasonable period of time, the Corporation may do or cause such work to be done and the Gas Company shall, on demand, pay the Corporation's reasonably incurred costs, as certified by the Engineer/Road Superintendent.

9. Indemnification

The Gas Company shall, at all times, indemnify and save harmless the Corporation from and against all claims, including costs related thereto, for all damages or injuries including death to any person or persons and for damage to any property, arising out of the Gas Company operating, constructing, and maintaining its gas system in the Municipality, or utilizing its gas system for the carriage of gas owned by others. Provided that the Gas Company shall not be required to indemnify or save harmless the Corporation from and against claims, including costs related thereto, which it may incur by reason of damages or injuries including death to any person or persons and for damage to any property, resulting from the negligence or wrongful act of the Corporation, its servants, agents or employees.

10. Insurance

- a. The Gas Company shall maintain Comprehensive General Liability Insurance in sufficient amount and description as shall protect the Gas Company and the Corporation from claims for which the Gas Company is obliged to indemnify the Corporation under Paragraph 9. The insurance policy shall identify the Corporation as an additional named insured, but only with respect to the operation of the named insured (the Gas Company). The insurance policy shall not lapse or be cancelled without sixty (60) days' prior written notice to the Corporation by the Gas Company.
- b. The issuance of an insurance policy as provided in this Paragraph shall not be construed as relieving the Gas Company of liability not covered by such insurance or in excess of the policy limits of such insurance.
- c. Upon request by the Corporation, the Gas Company shall confirm that premiums for such insurance have been paid and that such insurance is in full force and effect.

11. Alternative Easement

The Corporation agrees, in the event of the proposed sale or closing of any highway or any part of a highway where there is a gas line in existence, to give the Gas Company reasonable notice of such proposed sale or closing and, if is feasible, to provide the Gas Company with easements over that part of the highway proposed to be sold or closed sufficient to allow the Gas Company to preserve any part of the gas system in its then existing location. In the event that such easements cannot be provided, the Corporation and the Gas Company shall share the cost of relocating or

altering the gas system to facilitate continuity of gas service, as provided for in Paragraph 12 of this Agreement.

12. Pipeline Relocation

- a. If in the course of constructing, reconstructing, changing, altering or improving any highway or any municipal works, the Corporation deems that it is necessary to take up, remove or change the location of any part of the gas system, the Gas Company shall, upon notice to do so, remove and/or relocate within a reasonable period of time such part of the gas system to a location approved by the Engineer/Road Superintendent.
- b. Where any part of the gas system relocated in accordance with this Paragraph is located on a bridge, viaduct or structure, the Gas Company shall alter or relocate that part of the gas system at its sole expense.
- c. Where any part of the gas system relocated in accordance with this Paragraph is located other than on a bridge, viaduct or structure, the costs of relocation shall be shared between the Corporation and the Gas Company on the basis of the total relocation costs, excluding the value of any upgrading of the gas system, and deducting any contribution paid to the Gas Company by others in respect to such relocation; and for these purposes, the total relocation costs shall be the aggregate of the following:
 - i. the amount paid to Gas Company employees up to and including field supervisors for the hours worked on the project plus the current cost of fringe benefits for these employees,
 - ii. the amount paid for rental equipment while in use on the project and an amount, charged at the unit rate, for Gas Company equipment while in use on the project,
 - iii. the amount paid by the Gas Company to contractors for work related to the project,
 - iv. the cost to the Gas Company for materials used in connection with the project, and
 - v. a reasonable amount for project engineering and project administrative costs which shall be 22.5% of the aggregate of the amounts determined in items (i), (ii), (iii) and (iv) above.

- d. The total relocation costs as calculated above shall be paid 35% by the Corporation and 65% by the Gas Company, except where the part of the gas system required to be moved is located in an unassumed road or in an unopened road allowance and the Corporation has not approved its location, in which case the Gas Company shall pay 100% of the relocation costs.

Part IV - Procedural And Other Matters

13. Municipal By-laws of General Application

The Agreement is subject to the provisions of all regulating statutes and all municipal by-laws of general application, except by-laws which have the effect of amending this Agreement.

14. Giving Notice

Notices may be delivered to, sent by facsimile or mailed by prepaid registered post to the Gas Company at its head office or to the authorized officers of the Corporation at its municipal offices, as the case may be.

15. Disposition of Gas System

- a. If the Gas Company decommissions part of its gas system affixed to a bridge, viaduct or structure, the Gas Company shall, at its sole expense, remove the part of its gas system affixed to the bridge, viaduct or structure.
- b. If the Gas Company decommissions any other part of its gas system, it shall have the right, but is not required, to remove that part of its gas system. It may exercise its right to remove the decommissioned parts of its gas system by giving notice of its intention to do so by filing a Plan as required by Paragraph 5 of this Agreement for approval by the Engineer/Road Superintendent. If the Gas Company does not remove the part of the gas system it has decommissioned and the Corporation requires the removal of all or any part of the decommissioned gas system for the purpose of altering or improving a highway or in order to facilitate the construction of utility or other works in any highway, the Corporation may remove and dispose of so much of the decommissioned gas system as the Corporation may require for such purposes and neither party shall have recourse against the other for any loss, cost, expense or damage occasioned thereby. If the Gas Company has not removed the part of the gas system it has decommissioned and the Corporation requires the removal of all or any part of the decommissioned gas system for the purpose of altering or improving a highway or in order to facilitate the construction of utility or

other works in a highway, the Gas Company may elect to relocate the decommissioned gas system and in that event Paragraph 12 applies to the cost of relocation.

16. Use of Decommissioned Gas System

- a. The Gas Company shall provide promptly to the Corporation, to the extent such information is known:
 - i. the names and addresses of all third parties who use decommissioned parts of the gas system for purposes other than the transmission or distribution of gas; and
 - ii. the location of all proposed and existing decommissioned parts of the gas system used for purposes other than the transmission or distribution of gas.
- b. The Gas Company may allow a third party to use a decommissioned part of the gas system for purposes other than the transmission or distribution of gas and may charge a fee for that third party use, provided
 - i. the third party has entered into a municipal access agreement with the Corporation; and
 - ii. the Gas Company does not charge a fee for the third party's right of access to the highways.
- c. Decommissioned parts of the gas system used for purposes other than the transmission or distribution of gas are not subject to the provisions of this Agreement. For decommissioned parts of the gas system used for purposes other than the transmission and distribution of gas, issues such as relocation costs will be governed by the relevant municipal access agreement.

17. Franchise Handbook

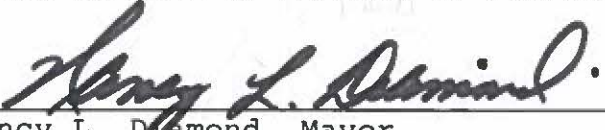
The Parties acknowledge that operating decisions sometimes require a greater level of detail than that which is appropriately included in this Agreement. The Parties agree to look for guidance on such matters to the Franchise Handbook prepared by the Association of Municipalities of Ontario and the gas utility companies, as may be amended from time to time.

18. Agreement Binding Parties

This Agreement shall extend to, benefit and bind the parties thereto, their successors and assigns, respectively.

IN WITNESS WHEREOF the parties have executed this Agreement effective from the date written above.

THE CORPORATION OF THE CITY OF OSHAWA

By: 
Nancy L. Diamond, Mayor

By: 
Sandra Kranc, City Clerk

Duly Authorized Officer

ENBRIDGE GAS DISTRIBUTION INC.

By:  JANET HOLDER
VICE PRESIDENT
OPERATIONS

By:  Mark R. Boyce
Associate General Counsel
& Corporate Secretary

DATED this 21st day of July , 20 03 .

THE CORPORATION OF THE
CITY OF OSHAWA

- and -

ENBRIDGE GAS DISTRIBUTION INC.

FRANCHISE AGREEMENT

ENBRIDGE GAS DISTRIBUTION INC.
500 Consumers Road
North York, Ontario
M2J 1P8

Attention: Regulatory Affairs Department

To: Economic and Development Services Committee

From: Warren Munro, HBA, MCIP, RPP, Commissioner,
Economic and Development Services Department

Report Number: ED-23-39

Date of Report: March 1, 2023

Date of Meeting: March 6, 2023

Subject: Road Rationalization

Ward: All Wards

File: 03-05

1.0 Purpose

The purpose of this Report is to provide an update to Council on the status of the road rationalization project that was initiated by the Region of Durham for the purpose of reviewing and assigning ownership and responsibility of certain roads to the most appropriate municipal authority.

Attachment 1 is a copy of Report INFO-18-142 dated July 18, 2018 which includes a copy of DS-14-55 dated April 9, 2014. Owing to its length, this document is not affixed to this Report but can be viewed at the following link:

http://app.oshawa.ca/agendas/Info_Package/2018-07-18/INFO-18-142_InfoMemo_Road%20Rationalization.pdf.

Attachment 2 is Region of Durham Information Report 2018-INFO-31 dated March 2, 2018. Owing to its length, this document is not affixed to this Report but can be viewed at the following link:

https://icreate7.esolutionsgroup.ca/11111068_DurhamRegion/en/regional-government/resources/Documents/Council/CIP-Reports/CIP-Reports-2018/March-2018/2018-INFO-31.pdf.

Attachment 3 is a map of candidate roads to be transferred in the short term.

Attachment 4 is a map of future candidate roads to be transferred in the long term.

2.0 Recommendation

That the Economic and Development Services Committee recommend to City Council that, pursuant to Report ED-23-39 dated March 1, 2023, staff be authorized to include the list of currently proposed candidate roads that are considered as part of the road rationalization

project in the City's Update to the Integrated Transportation Master Plan for further evaluation.

3.0 Executive Summary

Not applicable.

4.0 Input From Other Sources

The following have been consulted in the preparation of this Report:

- Chief Administrative Officer
- Commissioner, Community and Operations Services
- Commissioner, Corporate and Finance Services
- Region of Durham

5.0 Analysis

Road rationalization within the Region of Durham is an exercise to review and assign ownership and responsibility for certain roads to the most appropriate municipal authority.

The Region and its local area municipalities have been discussing road rationalization since 2002.

5.1 History

In 2014, City Council considered Report DS-14-55 (affixed to Report INFO-18-142 as Attachment 1) and adopted the recommendation to proceed with the road rationalization exercise based on proposed candidate roads identified by the Region of Durham at that time (see Attachment 1).

In 2016, the Region of Durham retained the services of HDR, an engineering consulting firm, to develop a comprehensive road network rationalization plan. The candidate evaluation and identification process was undertaken in consultation with all the local area municipalities within the Region.

For the City of Oshawa, this process validated the initial list of candidate roads and strengthened the justification in support of the technical reasons for the transfers. The candidate list of proposed roads to be transferred was revised to include sections of Champlain Avenue, Thornton Road North and Rossland Road East (see Attachment 4).

Once the appropriate list of candidate roads was selected, they were evaluated for the capital and operating cost impacts to create transfer options that were equitable. A phasing plan was also proposed based on an unspecified time frame to phase the project.

Criteria used in considering the road function and use have been in place for many years in various forms and as reported through various plans and studies. The most recent update to the Durham Region Transportation Master Plan was endorsed by Regional Council in December 2017. Section 6.4.3 of the Transportation Master Plan provides a

definition for regional road function. The follow principles have therefore been utilized to identify the current candidate roads for transfer:

- Connecting with Provincial and/or inter-regional network;
- Carrying high volume of inter-municipal and regional traffic;
- Attracting significantly higher volumes of traffic than adjacent roads;
- Having higher level of access control;
- Supporting regional goods movement/aggregate hauling network;
- Supporting major transit route and/or planned rapid transit route;
- Supporting region-wide economic and growth objectives;
- Effect on corridor planning or planning of downtowns or mature urban areas; and,
- Effect on environment and community impact due to change in road function.

On March 2, 2018, Regional Works staff prepared an Interim Report on Road Rationalization report (see Attachment 2). The following tables summarize the candidate roads identified for transfer in the Regional report. City staff are in general agreement with these candidate roads as they are in line with the principles identified above.

The road candidates are identified as either a transfer candidate for short term consideration or for long term reconsideration in the future (see Attachments 3 and 4). The transfer timing will require further discussion with the Region based on a more detailed analysis of costs and other operational considerations.

In the preliminary development of business cases for the transfer of the candidate roads, both City and Regional staff have concluded that the costs borne by each, as they relate to the candidate roads, are not comparable due to the distinct difference in services provided between upper and lower tier municipalities.

Table 1: Candidate Roads to be Transferred from the Region to the City

Regional Road	Road	From	To	Length (km)	Lane (km)
2	Simcoe Street	Harbour Road	Wentworth Street	1.03	3.43
3	Winchester Road East/ Grandview Street North	Harmony Road	Columbus Road	1.86	3.72
35	Wilson Road	Bloor Street	Taunton Road	6.12	16.19
52	Boundary Road	Wentworth Street West	Philip Murray Avenue	0.78	1.56
54	Park Road	Bloor Street	Rossland Road	4.19	14.84

Table 2: Candidate Roads to be Transferred from the City to the Region

Road	From	To	Length (km)	Lane (km)
Harmony Road	Winchester Road	Columbus Road	1.79	3.57
Columbus Road	Harmony Road	Grandview Street	0.82	1.64
King Street West	Oshawa/Whitby Boundary	Centre Street	2.72	11.25
Bond Street West	King Street West	Centre Street	1.83	6.19
King Street East	Ritson Road North	Townline Road	3.43	14.27
Bond Street East	Ritson Road North	King Street East	1.65	4.82

In addition to the above candidate roads, staff also identified additional roads for consideration by the Region as they meet some of the principles for a regional road function. These include:

- Conlin Road (in its entirety): Rationale based on higher traffic volumes as Kedron Part II Planning area and Ontario Tech/Durham College area develops and the roads crosses into Whitby and Clarington;
- Certain portions of Columbus Road West and Thornton Road North (north of Highway 407 East): Rationale based on higher traffic volumes as future Columbus Part II Planning Area develops; and,
- Laval Drive (west of Stevenson Road South): Rationale based on potential extension of Laval Drive to Thornton Road South to connect with the future Consumers Drive/Stellar Drive.

5.2 Next Steps

Since the City's Integrated Transportation Master Plan ("I.T.M.P.") is a long-term strategy document that guides the City's planning, expansion and management of its multi-modal transportation system and provides strategies and policies that align with the City's growth and support its vision for the future transportation system, it is recommended that road rationalization should be included in the scope of the I.T.M.P. for further evaluation.

It should be noted that staff are currently finalizing the Terms of Reference for the update to the I.T.M.P. and if the recommendation of this Report is passed it is the intent of staff to include the following scope of work as it relates to road rationalization:

- Undertake a road rationalization assessment;
- Assess existing and identify candidate roads;
- Assess the proposed phasing of the candidate roads to be transferred; and,

- Identify what types of infrastructure plans should be continued until transfer.

Over the last few years, staff have continued to meet with the Region and have general consensus on the candidate roads proposed to be transferred as previously endorsed by Council and are continually exchanging correspondence related to the condition assessments and infrastructure plans to aid in the planning/phasing of them.

Following the assessment and evaluation of road rationalization within the update to the I.T.M.P and its ultimate endorsement by Council, City staff will work with the Region to develop appropriate timing/phasing strategies that would incorporate cost implications for the respective municipalities and report back to Council on the proposed plan.

6.0 Financial Implications

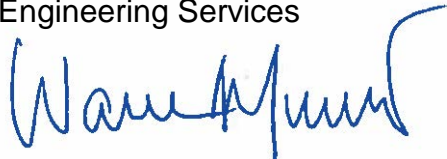
There are no financial impacts associated with this Report.

7.0 Relationship to the Oshawa Strategic Plan

The Report advances the Economic Prosperity and Financial Stewardship and Accountable Leadership goals of the Oshawa Strategic Plan.



Anthony Ambra, P.Eng., Director,
Engineering Services



Warren Munro, HBA, MCIP, RPP, Commissioner,
Economic and Development Services Department

Subject: Road Rationalization
Ward: All Wards
File: 03-05

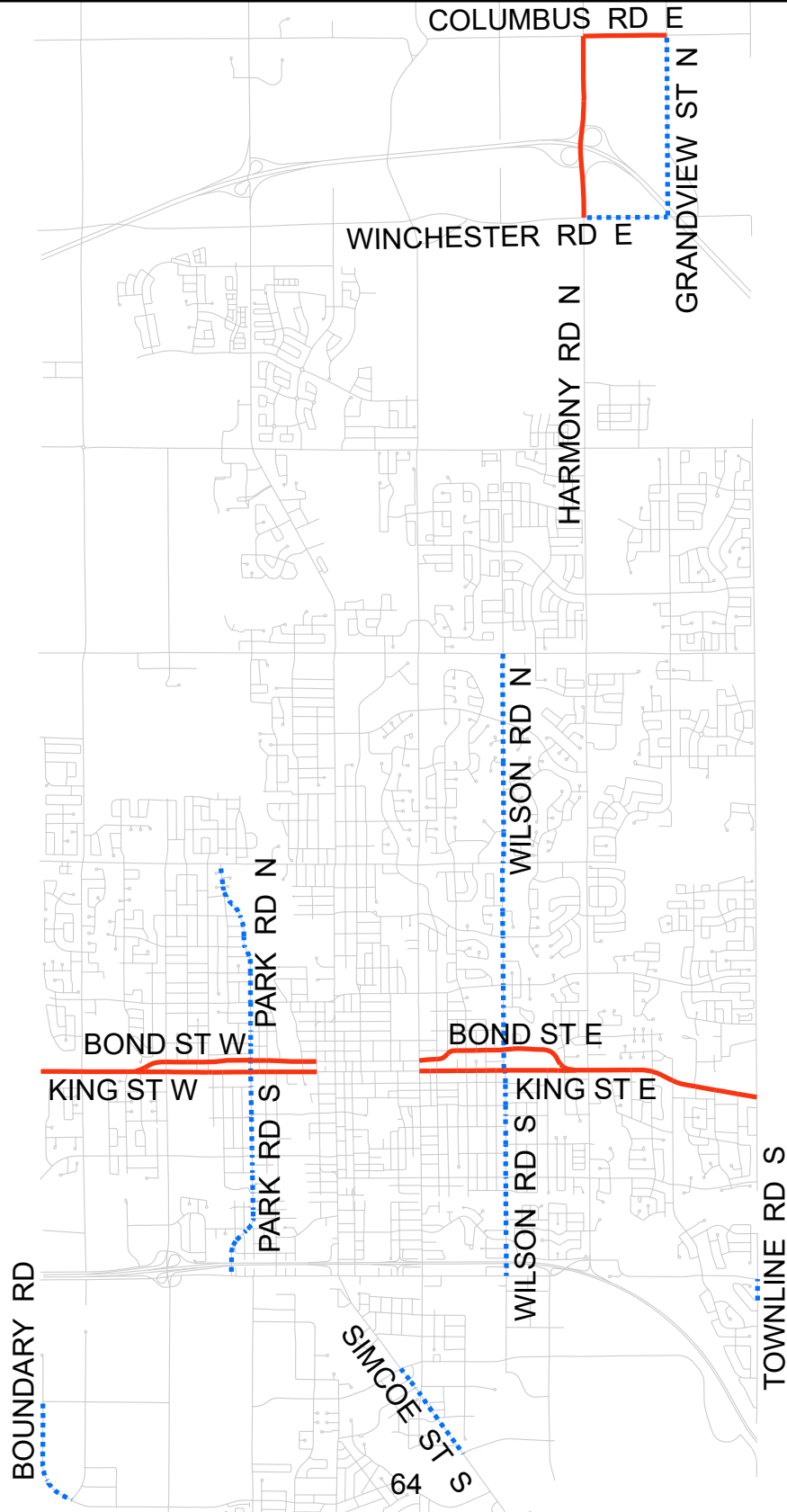
Item: ED-23-39
Attachment 3



 Local to Regional Candidates

 Regional to Local Candidates

City of Oshawa
Economic and Development Services




Subject: Road Rationalization
Ward: All Wards
File: 03-05

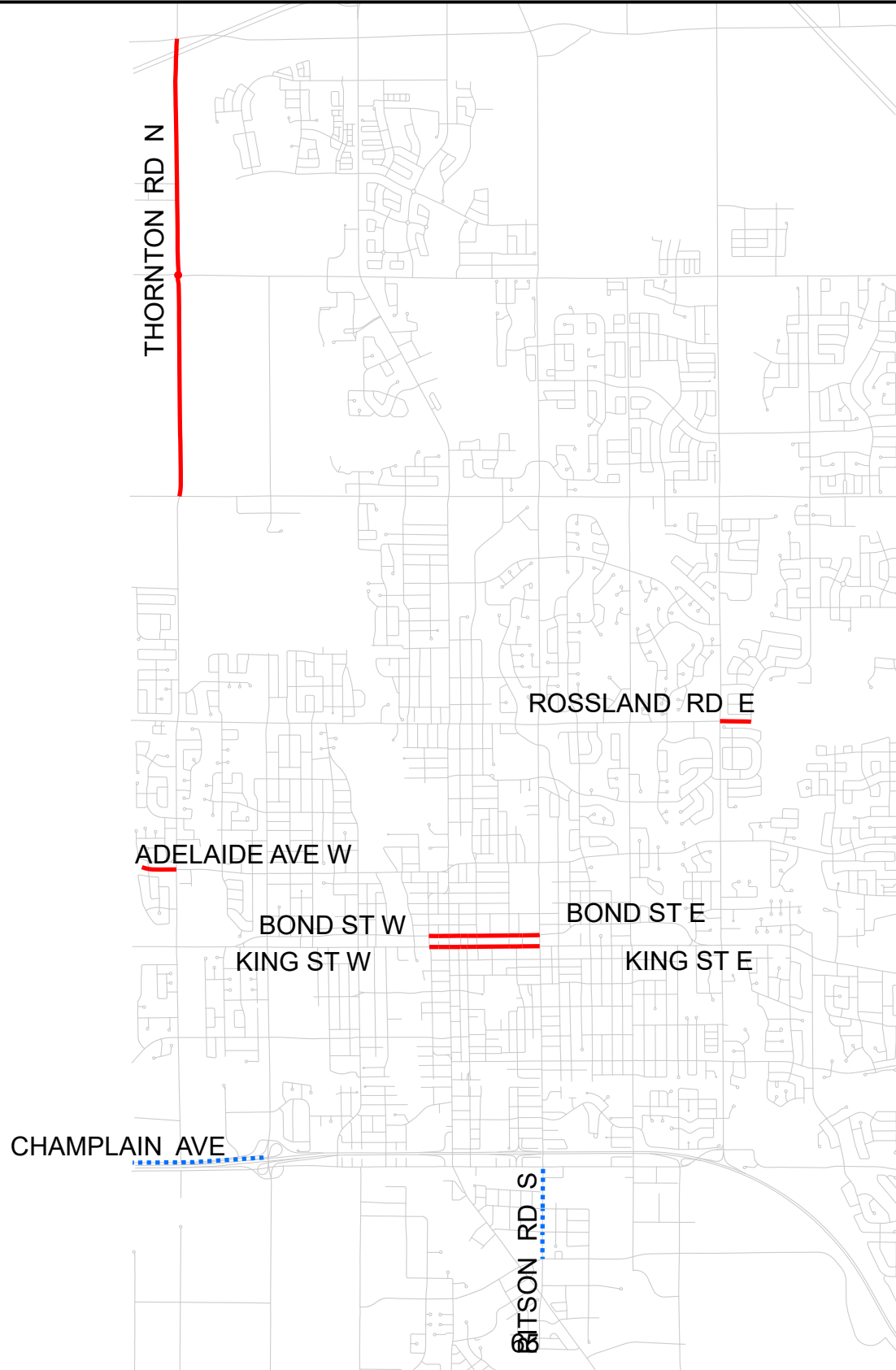
Item: ED-23-39
Attachment 4



 Future Local to Regional Candidates

 Future Regional to Local Candidates

City of Oshawa
Economic and Development Services 



To: Economic and Development Services Committee

From: Warren Munro, HBA, MCIP, RPP, Commissioner,
Economic and Development Services Department

Report Number: ED-23-43

Date of Report: March 1, 2023

Date of Meeting: March 6, 2023

Subject: City-initiated Amendments to the Oshawa Official Plan,
Windfields Part II Plan, Zoning By-law 60-94, and Brownfields
Renaissance, Simcoe Street South Renaissance and
Wentworth Street West Community Improvement Plans

Ward: All Wards

File: 12-12

1.0 Purpose

The purpose of this Report is to obtain Council authorization to initiate the public process under the Planning Act for Council to consider various proposed City-initiated amendments to the Oshawa Official Plan (the “O.O.P.”), Windfields Part II Plan, Zoning By-law 60-94, Brownfields Renaissance Community Improvement Plan, Simcoe Street South Renaissance Community Improvement Plan and Wentworth Street West Community Improvement Plan.

2.0 Recommendation

That the Economic and Development Services Committee recommend to City Council that, pursuant to Report ED-23-43 dated March 1, 2023, the Economic and Development Services Department be authorized to initiate the statutory public process under the Planning Act for Council to consider proposed City-initiated amendments to the Oshawa Official Plan, Windfields Part II Plan, Zoning By-law 60-94, Brownfields Renaissance Community Improvement Plan, Simcoe Street South Renaissance Community Improvement Plan and Wentworth Street West Community Improvement Plan, generally in accordance with Attachments 1 and 2 to said Report.

3.0 Executive Summary

Not applicable.

4.0 Input From Other Sources

4.1 Public

In the event Council approves the Recommendation, a public meeting will be advertised and held, pursuant to the Planning Act, on the proposed amendments as generally set out in Attachments 1 and 2. Advertising for the public meeting would be published in the Oshawa This Week newspaper.

4.2 Other Departments and Agencies

In the event Council approves the Recommendation, other departments and agencies will be circulated the proposed amendments as set out in Attachments 1 and 2 for review and comment as part of the formal amendment process.

5.0 Analysis

On June 6, 1994, Council adopted Comprehensive Zoning By-law 60-94 for the City of Oshawa. During the process which led to the adoption of Zoning By-law 60-94, Council was advised that this Department would regularly review and update the by-law to address any problems, keep the by-law current, user-friendly and able to expedite appropriate development.

As a result of these regular reviews and updates, Council has approved a number of City-initiated, technical and housekeeping amendments to Zoning By-law 60-94.

It is now appropriate to consider another round of City-initiated amendments to address issues which have been identified since the last update. The proposed amendments are set out in Attachments 1 and 2 to this Report.

The proposed amendments are intended to improve customer service, maintain the currency and effectiveness of the Oshawa Official Plan and Zoning By-law 60-94 and reduce the number of Committee of Adjustment applications.

A number of proposed amendments to the Oshawa Official Plan and Zoning By-law 60-94 are intended to respond to the recent amendments made to the Planning Act by Bill 23, *More Homes Built Faster Act*, 2022. These amendments relate primarily to the regulations related to additional residential units permitted in detached houses, semi-detached houses and rowhouses in urban serviced areas. Bill 23 allows additional residential units on lots containing these dwelling types in urban areas on full municipal water and sanitary sewers “as-of-right” regardless of municipal zoning regulations. Therefore, it is appropriate that the City implement policies and standards to regulate such uses under the new Provincial framework in the Oshawa context.

6.0 Financial Implications

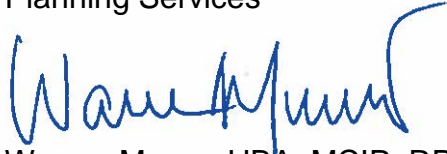
Anticipated costs to the City are included in the appropriate 2023 Departmental budgets and relate primarily to newspaper advertising costs for any public meeting and the passing of any by-laws.

7.0 Relationship to the Oshawa Strategic Plan

The Recommendation advances the Accountable Leadership goal in the Oshawa Strategic Plan.

A handwritten signature in blue ink, appearing to read "Tom Goodeve".

Tom Goodeve, M.Sc.Pl., MCIP, RPP, Director,
Planning Services

A handwritten signature in blue ink, appearing to read "Warren Munro".

Warren Munro, HBA, MCIP, RPP, Commissioner,
Economic and Development Services Department

1. Oshawa Official Plan: Windfields Part II Plan: Schedule “A” Windfields Land Use and Road Plan and Zoning By-law Schedule “A”: Zoning Maps A4 and North Half

Issue:

The lands subject to these particular proposed amendments are located on the west side of Kentucky Derby Way, north of Britannia Avenue West. The subject lands are designated as Community Use – Separate Elementary School in the Windfields Part II Plan which permits community uses including a school. The policies of the Windfields Part II Plan permit Low Density Residential and Medium Density I Residential uses in the event a school is not needed. The subject lands are zoned CIN/R2(10) (Community Institutional/Residential). The CIN Zone permits a range of community uses including a school, and the R2(10) (Residential) Zone permits single detached dwellings and semi-detached dwellings/buildings.

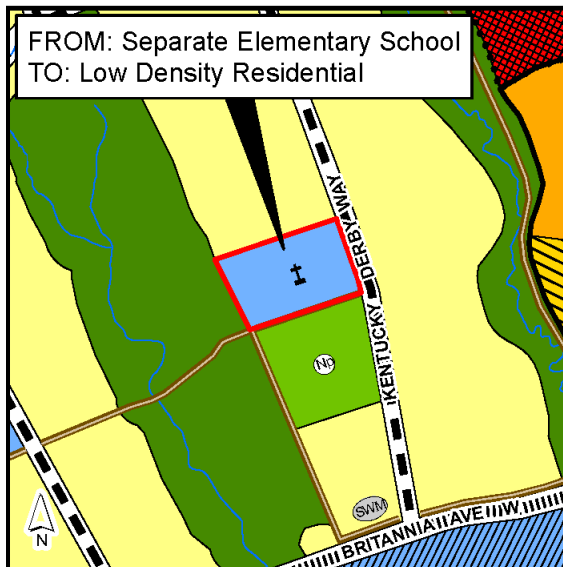
The subject lands were included in a plan of subdivision registered by Tribute Communities (“Tribute”) as a block for an elementary school for the Durham Catholic District School Board (the “Board”). The Board had a 5-year window to purchase the lands from Tribute. However, the Board advised Tribute and the City in writing that it did not need the lands for a school.

Subsequently, Tribute registered a new plan of subdivision specifically for the subject lands (Plan 40M-2707) which subdivided the block into 36 single detached dwelling lots and a new road (Miyako Court). Each of the 36 lots has been sold by Tribute and a building permit for a new single detached dwelling has been issued by the City for each lot. Construction of a school is no longer possible on these lands.

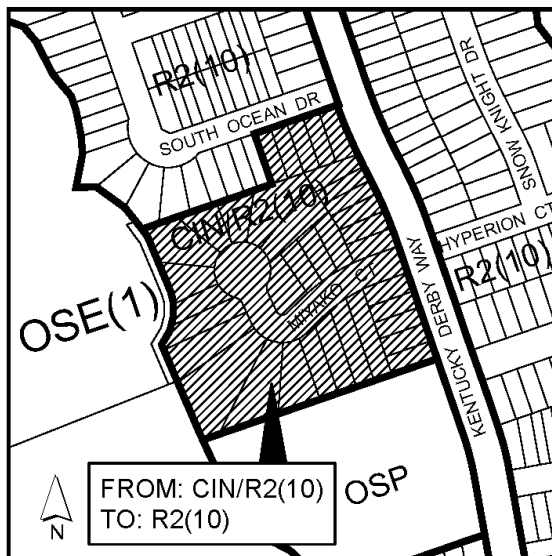
Consequently, it is appropriate to amend the Windfields Part II Plan by changing the designation of the subject lands from Community Use – Separate Elementary School to Low Density Residential and to amend Zoning By-law 60-94 by rezoning the subject lands from CIN/R2(10) (Community Institutional/Residential) to R2(10) (Residential) to reflect the current use.

Proposed Amendment:

(a) Amend Schedule “A” Windfields Land Use and Road Plan.



(b) Amend Schedule “A” – Zoning Maps A4 and North Half.



2. Official Plan Policy 2.4.5.12 and Zoning By-law Sentence 3.5.2(60)

Issue:

The Oshawa Official Plan (the “O.O.P.”) contains a site specific policy for 900 Champlain Avenue which came into effect in 1999. It reads as follows:

“2.4.5.12 Notwithstanding any provision of this Plan to the contrary, a retail warehouse for the sale of home furnishings may be permitted on lands municipally known as 900 Champlain Avenue with a *gross floor area* not exceeding a maximum of 2,325 square metres (25,000 sq. ft.).”

In 1999, Zoning By-law 60-94 was amended to rezone 900 Champlain Avenue from PI (Prestige Industrial) to a site specific PI/SPC-A(4) (Prestige Industrial/Special Purpose Commercial) Zone. The SPC-A(4) Zone permitted only a retail warehouse for the sale of home furnishings, and permitted a maximum gross floor area of 2,325 square metres (25,000 sq. ft.).

In 2004, the City passed a City-initiated amendment to Zoning By-law 60-94 to change the zoning of various properties north of Champlain Avenue, west of the C.P. Railway spur line, such that a retail warehouse would be a permitted use on all of the properties. The amendment created a new SPC-A(6) (Special Purpose Commercial) Zone that applies to numerous properties along the north side of Champlain Avenue. This 2004 amendment replaced the SPC-A(4) Zone on 900 Champlain Avenue with the SPC-A(6) Zone. Sentences 19.3.8(1) and 19.3.8(2) of Zoning By-law 60-94 pertain to the SPC-A(6) Zone and state the following:

“19.3.8(1) Notwithstanding Subsection 19.1 and the definition of Retail Warehouse to the contrary, in any SPC-A(6) Zone as shown on Schedule “A” to this By-law, the following is the only permitted use:

(a) A retail warehouse having a minimum gross floor area of 2,000m².

19.3.8(2) The aggregate total gross floor area for retail warehouses shall not exceed 16,260m² in the area zoned SPC-A(6).”

As a result, 900 Champlain Avenue is subject to zoning that requires a minimum gross floor area of 2,000 square metres (21,528 sq. ft.) for a retail warehouse, but is also subject to an official plan policy that permits a maximum gross floor area of 2,325 square metres (25,000 sq. ft.). Given that the primary planning intent is to apply a maximum gross floor area limit across the entire SPC-A(6) Zone as opposed to a particular property, O.O.P. Policy 2.4.5.12 is redundant in consideration of the current zoning for 900 Champlain Avenue. Accordingly, it is appropriate to delete the policy from the O.O.P. and amend Sentence 3.5.2(60)(c) of Zoning By-law 60-94 which makes reference to the policy.

Proposed Amendment:

(a) Delete O.O.P. Policy 2.4.5.12 in its entirety.

(b) Re-number subsequent O.O.P. policies accordingly, including any references to the existing policy numbers in the O.O.P. and Zoning By-law to ensure the correct cross references are maintained, such as:

- Policy 2.4.2.3(j) of the O.O.P. would be amended to cross reference Policy 2.4.5.18 rather than 2.4.5.19, and,
- Sentence 3.5.2(60)(c) of Zoning By-law 60-94 would be amended to cross reference Policy 2.4.5.16 rather than 2.4.5.17.

3. Official Plan Policy 2.3.6.8

Issue:

Policy 2.3.6.8 of the O.O.P. states:

“New residential *development* at the southeast corner of Simcoe Street South and Harbour Road will not be allowed to proceed until the requirements of the Ministry of the Environment, Conservation and Parks are met with respect to the resolution of any adverse environmental effects or constraints on residential *development* associated with contaminated soils on site or on adjacent lands, including proximity to a former waste disposal site.”

This policy was first introduced to the O.O.P. in 1995 as a result of a review of the land use permissions and vision for the harbour area. Currently, the City owns the lands at the southeast corner of Simcoe Street South and Harbour Road, as well as other lands on the east side of Simcoe Street South, south of the Oshawa Creek. In 2018, the City amended Zoning By-law 60-94 to rezone the lands at the southeast corner of Simcoe Street South and Harbour Road from R4-A/R6-B (Residential) to OSP(1) (Park Open Space). The City recently completed construction of the Ed Broadbent Waterfront Park, the site of which includes these lands. Consequently, with no prospect for residential development, O.O.P. Policy 2.3.6.8 is redundant.

Proposed Amendment:

- (a) Delete Policy 2.3.6.8 of the O.O.P. in its entirety.
- (b) Re-number subsequent policies accordingly, including any references to the existing policy numbers in the O.O.P. to ensure the correct cross references are maintained, such as in two occurrences in Policy 2.3.6.17.

4. Official Plan Policies 4.5.2 and 4.5.3

Issue:

Policies 4.5.2 and 4.5.3 of the O.O.P. fall under Section 4.5 dealing with Property Standards and Maintenance. These two policies incorrectly reference the Planning Act as the enabling legislation that allowed the City to pass Property Standards By-law 1-2002 (the “P.S.B.”). In actuality, as described in Recital 1 of the P.S.B., Section 15.1(3) of the *Building Code Act*, 1992, S.O. 1992, c.23 is the mechanism authorizing the passing of a By-law for prescribing standards for the maintenance and occupancy of property.

In view of the legislative framework noted above, it is appropriate to amend Policies 4.5.2 and 4.5.3 to delete any reference to the Planning Act, and replace it with reference to the Building Code Act.

Proposed Amendment:

- (a) Amend Policy 4.5.2 by deleting the words “Planning Act” and replacing them with the words “Building Code Act” such that it reads as follows:

“Under the provisions of the Building Code Act, Council shall adopt a by-law:

- (a) For prescribing standards for the maintenance and occupancy of property and prohibiting the occupancy or use of a property that does not conform to the standards;
- (b) For requiring properties that do not conform to the standards to be repaired and maintained to conform to the standards, or for the site to be cleared of all buildings, structures, debris or refuse and left in a graded and levelled condition.

- (b) Amend Policy 4.5.3 by deleting the words “Planning Act” and replacing them with the words “Building Code Act” such that it reads as follows:

“The City shall appoint a Property Standards Officer and establish a Property Standards Committee in order to administer the minimum maintenance and occupancy by-laws passed pursuant to The Building Code Act.”

5. Oshawa Official Plan Policy 6.7.3: Student Accommodation

Issue:

Policy 6.7.3 of the O.O.P. states:

“The City shall encourage an appropriate supply of off-campus student accommodation in appropriate locations including predominantly along arterial road corridors, in a purpose built north student village area and within and around the Downtown Oshawa Urban Growth Centre.”

The intended site for the purpose-built student village in the Windfields area at the time the policy was written was the northwest quadrant of Simcoe Street North and Britannia Avenue West, which has since been developed with townhouse units.

It is appropriate to amend O.O.P. Policy 6.7.3 to remove reference to specific locations for off-site student accommodations in consideration of the following:

- The creation of a purpose-built student village in Windfields is no longer possible, as the intended site has now been developed (nor is it necessary, given the proliferation of student housing along the Simcoe Street North corridor in proximity to Ontario Tech University and Durham College); and,
- Pursuant to the City of Oshawa Parking Study, a definition for “Student Housing” is being prepared to implement parking rates for student housing projects. Given that the proposed definition contains a specific geographic reference to where student housing may be located, it is appropriate that the recommended changes to O.O.P. Policy 6.7.3 be undertaken to ensure that the O.O.P. and Zoning By-law 60-94 are in alignment.

The regulation of off-site student accommodations will defer to the Zoning By-law once the aforementioned amendment to implement this component of the City's Parking Study is undertaken.

Proposed Amendment:

- (a) Amend Policy 6.7.3 by deleting the words “including predominantly along arterial road corridors, in a purpose built north student village area and within and around the Downtown Oshawa Urban Growth Centre” such that it reads as follows:

“The City shall encourage an appropriate supply of off-campus student accommodation in appropriate locations.”

6. Oshawa Official Plan Policy 6.4.2: Residential Intensification – Accessory Apartments

Issue:

In 2019, the Province passed Bill 108, *More Homes, More Choice Act, 2019* (“Bill 108”) which amended the Planning Act to require that a municipality include policies in their official plan that authorize the introduction of one additional residential unit in the primary residential building and one additional residential unit in an accessory building for “detached houses”, “semi-detached houses” and “rowhouses” (townhouses). While the inclusion of these policies was mandatory, the timing for implementation through the amendment process was discretionary, with municipalities given flexibility to either undertake the necessary amendments voluntarily, at any time, or during the mandatory updating of official plans required under Section 26(1.1) of the Planning Act.

The Province also enacted various requirements and standards for these additional residential units, including requirements related to the provision of parking.

On November 28, 2022, the Province passed Bill 23, *More Homes Built Faster Act, 2022*, which further amended the Planning Act to now instead stipulate that no municipal official plan may contain any policy that has the effect of prohibiting the use of:

- a) Two residential units in a detached house, semi-detached house or rowhouse on a parcel of urban residential land, if all buildings and structures ancillary to the detached house, semi-detached house or rowhouse cumulatively contain no more than one residential unit;
- b) Three residential units in a detached house, semi-detached house or rowhouse on a parcel of urban residential land, if no building or structure ancillary to the detached house, semi-detached house or rowhouse contains any residential unit; or,
- c) One residential unit in a building or structure ancillary to a detached house, semi-detached house or rowhouse on a parcel of urban residential land, if the detached house, semi-detached house or rowhouse contains no more than two residential units and no other building or structure ancillary to the detached house, semi-detached house or rowhouse contains any residential units.

The O.O.P. policies dealing with additional residential units have not been updated since 2014. Under the current O.O.P. policy framework, as implemented through Subsection 5.12 of the Zoning By-law (see discussion under Section 7 of this Attachment), only the addition of one accessory apartment within either a single detached dwelling or a semi-detached dwelling is contemplated, pursuant to Policies 6.4.1 and 6.4.2(d). These policies read as follows:

“6.4.1 *Residential Intensification* means the creation of new residential units or accommodation in existing buildings or on previously developed land in appropriate locations within the Major Urban Area and generally includes *residential infill housing, residential redevelopment, non-residential conversion*, garden suites, pursuant to Section 39.1 of the Planning Act, *lodging housing* and *accessory apartments*.”

“6.4.2 For the purposes of this Plan:

...

(d) *Accessory apartment* shall mean a self-contained dwelling unit within a single detached dwelling or semi-detached dwelling.”

Effective November 28, 2022, the Planning Act allows up to three residential units on a parcel of urban residential land containing a detached house, semi-detached house or rowhouse, one of which may be in an ancillary building or structure (e.g. a carriage house), regardless of any municipal official plan. Accordingly, it is appropriate for the City to update the O.O.P. to implement policies that address the expanded permissions for accessory apartments introduced pursuant to Bill 23.

Proposed Amendment:

(a) Delete Policy 6.4.2(d) and replace it with the following:

“(d) *Accessory apartment* shall mean a self-contained dwelling unit, within a single detached dwelling, semi-detached dwelling, duplex or street townhouse dwelling, or within a building accessory to a single detached dwelling, semi-detached dwelling, duplex or street townhouse dwelling.”

(b) Add a new Policy 6.4.10 that reads as follows:

“6.4.10 The zoning by-law shall contain provisions for regulating *accessory apartments* in the main building and in an accessory building, including regulations directing accessory apartments to locate outside of *Hazard Lands*, as determined by the Central Lake Ontario Conservation Authority. Notwithstanding any provision of this Plan to the contrary, a severance that has the effect of causing an accessory building containing an accessory apartment to be the main building on a lot shall not be permitted by this Plan.”

7. Zoning By-law Section 2, Subsection 5.12, Section 39 and Schedule “H” related to Accessory Apartments

Issue:

In 2019, the Province passed Bill 108 which amended the Planning Act to require that a municipality include policies in their official plan that authorize the introduction of one additional residential unit in the primary residential building and one additional residential unit in an accessory building for “detached houses”, “semi-detached houses” and “rowhouses” (townhouses). Bill 108 also stipulated that municipalities shall ensure that zoning by-laws give effect to the official plan policies related to additional residential units.

On November 28, 2022, the Province passed Bill 23 which further amended the Planning Act to now instead stipulate that zoning by-laws cannot prohibit:

- a) Two residential units in a detached house, semi-detached house or rowhouse on a parcel of urban residential land, if all buildings and structures ancillary to the detached house, semi-detached house or rowhouse cumulatively contain no more than one residential unit;
- b) Three residential units in a detached house, semi-detached house or rowhouse on a parcel of urban residential land, if no building or structure ancillary to the detached house, semi-detached house or rowhouse contains any residential unit; or,
- c) One residential unit in a building or structure ancillary to a detached house, semi-detached house or rowhouse on a parcel of urban residential land, if the detached house, semi-detached house or rowhouse contains no more than two residential units and no other building or structure ancillary to the detached house, semi-detached house or rowhouse contains any residential units.

The proposed amendment described in Section 6 of this Attachment (see above) outlines the proposed amendments to the O.O.P. in this regard.

Bill 23 added a definition to the Planning Act for a “parcel of urban residential land” which means a parcel of land within a settlement area on which residential uses are permitted and that is served by municipal sanitary and water services.

Bill 23 also amended the Planning Act to stipulate that a municipality may not require more than one parking space for each residential unit in a detached house, semi-detached house or rowhouse or in any associated accessory building. Therefore, although Zoning By-law 60-94 requires two parking spaces for a single detached dwelling, semi-detached dwelling and street townhouse dwelling, the addition of one more residential unit on such a lot would not trigger the need for an additional space (e.g. a single detached dwelling on a lot with two dwelling units in total on the lot would require only two parking spaces). A single detached dwelling, semi-detached dwelling or street townhouse dwelling on a lot with three dwelling units in total on the lot would require three parking spaces (one per unit).

The current definition of “Accessory Apartment” in Zoning By-law 60-94 reads as follows:

“**ACCESSORY APARTMENT**” means a self-contained dwelling unit, within a single detached dwelling or semi-detached dwelling.”

In general, the current zoning regulations applicable to accessory apartments are as follows:

- Accessory apartments are permitted in any single detached dwelling or semi-detached dwelling (but not in accessory buildings) located in an R1, R2, R5 (Residential), OSR-A (Rural Open Space), OS-ORM (Oak Ridges Moraine Open Space), AG-A, AG-B (Agricultural) or AG-ORM (Oak Ridges Moraine Agricultural) Zone, subject to regulations. However, notwithstanding the zoning, accessory apartments are not permitted in the area shown on Schedule “H” of Zoning By-law 60-94 which corresponds to the City’s Residential Rental Licensing Area;
- The main dwelling must be a permitted use within the zone in which the accessory apartment is located;
- A maximum of one (1) accessory apartment is permitted on a lot;
- A minimum lot frontage of 11 metres (36 ft.) is required;
- One (1) parking space is required per accessory apartment in addition to the minimum required number of parking spaces for the single detached dwelling or semi-detached dwelling; and,
- The parking space for the accessory apartment shall be directly accessible from the street and cannot be in tandem with a parking space supplied for the single detached dwelling or semi-detached dwelling.

Accessory apartments are not currently permitted in townhouses.

As a result of Bill 23, the Planning Act no longer requires municipalities to permit up to two additional residential units accessory to a single detached dwelling, semi-detached dwelling or townhouse in areas outside of serviced urban areas (i.e. rural areas).

All other zoning regulations applicable to single detached dwellings and semi-detached dwellings also apply (e.g. minimum 50% landscaped open space in the front yard).

Prior to the passing of Bill 23, staff had been investigating potential zoning changes in order to implement Bill 108. In January 2020, the City held an Intensification Summit with local small builders and developers, and in May 2021 the City held a two-unit and tiny home workshop with local small builders and developers.

In order to permit up to two accessory apartments in association with a single detached dwelling, semi-detached dwelling, duplex or street townhouse dwelling on a parcel of urban residential land and to implement the Province’s new requirements and standards, the definition of accessory apartment must be amended and new regulations established. The regulations of Subsection 5.1 of the Zoning By-law pertaining to accessory buildings will continue to apply to accessory buildings containing accessory apartments unless

otherwise noted. For example, an accessory building cannot exceed 4.5 metres (14.76 ft.) in height, and the footprint of all accessory buildings on a lot cannot exceed the lesser of 8% of the lot, 60 square metres (645.84 sq. ft.) or 50% of the coverage of the main house.

Effective November 28, 2022, a landowner is permitted “as-of-right” to have up to three residential units on a parcel of urban residential land containing a single detached dwelling, semi-detached dwelling or street townhouse dwelling, one of which may be in an associated accessory building, regardless of whether or not a municipality has updated their Zoning By-law. Staff note that this “as-of-right” permission also applies to the parcels of urban residential land comprising the area shown on Schedule “H” of Zoning By-law 60-94, which was established to delineate where accessory apartments are restricted notwithstanding any R1, R2 or R5 (Residential) zoning in place. Consequently, Schedule “H” has been made redundant by Bill 23.

In view of the foregoing, it is appropriate that the City update Zoning By-law 60-94 to implement the permissions and regulations in a manner appropriate to the Oshawa context, addressing such matters as parking requirements and size and setbacks of accessory buildings with accessory apartments.

Proposed Amendments:

- (a) Amend the definition of “Accessory” by adding after the word “habitation” in paragraph (c) thereunder the text “except in the case of a building accessory to a single detached dwelling, semi-detached dwelling, semi-detached building, duplex or street townhouse dwelling that contains a lawful accessory apartment”, such that the definition of “Accessory” reads as follows:

“**ACCESSORY**” is an adjective used to describe a building, structure or use. When so used, it means that the building, structure, or use has the following characteristics:

- (a) It is a building, structure, or use which is commonly incidental, subordinate or secondary and exclusively devoted to the main building or structure, or the main, principal or primary use;
- (b) It is located on the same lot as the main building or structure, or the main, principal or primary use; and,
- (c) An “accessory building” shall mean a detached building not used for human habitation except in the case of a building accessory to a single detached dwelling, semi-detached dwelling, semi-detached building, duplex or street townhouse dwelling that contains a lawful accessory apartment.”

- (b) Delete the definition of “Accessory Apartment” in its entirety and replace it with the following:

“**ACCESSORY APARTMENT**” means a self-contained dwelling unit, within a single detached dwelling, semi-detached dwelling, semi-detached building, duplex or street townhouse dwelling, or within a building accessory to a single detached dwelling, semi-detached dwelling, semi-detached building, duplex or street townhouse dwelling.”

- (c) Amend the definition of “Single Detached Dwelling” to include the words “or an accessory building containing an accessory apartment” after the words “mobile home” such that the definition of “Single Detached Dwelling” reads as follows:

“**SINGLE DETACHED DWELLING**” means a building which is freestanding, separate and detached from other main buildings or main structures and which contains only a dwelling unit, but does not include a mobile home or an accessory building containing an accessory apartment.”

- (d) Delete Article 5.12.1 in its entirety and replace it with the following:

“5.12.1 Accessory apartments shall be permitted within any single detached dwelling, semi-detached dwelling, semi-detached building, duplex or street townhouse dwelling or within a building accessory to a single detached dwelling, semi-detached dwelling, semi-detached building, duplex or street townhouse dwelling located in a R1-A, R1-B, R1-C, R1-D, R1-E, R2, R3 or R5 Zone, subject to the provisions of this subsection and the following:

- (a) The lot shall be serviced by full municipal water and sanitary sewer services.
- (b) The accessory apartment shall not be located within any hazard lands as determined by the Central Lake Ontario Conservation Authority including, but not limited to, the regulatory flood limits or erosion hazard limits.
- (c) The main dwelling is a permitted use within the zone in which it is located. Where the main dwelling is only permitted as an interim use by an “h” holding symbol, accessory apartments shall not be permitted.
- (d) A lot containing an accessory apartment is subject to the provisions and regulations of this By-law applicable to the main use and main building, as the case may be.
- (e) A lot containing one single detached dwelling, semi-detached dwelling or street townhouse dwelling may have a maximum of two accessory apartments in a single detached dwelling, semi-detached dwelling or street townhouse dwelling if there is no accessory apartment in an accessory building on the lot.
- (f) A lot containing one single detached dwelling, semi-detached dwelling or street townhouse dwelling may have one accessory apartment in a single detached dwelling, semi-detached dwelling or street townhouse dwelling and one accessory apartment in an accessory building on the lot.
- (g) A lot containing one duplex may have one accessory apartment in the duplex or in an accessory building, but not both. For clarity, this provision permits a maximum of three 3 dwelling units in total on a lot.

- (h) A lot containing one semi-detached building may have one accessory apartment in the semi-detached building or in an accessory building, but not both. For clarity, this provision permits a maximum of three 3 dwelling units in total on a lot.
- (i) A lot containing two single detached dwellings may have an accessory apartment in a main building or in an accessory building provided that no more than three dwelling units in total occupy the lot.
- (j) A lot containing two duplexes, two semi-detached dwellings, or a single detached dwelling in combination with either a semi-detached building or duplex, may not have an accessory apartment in a main building or in an accessory building.
- (k) A lot containing three or more single detached dwellings, semi-detached dwellings, duplexes or street townhouse dwellings, or any combination of the same that amounts to a total of three or more dwelling units on the lot, may not have an accessory apartment in a main building or in an accessory building.
- (l) An accessory building containing an accessory apartment shall be separated from the main building by not less than 3.0m.
- (m) An accessory building containing an accessory apartment shall be setback a minimum of 30m from any railway right-of-way.
- (n) An accessory building containing an accessory apartment shall be setback a minimum of 14m from the Highway 401 or Highway 407 East property line.
- (o) An accessory building containing an accessory apartment shall be setback a minimum of 7.0m from the outer limit of any gas pipeline corridor.
- (p) The exterior entrance to an accessory apartment in an accessory building shall be accessed by a minimum 0.81m wide unobstructed walkway provided from a street line or 0.3m reserve. For the purpose of this sentence, a walkway is defined as a hard surface treated pathway that provides pedestrian access. Unobstructed means free of obstacles such as, but not limited to, fences without a gate, hedges, trees, heat pumps, air exchangers, air conditioners, downspouts, chimney breasts, bay windows, porches, vent pipes or ramps, steps or stairs not intended to provide pedestrian access between the street line or 0.3m reserve and the accessory building, up to a height of 2.3m. This provision shall not prevent the establishment of a gate to access the side yard or rear yard, or the establishment of parking spaces or a driveway.
- (q) Notwithstanding the provisions of Articles 5.1.2, 5.1.3 and 5.1.4 and Sentence 5.12.1(l) of this By-law to the contrary, an accessory building existing as of [date of approval of this City-initiated by-law amendment] that is accessory to a single detached dwelling, semi-detached dwelling,

semi-detached building, duplex or street townhouse dwelling may be used as an accessory apartment subject to the floor area of the accessory apartment in the accessory building not exceeding 60 square metres and compliance with the provisions in this Subsection.

- (r) Notwithstanding Article 4.6.1 to the contrary, building features and structures are permitted to project from the exterior building walls of an accessory building containing an accessory apartment in accordance with Table 5.12 to the extent permitted herein:

Table 5.12

Structure or Building Feature	Exterior Building Wall	Maximum Projection Permitted
(a) Cantilevered canopies or roofs, bay windows, chimney breasts and vent pipes	All directions	0.6m
(b) Window sills, cornices, pilasters, eaves, gutters	All directions	0.6m
(c) Fire escapes	Facing an exterior side lot line or the main building	2.4m
(d) Unenclosed porches, decks, steps and ramps	Facing an exterior side lot line or the main building	2.4m
(e) Balconies and roofs over balconies	Facing an exterior side lot line or the main building	1.5m
(f) Heat pumps, air exchangers and/or air conditioners	Facing an exterior side lot line or the main building	1.2m
(g) Unenclosed access ramps and lifts for persons with accessible needs	Facing an exterior side lot line or the main building	Unlimited

- (e) Delete Article 5.12.2 in its entirety and replace it with the following:

“5.12.2 In accordance with Table 39.3B of this By-law, for any single detached dwelling, semi-detached dwelling, duplex or street townhouse dwelling containing more than one dwelling unit on the lot cumulatively in the main building, or in the main building and in an accessory building, one parking space shall be provided per dwelling unit on the lot.”

(f) Delete Article 5.12.3 in its entirety and replace it with the following:

“5.12.3 An accessory apartment is subject to the provisions of this subsection and the general provisions and regulations of this by-law applicable to a single detached dwelling, semi-detached dwelling, semi-detached building, duplex or street townhouse dwelling, as the case may be.”

(g) Delete Article 5.12.4 in its entirety and replace it with the following:

“5.12.4 Notwithstanding Articles 39.4.1 and 39.4.3 to the contrary, no aisle need be provided in conjunction with a parking space for any dwelling unit in accordance with Table 39.3B on a lot featuring a single detached dwelling, semi-detached dwelling, semi-detached building, duplex or street townhouse dwelling as the main building, provided, however, that at least one parking space for each dwelling unit on the lot is directly accessible from a street and each parking space may be a tandem parking space only with other parking spaces assigned to the same unit.”

(h) Delete Article 5.12.5 in its entirety and replace it with the following:

“5.12.5 An accessory apartment not permitted by Article 5.12.1 shall be permitted within any single detached dwelling or semi-detached dwelling located in a R1, R2, R5, OSR-A, OS-ORM, AG-A, AG-B or AG-ORM Zone, subject to the provisions of this subsection and the following:

- (a) The main dwelling is a permitted use within the zone in which it is located. Where the main dwelling is only permitted as an interim use by an “h” holding symbol, an accessory apartment shall not be permitted;
- (b) The accessory apartment shall not be located within any hazard lands as determined by the Central Lake Ontario Conservation Authority including, but not limited to, the regulatory flood limits or erosion hazard limits;
- (c) The maximum number of accessory apartments permitted on a lot is one (1);
- (d) A minimum lot frontage of 11m shall be provided; and,
- (e) A lot containing two or more single detached dwellings or semi-detached dwellings, or any of each in combination, may not have an accessory apartment.”

(i) Delete the entirety of Article 5.12.6 and associated Sentences 5.12.6(1), 5.12.6(2) and 5.12.6(3) thereunder and replace with the following:

“5.12.6 Where an accessory apartment is located within a single detached dwelling, semi-detached dwelling or street townhouse dwelling, each dwelling unit on the lot within the main building shall have at least seventy-five percent

(75%) of its gross floor area located wholly above or below another dwelling unit on the lot within the main building.

(j) Amend certain rows and/or columns under the column headings of Table 39.3B – Residential Parking Requirements as follows:

- i. In relation to accessory apartments, add the text “– pursuant to Article 5.12.5” in the first column of the first row.
- ii. In relation to the parking requirements for duplexes, add after the words “1 per dwelling unit” in the second column of the sixth row the words “including for an accessory apartment located on a lot in association with a duplex”.
- iii. In relation to the parking requirements for semi-detached buildings, add after the words “4 parking spaces per building” in the second column of the twelfth row the words “containing no associated accessory apartment units, either within the main building or in an accessory structure associated with a dwelling unit in the main building”.
- iv. In relation to the parking requirements for semi-detached dwellings, add after the words “2 per dwelling unit” in the second column of the thirteenth row the text “; however, only 1 parking space per dwelling unit shall be required for a lot containing a semi-detached dwelling and up to two accessory apartments”.
- v. In relation to the parking requirements for single detached dwellings, add after the words “2 per dwelling unit” in the second column of the fifteenth row the text “; however, only 1 parking space per dwelling unit shall be required for a lot containing a single detached dwelling and up to two accessory apartments”.
- vi. In relation to the parking requirements for street townhouse dwellings, add after the words “2 per dwelling unit” in the second column of the sixteenth row the text “; however, only 1 parking space per dwelling unit shall be required for a lot containing a street townhouse dwelling and up to two accessory apartments”.

(k) Amend the Schedules section of the Table of Contents by deleting the words “Accessory Apartments Restricted Area” in relation to Schedule “H” and replacing them with the text “[Not in use]”.

(l) Delete Schedule “H”, Accessory Apartments Restricted Area, and replace with a placeholder page indicating Schedule “H” is not in use.

8. Zoning By-law Section 2: Definitions and Subsection 4.6: Permitted Yard Encroachments

Issue:

Building features that project from a building, function as a roof over an outdoor unenclosed area and are supported by one or more columns opposite the building are considered to be part of the “building” as defined by Zoning By-law 60-94, but are not calculated as part of the lot coverage of the building based on the definition of “lot coverage” in the Zoning By-law. These features may be considered to be such features as

unenclosed decks, unenclosed porches or unenclosed platforms if they are present under the roof projection. Patios, decks and unenclosed porches are considered “landscaped open space”.

The definitions of “building”, “lot coverage” and “landscaped open space” are as follows:

“BUILDING” means any structure consisting of a roof supported by walls or columns which is used or intended to be used for the shelter, accommodation or enclosure of persons, animals, goods, chattels or equipment and includes a carport.

“LOT COVERAGE” means that percentage of the lot area covered by all buildings above ground level, excluding a fruit cellar and building features that project beyond the main walls of a building such as window sills, cornices, pilasters, cantilevered canopies or roofs, eaves, gutters, bay windows, chimney breasts, unenclosed decks, unenclosed porches or unenclosed platforms, and cantilevered balconies whether open or enclosed.

“LANDSCAPED OPEN SPACE” means open space on a lot which is used for landscaping of any kind or land which is used for any accessory recreational purpose and, notwithstanding the generality of the foregoing, includes lawns, flower beds, shrubbery, trees and other plantings, decorative pools, ponds and other natural water bodies, private walkways, patios, unenclosed porches, tennis courts, shuffleboard courts, playgrounds, swimming pools, pool areas, decks and similar recreational facilities, but does not include any parking space, aisle, driveway or loading space.

It is recommended that the definition of “lot coverage” be amended to make it explicit that roof projections supported by one or more columns are not part of the lot coverage and are included as landscaped open space. Further, it is recommended that Table 4.6 of the Zoning By-law (which regulates maximum encroachments of certain features) be amended to specifically stipulate that such roof projections can only project 2.4m into a required front yard or rear yard and 1.5m into a required exterior side yard.

Proposed Amendment:

- (a) Amend the definition of “lot coverage” in Section 2 of Zoning By-law 60-94 to delete the word “and” after the text “unenclosed platforms” and add the text “, and roof projections supported by one or more columns not associated with unenclosed porches, decks, steps and ramps” after the words “open or enclosed” such that it reads as follows:

“LOT COVERAGE” means that percentage of the lot area covered by all buildings above ground level, excluding a fruit cellar and building features that project beyond the main walls of a building such as window sills, cornices, pilasters, cantilevered canopies or roofs, eaves, gutters, bay windows, chimney breasts, unenclosed decks, unenclosed porches or unenclosed platforms, cantilevered balconies whether open or enclosed, and roof projections supported by one or more columns not associated with unenclosed porches, decks, steps and ramps.

(b) Amend certain rows and/or columns under the column headings of Table 4.6 as follows:

- i. Add a new row between the existing third and fourth rows that appears as follows:

(d) Roof projections supported by one or more columns not associated with unenclosed porches, decks, steps and ramps	Front and rear	2.4m
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- ii. Add a new row between the existing twelfth and thirteenth rows that appears as follows:

(n) Roof projections supported by one or more columns not associated with unenclosed porches, decks, steps and ramps	Exterior Side	1.5m
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- iii. Relabel item references (d) through (l) appearing in the first column of existing rows 4 through 12, respectively, as item references (e) through (m); and,
- iv. Relabel item references (m) and (n) appearing in the first column of existing rows 13 and 14, respectively, as item references (o) and (p).

9. Zoning By-law Subsection 3.8 and Schedule “A”: Maps A1 and B1

Issue:

In 2022, the Central Lake Ontario Conservation Authority’s Board of Directors endorsed the Lake Ontario Shoreline Hazard Summary, Risk Assessment and Management Plan (the “C.L.O.C.A. Report”). Section 4.5 of the C.L.O.C.A. Report outlines municipal zoning recommendations for incorporating revised shoreline hazards within two Shoreline Damage Centres (S.D.C.s) in Oshawa.

The two S.D.C.s and the recommended zoning changes outlined in the C.L.O.C.A. Report pertain to the following areas:

- Lands on the south side of Stone Street: These properties are occupied by single detached dwellings and semi-detached dwellings. The C.L.O.C.A. Report recommends that the existing OSW (Waterfront Open Space) Zone currently in place along the southerly portion of these lands be extended northward such that the landward extent of the zone aligns with the erosion hazard setback, which is the governing shoreline hazard for this particular S.D.C. This northerly extension of the OSW (Waterfront Open Space) Zone would replace portions of these properties currently zoned R2 (Residential). The R2 (Residential) Zone permits single detached dwellings, semi-detached dwellings and duplexes; and,
- Lands generally south of Muskoka Avenue and Kluane Avenue: The C.L.O.C.A. Report recommends that the southern portion of these lands currently zoned OSW (Waterfront

Open Space) be replaced with an OSH (Hazard Lands Open Space) Zone to cover the full extent of the identified hazard lands, which are generally covered by the erosion hazard except at the west end of the S.D.C. where it is governed by the flooding hazard.

After further review and discussion with C.L.O.C.A. staff, City staff have concluded that the OSW (Waterfront Open Space) Zone is not the most suitable zone to apply to the hazard lands on the south side of Stone Street, considering that the intention is to prevent any further development due to the risks identified in the C.L.O.C.A. Report. While the OSW (Waterfront Open Space) Zone prohibits residential dwellings, it does permit uses such as an amphitheater, auditorium and club. Conversely, the OSB (Open Space Buffer) Zone is a more restrictive zone as it only permits:

- (a) Flood and erosion control structures or facilities;
- (b) Storm drainage control facilities;
- (c) An earth berm; and,
- (d) Educational, scientific or day recreational uses for the enjoyment of a natural area.

In view of the foregoing, City staff recommend undertaking the following zoning changes to implement the recommendations of the C.L.O.C.A. Report:

- Lands on the south side of Stone Street: Replace the OSW (Waterfront Open Space) Zone and portions of the abutting R2 (Residential) Zone with an OSB (Open Space Buffer) Zone. The extent of the OSB (Open Space Buffer) Zone would align with the erosion hazard setback identified by the C.L.O.C.A. Report. Currently all existing houses in the area are situated within the R2 (Residential) Zone. The proposed zoning map change would place a number of existing homes in the proposed OSB (Open Space Buffer) Zone. Moving forward, these homes would have legal non-conforming status; and,
- Lands generally south of Muskoka Avenue and Kluane Avenue: Replace portions of the existing OSW (Waterfront Open Space) Zone on lands generally south of Muskoka Avenue and Kluane Avenue with OSB (Open Space Buffer) zoning based on the extent of the hazard lands identified by the C.L.O.C.A. Report.

Additional language is also required within Sentence 3.8.2(d) of the Zoning By-law to reference the erosion hazard line as the potential limit to any zoning boundary determination. Currently Sentence 3.8.2(d) only references the regulatory flood line and the top of bank of a valley.

Proposed Amendment:

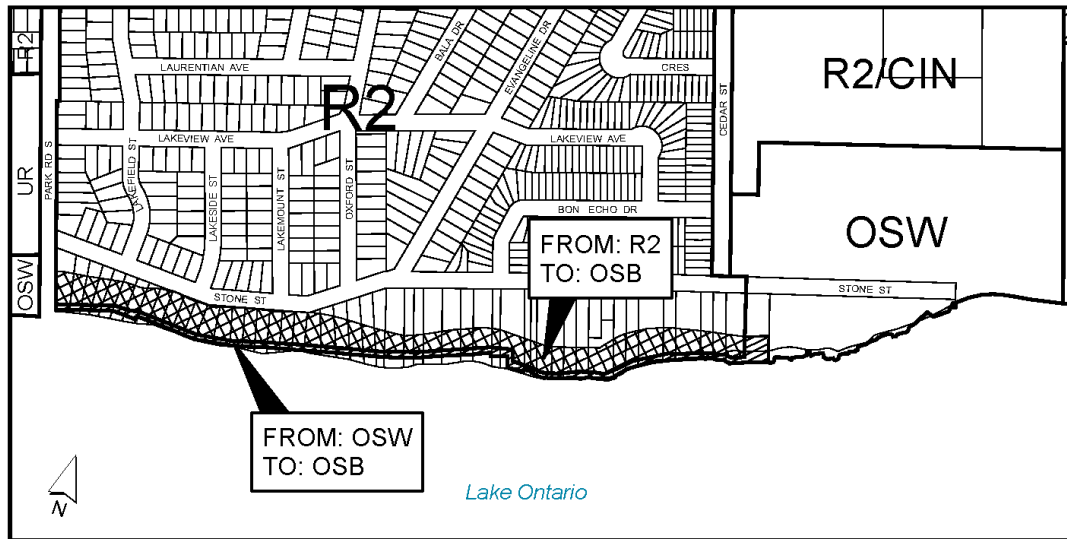
(a) Delete Paragraph (d) of Article 3.8.2 in its entirety and replace it with the following:

“3.8.2 (d) The most restrictive of any of the following:

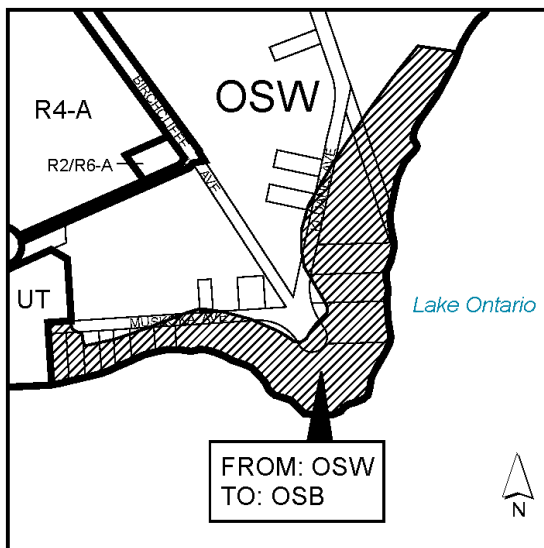
- i. the regulatory flood line, as determined by the Central Lake Ontario Conservation Authority;
- ii. the erosion hazard line, as determined by the Central Lake Ontario Conservation Authority; or,

- iii. the top of a bank of a valley and, where the top of bank is or becomes the most restrictive, the boundary shall move with any change in such top of bank.”

(b) Amend Schedule “A” - Zoning Maps A1 and B1:



(c) Amend Schedule “A” – Zoning Map B1:



10. Zoning By-law Subsection 3.13: Oak Ridges Moraine Conservation Plan

Issue:

Article 3.13.1 of Zoning By-law 60-94 states that the following features are shown on Schedule “E” to the Zoning By-law:

- Key Natural Heritage Features and Hydrologically Sensitive Features as identified by the Oak Ridges Moraine Conservation Plan;
- A 120 metre Area of Influence around such features; and,
- Minimum Vegetation Protection Zones within the Area of Influence.

However, Schedule “E” to the Zoning By-law is a map identifying the Methadone Clinic Prohibited Area.

Article 3.13.1 was first introduced through related City-initiated amendments to the O.O.P. and Zoning By-law 60-94 undertaken in 2006 as part of the Oak Ridges Moraine Conservation Plan implementation process. At that time, a new schedule (entitled “Schedule ‘E’ – Areas Where a Natural Heritage Evaluation and/or a Hydrological Evaluation May Be Required”) to identify lands requiring a natural heritage evaluation and/or hydrological evaluation to be completed prior to development was initially proposed by staff. However, the schedule was ultimately excluded from the amending zoning by-law that was passed, while inadvertently the reference to the schedule in Article 3.13.1 remained.

As a housekeeping matter, it is appropriate that Article 3.13.1 be deleted as it serves no purpose without a corresponding schedule to reference, and the information it was intended to contain is provided in greater detail in the O.O.P. text and schedules.

Proposed Amendment:

- (a) Delete Article 3.13.1 in its entirety.
- (b) Re-number Articles 3.13.2 and 3.13.3 to 3.13.1 and 3.13.2, respectively.

11. Zoning By-law Subsection 4.13: Temporary Sales Office and Model Homes

Issue:

Over the last several years, staff have received a number of requests for temporary leasing offices to be located on lands proposed for development of a rental tenure. These are typically apartment buildings or retirement homes. A leasing office, whether it is temporary or otherwise, is considered a Business Office in the Zoning By-law and is only permitted in certain zones which do not often coincide with residential zones that permit apartment buildings.

Subsection 4.13 of Zoning By-law 60-94 permits a temporary sales office for the sale of residential lots or dwelling units in a plan of subdivision or condominium that has received draft plan approval, regardless of the zone the development is located within, subject to certain conditions.

This amendment proposes to amend Articles 4.13.1 and 4.13.3 to include language indicating that a leasing office is also a permitted use.

In view of the foregoing, it is appropriate to amend Subsection 4.13 of the Zoning By-law to permit a leasing office in order to provide flexibility for developments that propose rental tenure.

Proposed Amendment:

(a) Amend Subsection 4.13 by adding the words “**Leasing or**” after the word “**Temporary**” and before the word “**Sales**”.

(b) Delete Article 4.13.1 in its entirety and replace it with the following:

“4.13.1 Notwithstanding any other provision of this By-law, a temporary leasing or sales office, used exclusively for the lease or sale of residential lots or dwelling units in a plan of subdivision or condominium, which has received draft plan approval in the case of a sales office or site plan approval in the case of a leasing office, may be located on lands within the approved draft plan or site plan subject to Article 4.13.3 until all of the lots or dwelling units have been sold in the case of a sales office or, in the case of a leasing office, all the dwelling units have been leased or the residential building for which the leased units are located in has become occupied.”

(c) Amend Article 4.13.3 by adding the words “leasing or” after the word “temporary” and before the word “sales” in the first line.

12. Zoning By-law Section 8: R3 Residential Zones

Issue:

The R3-A (Residential) Zone permits street townhouses.

A typical street townhouse lot is 6 metres (19.7 ft.) wide by 30 metres (98.4 ft.) deep, which equates to a lot area of 180 square metres (1,938 sq. ft.). The current R3-A (Residential) Zone requires a minimum lot area of 185 square metres (1,991 sq. ft.).

It is proposed that the minimum lot area for street townhouses in the R3-A (Residential) Zone be reduced from 185 square metres (1,991 sq. ft.) to 180 square metres (1,938 sq. ft.) to reflect the typical lot size.

Proposed Amendment:

(a) Amend Table 8.2 – Regulations for R3 Zones to require a minimum lot area per dwelling unit of 180 square metres (1,938 sq. ft.) in the R3-A Zone instead of 185 square metres (1,991 sq. ft.).

13. Zoning By-law Sections 2 and 10: Definitions for Small Apartment Buildings and R5 Residential Zones

Issue:

The existing R5 (Residential) Zones permit single detached dwellings, semi-detached buildings, semi-detached dwellings, duplexes and apartment buildings.

Apartment buildings in an R5-A (Residential) Zone may not exceed 6 units or a net residential density of 60 units per hectare (24 u/ac.), whichever is lesser. The R5-A (Residential) Zone requires a minimum lot frontage of 19 metres (62.3 ft.) and specifies a maximum building height of 10.5 metres (34.4 ft.).

Apartment buildings in an R5-B (Residential) Zone may not exceed a net residential density of 85 units per hectare (34 u/ac.). The R5-B (Residential) Zone requires a minimum lot frontage of 25 metres (82.0 ft.) and specifies a maximum building height of 13 metres (42.65 ft.).

The zoning regulations of the R5-A and R5-B (Residential) Zones in their current form make it challenging for property owners to develop small apartment buildings (i.e. 3 to 6 apartment units) in areas where they are permitted. The regulations apply to all apartment buildings in the same manner, regardless of the number of units in the building. For example, the regulations of the R5-B (Residential) Zone for a 4-unit apartment building are the same as the regulations for a 20-unit apartment building.

To address these challenges and facilitate the delivery of small-scale apartment buildings, new definitions for 3-unit, 4-unit, 5-unit and 6-unit apartment buildings are proposed to be added to the Zoning By-law (Triplex, Fourplex, Fiveplex and Sixplex). The zoning regulations of the R5-A and R5-B (Residential) Zones for these uses would be amended to be tailored to their scale. The maximum height permitted would not change.

In addition, staff propose that a new R5-C (Residential) Zone be created that would permit only Triplexes, Fourplexes, Fiveplexes and Sixplexes. The R5-C (Residential) Zone would be used primarily in compound zones with R6 (Residential) Zones (e.g. R5-C/R6-B) in order to allow the regulations of the R5-C (Residential) Zone to apply to small apartment buildings (3 to 6 apartment units) and the regulations of the R6 (Residential) Zone to apply to larger apartment buildings (7 or more apartment units). The maximum height permitted would be the same as the R5-B (Residential) Zone.

Proposed Amendments:

(a) Add the following definitions:

“TRIPLEX” means an apartment building containing only 3 dwelling units.

“FOURPLEX” means an apartment building containing only 4 dwelling units.

“FIVEPLEX” means an apartment building containing only 5 dwelling units.

“SIXPLEX” means an apartment building containing only 6 dwelling units.

(b) Amend Subsection 10.1 by adding a new R5-C (Residential) Zone (see Attachment 2):

- i. The R5-A and R5-B (Residential) Zones will continue to permit single detached dwellings, semi-detached buildings, semi-detached dwellings, duplexes and apartment buildings.
- ii. The R5-C (Residential) Zone will permit only apartment buildings, specifically, triplexes, fourplexes, fiveplexes and sixplexes.

(c) Amend Article 10.1.1 as follows:

- i. Delete the text “below:” at the end of the Article and replace it with the text “in this Subsection.”; and,
- ii. Delete the list of uses referenced as items (a) through (e).

(d) Add a new Article 10.1.2 that reads as follows:

“10.1.2 The following uses are permitted in any R5-A or R5-B Zone:

- (a) Single detached dwelling
- (b) Semi-detached building
- (c) Semi-detached dwelling
- (d) Duplex
- (e) Triplex
- (f) Fourplex
- (g) Fiveplex
- (h) Sixplex
- (i) Apartment building”

(e) Add a new Article 10.1.3 that reads as follows:

“10.1.3 The following uses are permitted in any R5-C Zone:

- (a) Triplex
- (b) Fourplex
- (c) Fiveplex
- (d) Sixplex

(f) Amend Article 10.2.1 by deleting the reference to “Table 10.2” and replacing it with a reference to “Tables 10.2A and 10.2B”.

(g) Amend Article 10.2.2 to indicate that an apartment building shall contain no more than six (6) dwelling units in the R5-C (Residential) Zone [Article 10.2.2 already states that an apartment building in an R5-A (Residential) Zone shall contain no more than 6 dwelling units].

(h) Add a new Article 10.2.3 that states that where a compound zone includes an R5 (Residential) Zone and an R6 (Residential) Zone (e.g. R5-C/R6-B), the provisions prescribed by the R5 (Residential) Zone for an apartment building shall be complied with for any triplex, fourplex, fiveplex or sixplex.

- (i) Amend Table 10.2 – Regulations for R5 Zones under Subsection 10.2 by:
 - i. Renaming it as “Table 10.2A – Regulations for R5-A and R5-B Zones (Excluding Apartment Buildings)”.
 - ii. Removing the regulations for apartment buildings.
 - iii. Removing the regulations pertaining to “Minimum Landscaped Open Space” and “Maximum Density-Dwelling Units Per Hectare”.

Attachment 2 shows the proposed changes to Table 10.2.

- (j) Add a new Table 10.2B entitled “Regulations for R5-A, R5-B and R5-C Zones (Apartment Buildings)” under Subsection 10.2 which shall contain zoning regulations for triplexes, fourplexes, fiveplexes and sixplexes in the R5-A and R5-C (Residential) Zones, and triplexes, fourplexes, fiveplexes, sixplexes and apartment buildings containing 7 or more dwelling units in the R5-B (Residential) Zone. The zoning regulations for these types of apartment buildings have been tailored to each. Attachment 2 shows the proposed new Table 10.2B.
- (k) Maintain all existing site specific zoning conditions, as necessary.
- (l) Amend Sentence 10.3.9(2) by deleting the text “10.2” and replacing it with the text “Subsection 10.2”.
- (m) Amend Sentences 10.3.10(1) and 10.3.12(6) by deleting the text “Table 10.2” and replacing it with the text “Subsection 10.2”.

14. Zoning By-law Section 11: R6 Residential Zones

Issue:

The R6-A (Residential) Zone permits apartment buildings having up to 6 units or a maximum density of 60 units per hectare (24 u/ac.), whichever is lesser. It is also permits a maximum building height of 10.5 metres (34.4 ft.).

It is proposed that the regulations for the R6-A (Residential) Zone be updated to better reflect modern design principles for small apartment buildings as well as transition principles for such development in the vicinity of low-rise residential neighbourhoods.

Further, a new article must be added that allows the proposed regulations for small apartment buildings described above in Section 13 of this Attachment to be applied where a compound zone includes an R5 (Residential) Zone and an R6 (Residential) Zone (e.g. R5-C/R6-B).

Proposed Amendments:

- (a) Add a new Article 11.2.2 that reads as follows:

“11.2.2 Notwithstanding Articles 3.6.1 and 3.6.2 to the contrary, where a compound zone includes an R5 Zone and an R6 Zone, the provisions prescribed by the

R5 Zone for an apartment building shall be complied with for any triplex, fourplex, fiveplex or sixplex.”

(b) Amend Table 11.2 - Regulations for R6 Zones by:

- i. Changing the minimum interior side yard depth in the R6-A (Residential) Zone from 1.5 metres (4.9 ft.) for each storey or half storey to 1.5 metres (4.9 ft.) for a one-storey building and 3.0 metres (9.8 ft.) for any building over one storey.
- ii. Changing the maximum lot coverage in the R6-A (Residential) Zone from 33% to 40%.
- iii. Changing the minimum landscaped open space in the R6-A and R6-B (Residential) Zones from thirty-five percent (35%) to thirty percent (30%).

(c) Maintain all existing site specific zoning conditions, as necessary.

15. Zoning By-law Section 9: R4 Residential Zones

Issue:

The R4 (Residential) Zone permits block townhouses.

It is proposed that the regulations for the R4-A (Residential) Zone be updated to better reflect modern design principles. Block townhouses along an arterial road should be located closer to the street to better frame the urban streetscape.

Proposed Amendments:

- (a) Amend Table 9.2 – Regulations for R4 Zones in Subsection 9.2 by requiring a minimum front yard depth and exterior side yard depth of 6.0 metres (19.7 ft.) abutting an arterial road rather than 9.0 metres (29.5 ft.).
- (b) Maintain all existing site specific zoning conditions, as necessary.

16. Zoning By-law Section 2: Definitions and Section 33: Airport Zones

Issue:

The Zoning By-law lists “Recreational Use” as a permitted use in the AP-A, AP-B and AP-D (Airport) Zones.

The term “Recreational Use” while not defined in Zoning By-law 60-94, can be considered to reflect an activity that is recreational in nature that takes place indoors or outdoors.

The AP-A (Airport) Zone applies only to lands north of the Oshawa Executive Airport directly abutting the airport facility. These lands have access to the airport taxiways and as a result are primarily intended to be used for aviation related uses. The AP-A (Airport) Zone also permits uses such as, but not limited to, airport, club, aviation related commercial uses, aviation related institutional uses, aviation related transport terminal, and aviation related warehouse.

It is recommended that “Recreational Use” be removed as a permitted use in the AP-A (Airport) Zone.

Proposed Amendments:

- (a) Amend Section 33.1.2 by deleting item (i) Recreational Use from the list of permitted uses in the AP-A Zone and renumbering the list accordingly.

17. Zoning By-law Section 37: Urban Reserve Zones

Issue:

Policy 9.3.3 of the O.O.P. states that the City may zone lands to an agricultural or other appropriate zoning category where there is insufficient information to determine specific zoning categories or where the development of such lands is considered to be premature or not in the public interest. Such lands shall be zoned in accordance with the policies of the O.O.P. at such time as there is sufficient information to determine specific zoning categories and the development of such lands is no longer considered to be premature or not in the public interest.

The UR (Urban Reserve) Zone is one of the zones used in the Zoning By-law to implement the O.O.P. policy.

For example, the Northwood Business Park was primarily zoned UR (Urban Reserve) until 2019 when the City undertook its Northwood zoning exercise to bring the zoning into conformity with the O.O.P. Council adopted the recommended City-initiated amendments which rezoned various the lands, including the UR Zoned lands, to a variety of site-specific SI (Select Industrial) and OSE (Environmentally Sensitive Open Space) Zones, as appropriate.

At issue is the fact that the intended meaning of the term “reserve” in the context of its use as a zoning category can be misunderstood by the general public. The word “reserve” may be associated with a “wildlife reserve” or “nature reserve”, or any other connotation which may imply that the lands are protected from any form of urban development.

In view of the foregoing, it is appropriate to amend the Zoning By-law to rename the UR (Urban Reserve) Zone to FD (Future Development) Zone.

Proposed Amendment:

- (a) Amend the following Sections and Articles where the term “UR” or “Urban Reserve” is used and replace it with “FD” or “Future Development”, as appropriate:
 - ii. Section 3: Zones and Zone Symbols
 - iii. Article 5.3: Home Occupations
 - iv. Section 37: Urban Reserve Zones
 - v. Schedule “A” - All maps

18. Zoning By-law Schedule “A”: Maps A3 and A4

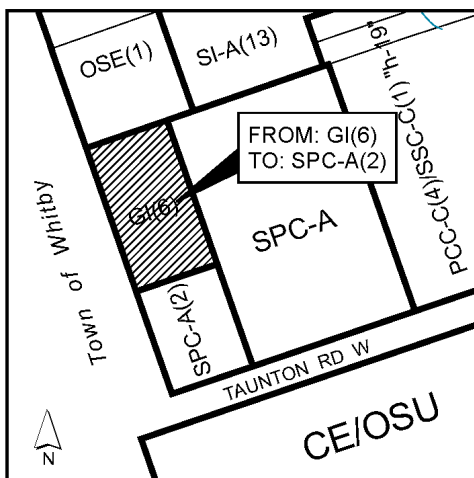
Issue:

On June 20, 2022, City Council considered Report DS-22-128 which presented the findings of the finalized Land Use Study of GI (General Industrial) Zoned Lands in the Northwood Business Park. Through this report it was recommended that a zoning by-law amendment be undertaken to rezone the northern portion of 918 Taunton Road West from GI(6) (General Industrial) to SPC-A(2) (Special Purpose Commercial). Council subsequently approved the recommendation and authorized staff to bring an appropriate amendment forward for consideration at a future Planning Act public meeting.

To implement Council’s direction, it is appropriate to amend Schedule “A” - Maps A3 and A4 of the Zoning By-law with respect to the northerly portion of 918 Taunton Road West.

Proposed Amendments:

- (a) Amend Schedule “A” - Maps A3 and A4 of the Zoning By-law for the northern portion of 918 Taunton Road West from GI(6) (General Industrial) to SPC-A(2) (Special Purpose Commercial).



19. Zoning By-law Schedule “A”: Map A3

Issue:

604 Taunton Road West is currently zoned SI-A(11)/SI-A(14) “h-60” (Select Industrial) and occupied by an existing building. In 2018, the owner executed a site plan agreement with the City to convert the building to an office. The owner subsequently submitted an application to remove the “h-39” holding symbol to allow the conversion and on June 11, 2018, By-law 74-2018 was passed to remove the “h-39” holding symbol.

The “h-39” holding symbol currently applies to multiple sites on the north side of Taunton Road West, between Goodman Creek and Oshawa Creek, excluding 604 Taunton Road West and other lands for which development applications have been approved to remove the holding symbol and which are currently under construction for new land uses. The purpose of the “h-39” holding symbol is to ensure that appropriate provisions have been made for municipal servicing, including stormwater management issues, and

Recently, the owner of 604 Taunton Road West has advised City staff that they will not be proceeding with the office use. Consequently, it is appropriate to add the “h-39” holding symbol back to the zoning of the property.

(a) Amend Schedule "A" - Map A3 of the Zoning By-law to rezone the lands at 604 Taunton Road West from SI-A(11)/SI-A(14) "h-60" to SI-A(11) "h-39"/SI-A(14) "h-60" (Select Industrial).



The lands subject to this proposed amendment are generally located in the vicinity of the intersection of Conlin Road East and Harmony Road North within the Kedron community, and are municipally known as 1120 Conlin Road East, 1440 Conlin Road East and 2045 Grandview Street North. These properties are each currently occupied by a single detached dwelling and are considered “hold-out” lots from the draft approved subdivisions surrounding them, which have now been zoned for development.

In the event that any of these lots are proposed for integration into the surrounding subdivisions, a Zoning By-law Amendment application would be required. This can result in added time and expenses to the applicant, which ultimately delays the advancement of new housing units.

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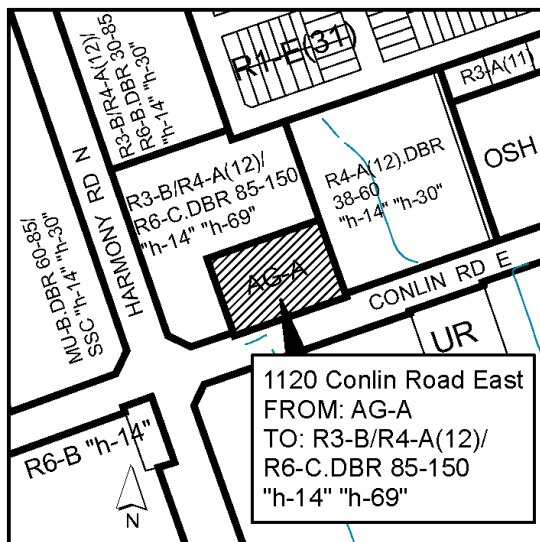
of the subject lands to advance new residential development that is consistent with that of surrounding lands and which is integrated with the surrounding subdivisions. The zoning of each of the properties would include appropriate holding symbols consistent with those applying to neighbouring properties. The proposed zoning changes are as follows:

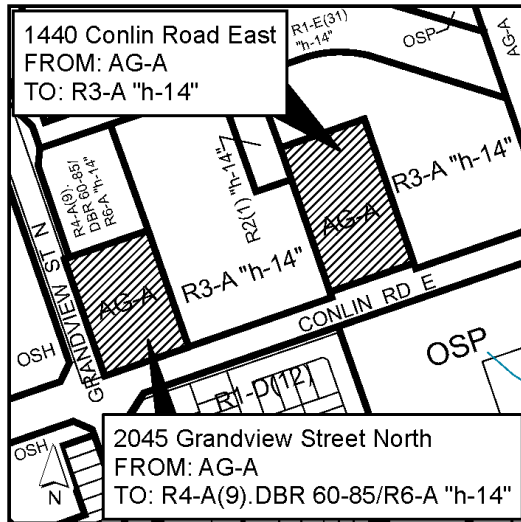
- 1120 Conlin Road East: rezone from AG-A (Agricultural) to R3-B/R4-A(12)/R6-C.DBR85-150 "h-14" "h-69" (Residential) to permit back-to-back townhouses, block townhouses, apartment buildings, retirement homes, long term care facilities and nursing homes;
- 1440 Conlin Road East: rezone from AG-A (Agricultural) to R3-A "h-14" (Residential) to permit street townhouses; and,
- 2045 Grandview Street North: rezone from AG-A (Agricultural) to R4-A(9).DBR 60-85/R6-A "h-14" to permit block townhouses and apartment buildings.

These proposed zoning changes conform to the Oshawa Official Plan and Kedron Part II Plan.

Proposed Amendments:

Amend Schedule "A" - Zoning Map C4.





21. Zoning By-law Schedule "A": Maps A2 and B2

Issue:

Section 13 of this Attachment proposes to introduce a new R5-C (Residential) Zone specifically for small apartment buildings.

Prior to completing a comprehensive City-wide review of potential opportunities for intensification through an Intensification Study (including the implementation of appropriate zoning map changes), staff recommend that the new R5-C (Residential) Zone being proposed in Section 13 of this Attachment be implemented in two areas of Oshawa where medium density development is envisioned, but which has been realized only to a minimal extent due to the existing smaller lot fabric and zoning in these areas. Advancing R5-C (Residential) zoning in these areas would also allow the areas to serve as case-studies to inform a future City-wide Intensification Study.

The first area generally consists of properties along the north and south sides of Buena Vista Avenue between Gibbons Street and Park Road North, which are currently zoned R2/R3-A/R6-B (Residential). This zoning permits single detached dwellings, semi-detached buildings/dwellings, street townhouses, apartment buildings, long term care facilities, retirement homes and nursing homes. The minimum lot frontage for an apartment building, long term care facility, retirement home or nursing home is 25 metres (82.02 ft.). The area is located in proximity to the Downtown Main Central Area and is situated immediately north of Bond Street West.

Despite the existing permissions for medium density residential development, the predominant built form consists of low density single detached dwellings and two-unit houses. The challenge with redeveloping these lands arises from the necessity for a landowner to acquire at least two or more properties for a land assembly, or seek a zoning by-law amendment or minor variance for relief from the R6-B regulations, specifically the 25 metre (82.02 ft.) lot frontage. Introducing the R5-C Zone would add flexibility that may

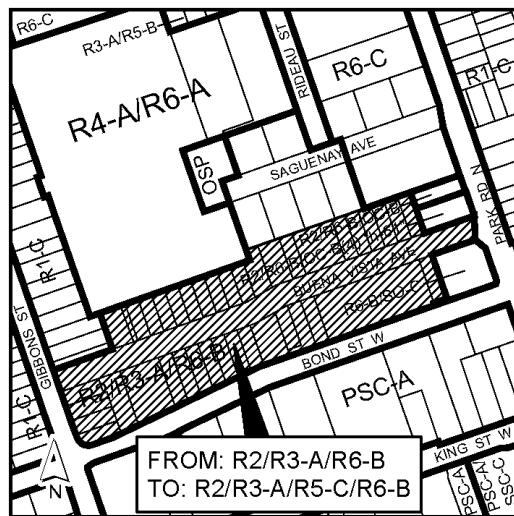
encourage the development of small apartment buildings that better utilize the land and still remain on a scale consistent with the existing neighbourhood.

The second area generally consists of properties along Celina Street and Albert Street between Bruce Street and Olive Avenue, as well as along Hogarth Street and Emma Street. Lands in this area are predominantly zoned R2/R3-A/R6-B/R7-A (Residential) which permits the same uses as the lands along Buena Vista Avenue, as well as lodging houses. Challenges similar to those described above exist in this area and much of the limited redevelopment in the area has been in the form of new semi-detached dwellings or triplexes. This area is located partially in the Downtown Oshawa Urban Growth Centre and partially in the Central Oshawa Transportation Hub associated with the future Central Oshawa GO Station. Development in this area is characterized by small lots featuring low rise single detached dwellings, as well as several apartment buildings and a scattered mix of non-residential land uses.

In view of the foregoing, it is appropriate to amend Zoning Maps A2 and B2 to add the R5-C Zone to the zoning of these two areas to help facilitate redevelopment in the form of more small apartment buildings (i.e. 3 to 6 apartments).

Proposed Amendment:

- (a) Amend Schedule “A” - Map A2 of the Zoning By-law to rezone the lands as shown in hatching on the map below along Buena Vista Avenue from R2/R3-A/R6-B to R2/R3-A/R5-C/R6-B (Residential).



- (b) Amend Schedule “A” - Map B2 of the Zoning By-law to rezone the lands along Celina Street, Albert Street, Emma Street and Hogarth Street as shown in hatching on the map below from R2/R3-A/R6-B/R7-A to R2/R3-A/R5-C/R6-B/R7-A (Residential).

assessment and job creation, improve soil quality, reduce greenfield development through infilling and intensification, and use existing services more effectively.

Any application under the Brownfields Renaissance Community Improvement Plan must be approved by Council and Council may at any time discontinue the Brownfields Renaissance Community Improvement Plan without an amendment to the Plan.

It is appropriate to extend the expiry date of the Brownfields Renaissance Community Improvement Plan to December 31, 2026.

Proposed Amendment:

- (a) Amend Section 5.2.1 by deleting both occurrences of the date of “December 31, 2023” in the third paragraph and replacing with the date of “December 31, 2026”.
- (b) Amend Section 5.2.2 by deleting the date of “December 31, 2023” in the third paragraph and replacing with the date of “December 31, 2026” in one place.
- (c) Amend Section 5.2.3 by deleting the three occurrences of the date of “December 31, 2023” in the third paragraph and replacing with the date of “December 31, 2026”.
- (d) Amend Section 5.3 by deleting the three occurrences of the date of “December 31, 2023” in the first, second and third paragraphs and replacing with the date of “December 31, 2026”.

23. Simcoe Street South Renaissance Community Improvement Plan

Issue:

The City continues to encourage redevelopment, infill development and intensification within the Simcoe Street South corridor generally between Highway 401 and John Street. This area is highly visible and is located in proximity to the future Central Oshawa GO Station at the former Knob Hill Farms site (500 Howard Avenue). The goals and objectives of the Simcoe Street South Renaissance Community Improvement Plan for this area related to maintaining and improving the building stock and recognizing the corridor as an important transportation link have not been fully realized and continue to be an on-going initiative.

The Simcoe Street South Renaissance Community Improvement Plan, as currently approved, will expire on December 31, 2023 unless it is extended.

It is appropriate to extend the expiry date of the Simcoe Street South Renaissance Community Improvement Plan to December 31, 2026 in order to continue to advance the goals of the plan through the aid of its incentives.

Proposed Amendment:

- (a) Amend Section 5.7 by deleting the three references to the year “2023” in the third paragraph and replacing them with the year “2026”.

24. Wentworth Street West Community Improvement Plan

Issue:

The City continues to encourage redevelopment, infill development and intensification within the Wentworth Street West area, generally on the south side of Wentworth Street West, both east and west of Cedar Street. The goals and objectives of the Wentworth Street West Community Improvement Plan for this area related to maintaining and improving the building stock, developing the area with certain non-residential uses to support job creation and establishing key community hub uses to serve the surrounding Lakeview Community have not been fully realized and continue to be an on-going initiative.

The Wentworth Street West Community Improvement Plan, as currently approved, will expire on December 31, 2023 unless it is extended.

It is appropriate to extend the expiry date of the Wentworth Street West Community Improvement Plan to December 31, 2026 in order to continue to advance the goals of the plan through the aid of its incentives.

Proposed Amendment:

- (a) Amend Section 7.8 by deleting all references to the year “2023” and replacing them with the year “2026”.

Proposed Amendments to Subsections 10.1 and 10.2 (R5 Zone Permitted Uses and Regulations) of Zoning By-law 60-94

Black text represents existing text. Red text represents text proposed to be added (i.e. **text**). Black struck out text represents text to be deleted (i.e. ~~text~~).

10.1 Permitted Uses

10.1.1 No person shall within any R5 Zone use any land or erect or use any building or structure for any purposes or use other than the uses listed ~~below:~~ **in this Subsection.**

10.1.2 **The following uses are permitted in any R5-A or R5-B Zone:**

- (a) Single detached dwelling
- (b) Semi-detached building
- (c) Semi-detached dwelling
- (d) Duplex
- (e) Triplex**
- (f) Fourplex**
- (g) Fiveplex**
- (h) Sixplex**
- (e i) Apartment Building**

10.1.3 **The following uses are permitted in any R5-C Zone:**

- (a) Triplex**
- (b) Fourplex**
- (c) Fiveplex**
- (d) Sixplex**

10.2 Regulations

10.2.1 No person shall within any R5 Zone use any land or erect or use any building or structure except in compliance with the regulations as set out in ~~Table 10.2~~ **Tables 10.2A and 10.2B** and this Subsection.

10.2.2 An apartment building in a R5-A **and R5-C** Zone shall contain no more than six dwelling units.

10.2.3 **Notwithstanding Articles 3.6.1 and 3.6.2 to the contrary, where a compound zone includes an R5 Zone and an R6 Zone, the provisions prescribed by the R5 Zone for an apartment building shall be complied with for any triplex, fourplex, fiveplex or sixplex.**

Table 10.2 10.2A – Regulations for R5-A and R5-B Zones (Excluding Apartment Buildings)

Zones	R5-A AND R5-B						R5-A	R5-B
Residential Type	Single Detached Dwelling	Semi-Detached Building on a Corner Lot	Semi-Detached Building on Interior Lot	Semi-Detached Dwelling on Corner Lot	Semi-Detached Dwelling on Interior Lot	Duplex	Apartment Building	
Minimum Lot Frontage (m)	9.0	16.2	15	8.7	7.5	12.0	19.0	25.0
Minimum Lot Area (m ²)	270	486	450	261	225	360	N/A	N/A
Minimum Front Yard Depth (m)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Minimum Interior Side Yard Depth (m)	For interior lots, 1.2m on one side only, and for corner lots 0.0m, provided that, for both interior and corner lots, in no case shall the distance between dwelling units be less than 1.2m	1.2	1.2	0.0	1.2 on one side only	1.2	1.5 for each storey or half storey	1.5 for each storey or half storey
Minimum Exterior Side Yard Depth (m)	2.4	2.4	N/A	2.4	N/A	2.4	2.4	1.5 for each storey or half storey
Minimum Rear Yard Depth (m)	7.5	7.5	7.5	7.5	7.5	7.5	7.5	16.0

Zones	R5-A AND R5-B						R5-A	R5-B
Residential Type	Single Detached Dwelling	Semi-Detached Building on a Corner Lot	Semi-Detached Building on Interior Lot	Semi-Detached Dwelling on Corner Lot	Semi-Detached Dwelling on Interior Lot	Duplex	Apartment Building	
Minimum Landscaped Open Space	N/A	N/A	N/A	N/A	N/A	N/A	35	35
Maximum Lot Coverage (%)	40	40	40	40	40	40	33	22
Maximum Height (m)	9.0	9.0	9.0	9.0	9.0	9.0	10.5	13.0
Maximum Density Dwelling Units Per Hectare	N/A	N/A	N/A	N/A	N/A	N/A	60	85

Table 10.2B – Regulations for R5-A, R5-B and R5-C Zones (Apartment Buildings)

Residential Type	Triplex	Fourplex	Fiveplex	Sixplex	Apartment Building containing 7 or more dwelling units in R5-B Zone
Minimum Lot Frontage (m)	12.0	15.0	19.0	22.0	25.0
Minimum Lot Area in the R5-A Zone (m ²)	450	600	800	900	N/A
Minimum Lot Area in the R5-B and R5-C Zones (m ²)	360	450	570	700	N/A
Minimum Front Yard Depth (m)	6.0	6.0	6.0	6.0	6.0
Minimum Interior Side Yard Depth (m)	for interior lots, 1.2m on one side only, and for corner lots 0.0m, provided however that, for both interior and corner lots, in no case shall the distance between dwelling units be less than 1.2m	1.2	1.2	2.0	1.5 for each storey or half storey, or 4.5m for a building 3 storeys or taller
Minimum Exterior Side Yard Depth (m)	2.4	2.4	2.4	2.4	2.4
Minimum Rear Yard Depth (m)	7.5	7.5	7.5	7.5	12.0

Residential Type	Triplex	Fourplex	Fiveplex	Sixplex	Apartment Building containing 7 or more dwelling units in R5-B Zone
Minimum Landscaped Open Space (%)	30	30	30	30	35
Maximum Lot Coverage (%)	40	40	35	35	35
Maximum Height in the R5-A Zone (m)	10.5	10.5	10.5	10.5	N/A
Maximum Height in the R5-B and R5-C Zones (m)	13.0	13.0	13.0	13.0	13.0
Maximum Density Dwelling Units Per Hectare	N/A	N/A	N/A	N/A	85

To: Economic and Development Services Committee

From: Warren Munro, HBA, MCIP, RPP, Commissioner,
Economic and Development Services Department

Report Number: ED-23-46

Date of Report: March 1, 2023

Date of Meeting: March 6, 2023

Subject: Envision Durham Municipal Comprehensive Review: City
Comments on the Region of Durham's Draft Official Plan

Ward: All Wards

File: 12-03

1.0 Purpose

The purpose of this Report is to obtain Council's approval of City comments on the Region of Durham's Draft Official Plan dated February 2023 (the "Draft D.R.O.P."). The Draft D.R.O.P. is the final component of Envision Durham, the Municipal Comprehensive Review (the "M.C.R.") of the existing Durham Regional Official Plan (the "D.R.O.P.").

The Region has requested that the City provide comments on the Draft D.R.O.P. by April 3, 2023.

A copy of the Region's early release staff Report 2023-P-** and a copy of the Draft D.R.O.P. can be found at the following link: www.durham.ca/EnvisionDurham.

Attachment 1 contains recommended City comments on the Draft D.R.O.P.

2.0 Recommendation

That the Economic and Development Services Committee recommend to City Council:

1. That Report ED-23-46 dated March 1, 2023 be endorsed as the City's comments on the Region of Durham's Draft Official Plan prepared pursuant to the Envision Durham Municipal Comprehensive Review exercise.
2. That staff be authorized to forward a copy of Report ED-23-46 dated March 1, 2023 and the related Council resolution to the Region of Durham and Durham area municipalities.

3.0 Executive Summary

Not applicable.

4.0 Input From Other Sources

The following have been consulted in the preparation of this Report:

- Oshawa Environmental Advisory Committee (O.E.A.C.)
- Oshawa Accessibility Advisory Committee (O.A.A.C.)
- Heritage Oshawa Advisory Committee (Heritage Oshawa)
- Oshawa Active Transportation Advisory Committee (O.A.T.A.C.)

Staff provided copies of the Draft D.R.O.P. to the O.E.A.C., O.A.A.C., Heritage Oshawa and O.A.T.A.C. Each committee was advised that any comments they wish to submit should be sent directly to the Region of Durham by the April 3, 2023 deadline.

5.0 Analysis

5.1 Envision Durham: The Municipal Comprehensive Review of the Durham Regional Official Plan

On May 2, 2018, Regional staff received authorization to proceed with Envision Durham, the M.C.R. of the D.R.O.P. Envision Durham is an opportunity to undertake a core review of the current D.R.O.P. and establish a progressive and forward-looking planning vision for the Region up to 2051.

On February 5, 2019, the Region initiated the first stage (“Discover”) of the public engagement program for Envision Durham by launching a project web page and public opinion survey. With the release of the first of a series of discussion papers on March 5, 2019, Regional staff launched the second stage (“Discuss”) of the engagement program, where participants were asked to provide input on various themes presented through the discussion papers.

The following six discussion papers were released as part of the second stage of the engagement:

- Agriculture and Rural System Discussion Paper (released March 5, 2019);
- Climate Change and Sustainability Discussion Paper (released May 7, 2019);
- Growth Management – Urban System Discussion Paper (released June 4, 2019);
- Environment and Greenlands System Discussion Paper (released September 3, 2019);
- Transportation System Discussion Paper (released October 1, 2019); and,
- Housing Policy Planning Discussion paper (released December 3, 2019).

As previously directed by Council, the City has submitted comments to the Region on each of the six above-noted discussion papers.

On June 24, 2020, Regional staff launched the third stage (“Direct”) of the Envision Durham process with the release of the first policy direction report related to the conversion

of Employment Areas. The Region provided a ninety (90) day submission window for the public, including the development community, to submit requests related to the conversion of Employment Areas. The final date to submit a request for consideration through Envision Durham in this regard was September 23, 2020.

As directed by Council on December 14, 2020, the City submitted comments to the Region pursuant to Report DS-20-149 dated December 4, 2020 regarding various Employment Area conversion requests. These consisted of four (4) Employment Area conversion requests received from private landowners and three (3) City-initiated Employment Area conversion requests pertaining to employment lands located in Oshawa.

On December 22, 2021, Regional Council adopted amended recommendations of the Region's Planning and Economic Development Committee on Employment Area conversion requests. As a result, a total of four (4) Employment Area conversion requests were advanced in Oshawa, including two (2) of the City-initiated Employment Area conversion requests.

The second policy direction report issued under the Direct stage of Envision Durham related to Major Transit Station Areas (M.T.S.A.s). The Region provided a ninety (90) day submission window for the public, including the development community, to submit comments on the M.T.S.A. Policy Direction Report dated December 2020. The final date to submit comments for consideration through Envision Durham in this regard was March 1, 2021.

As directed by Council on February 22, 2021, the City submitted comments to the Region pursuant to Report DS-21-20 dated February 3, 2021 regarding M.T.S.A.s.

The third policy direction report issued under the Direct stage of Envision Durham related to potential additions and changes to land use planning policies in the D.R.O.P. The Region provided a one-hundred-and-twenty (120) day submission window for the public, including the development community, to submit comments on the Proposed Policy Directions Report dated March 2021. The final date to submit comments for consideration through Envision Durham in this regard was June 30, 2021.

As directed by Council on June 21, 2021, the City submitted comments to the Region pursuant to Report DS-21-118 dated June 2, 2021 regarding the proposed policy directions.

The Region completed a Growth Management Study, which was completed in two phases. The first phase of the Growth Management Study focused on the completion of a Land Needs Assessment. The Land Needs Assessment is a review and calculation of the ability of the Region's existing urban land base to accommodate the population and employment forecasts contained in the Growth Plan for the Greater Golden Horseshoe, 2020 (Growth Plan, 2020), and seeks to determine if any additional urban land is required. The following four (4) technical reports have been released to inform the Land Needs Assessment:

- Region-Wide Growth Analysis (released July 2, 2021);
- Housing Intensification Study (released September 3, 2021);
- Employment Strategy (released September 24, 2021), and,

- Community Area Urban Land Needs Analysis (released October 1, 2021).

A component of the first phase of the Region's Growth Management Study involved the collection of submissions from the public and the development community regarding settlement area boundary expansions requests. The deadline to submit requests in this regard was May 31, 2021.

On September 7, 2021, the Region released the Proposed Regional Official Plan Amendment – Policies and Delineations for Protected M.T.S.A.s Report. The final date to submit comments for consideration through Envision Durham in this regard was September 30, 2021.

The City submitted comments to the Region pursuant to Report DS-21-163 dated September 8, 2021 regarding the proposed Protected M.T.S.A.s Regional Official Plan Amendment. On December 22, 2021, Regional Council adopted Amendment Number 186 to the D.R.O.P. which established the policy framework for Protected M.T.S.A.s.

On February 11, 2022, the Region released the Alternative Land Need Scenarios Report, which was released in response to comments received on the four technical reports released between July and October 2021 (as noted above). A public information centre was held on March 24, 2022 to discuss the alternative land need scenarios (seven in total consisting of five Community Area land need scenarios and two Employment Area density target scenarios). In addition, an online survey was launched on March 10, 2022 to solicit feedback on the alternative land need scenarios.

The City submitted comments to the Region pursuant to Report DS-22-76 dated April 6, 2022 regarding the alternative land need scenarios. Oshawa City Council chose to endorse scenario 2a, a modified version of the Region's scenario 2, as submitted via letter dated April 11, 2022 by Delta Urban to the City on behalf of the Columbus Developers Group as the City's recommended scenario on the Alternative Land Need Scenarios Report.

The second phase of the Region's Growth Management Study focused on the most appropriate locations for settlement area boundary expansions.

On November 10, 2022, the Region released the Growth Management Study Phase 2 Report which identified draft settlement area boundary expansions and area municipal growth allocations.

The City submitted comments to the Region pursuant to Report ED-23-14 dated January 4, 2023 regarding the thirteen (13) private landowner requests for settlement area boundary expansions in Oshawa, one (1) City-initiated request for a settlement area boundary expansion and additional areas in Oshawa identified by the Region of Durham for settlement area boundary expansions.

The Region's final growth allocations and locations for settlement area boundary expansions are incorporated in the Region's Draft D.R.O.P.

Most recently, on February 10, 2023, the Region released their Draft D.R.O.P. for public consultation and stakeholder feedback. Comments on the Draft D.R.O.P. are due to the Region prior to April 3, 2023. A public open house is being held by the Region on March 6, 2023 to discuss the Draft D.R.O.P. and a Planning Act public meeting is being held by the Region on March 7, 2023.

5.2 Background on the Region of Durham's Draft Official Plan

The Draft D.R.O.P. is the culmination of work completed through Envision Durham, the M.C.R. of the existing D.R.O.P. The Draft D.R.O.P. provides policies and strategic directions that guide future growth, infrastructure and service delivery, land use planning, and development related matters. It represents the Region's provincially mandated exercise to ensure that the D.R.O.P. conforms with Provincial Plans, has regard to matters of Provincial interest and is consistent with the Provincial Policy Statement.

Consistent with the provincial Growth Plan, the Draft D.R.O.P. has a planning horizon of 2051. The new D.R.O.P. will replace the existing D.R.O.P. Upon approval of the new D.R.O.P. by the Minister, the existing D.R.O.P. would be repealed.

Upon proclamation of certain components of Bill 23, More Homes Built Faster Act, 2022, the D.R.O.P. will become the official plan of the area municipalities. A proclamation date is not known at this time. Future updated or new area municipal official plans will require Ministerial approval. Ministerial decisions on planning matters cannot be appealed by the Region.

5.3 Overview of the Region of Durham's Draft Official Plan

The Draft D.R.O.P. is intended to guide decisions on long-term growth, infrastructure investment and development to secure the health, safety, convenience and well-being of present and future residents of Durham. This is achieved by providing strategic policy direction to ensure an improved quality of life.

The Draft D.R.O.P. incorporates the work undertaken throughout the Envision Durham process including:

- The development of proposed Policy Directions across all disciplines;
- Undertaking a Growth Management Study including employment area conversions, identification of Strategic Growth Areas including all Centres, Corridors, and Protected Major Transit Station Areas, allocation of regional population, household and employment forecasts for each municipality, identification of 2051 Urban Expansion Areas and allocation of required intensification within the Built Boundary;
- Reviewing the Regional Natural Heritage System; and,
- Allocating required intensification targets within the Built Boundary.

The Draft D.R.O.P. contains high-level strategic directions which form the following chapters in the Draft D.R.O.P.:

- A Prosperous Region;
- Healthy Communities;
- Supportive Infrastructure;
- A Vibrant Urban System;
- A Thriving Rural System;
- A Protected Greenlands System; and,
- A Connected Transportation System.

The Draft D.R.O.P. emphasizes a structural framework that forms the underlying basis for the long-term evaluation of the Region beyond the timeframe of the Draft D.R.O.P.

Durham Region's land use structure as contained in the Draft D.R.O.P. is comprised of four systems:

- Urban System;
- Rural System;
- Greenlands system; and
- Transportation system.

In addition, mapping for the Draft D.R.O.P. has been organized to address:

- Regional Structure – Urban and Rural Systems (Map 1);
- Greenlands System – Regional Natural Heritage Systems, Provincial Oak Ridges Moraine Conservation Plan and Greenbelt Plan Land Use Designations; Water Resources System including Key Hydrologic Features, Significant Groundwater Recharge Areas, and Significant Surface Water Contribution Areas and Ecologically Significant Groundwater Recharge Areas; Source Water Protection; Highly Vulnerable Aquifers and Areas of High Aquifer Vulnerability; and Landform Conservation Areas on the Oak Ridges Moraine (Maps 2a, 2b, 2c, 2d, 2e, 2f, 2g and 2h);
- Transportation System – Transit Priority Network; Road Network; Strategic Goods Movement Network; Active Transportation Network; and Regional Road Right-of-Way Requirements (Maps 3a, 3b, 3c, 3d and 3e); and,
- Aggregate Resources (Map 4).

The Draft D.R.O.P. allocates the following population, employment and household growth targets to the City of Oshawa:

Figure 1 – Population, Employment and Household Allocations Table, Oshawa Statistics

Oshawa	2021	2026	2031	2036	2041	2046	2051
Urban:	180,980	199,230	218,930	238,320	256,880	276,800	297,450

Oshawa	2021	2026	2031	2036	2041	2046	2051
Rural:	1,040	1,050	1,060	1,070	1,070	1,080	1,090
Total Population:	182,020	200,280	219,990	239,950	257,950	277,880	298,540
Households:	66,640	73,800	81,450	89,060	96,680	104,710	112,970
Employment:	63,740	70,600	78,070	85,250	92,110	99,670	107,280

To accommodate the Region's population and employment forecasts to 2051, the Draft D.R.O.P. incorporates the extent and location of proposed settlement area boundary expansions required, including 403 hectares of new Community Area Lands and 239 hectares of new Employment Area Lands being added within the Urban Area Boundary of Oshawa.

5.4 Next Steps

Regional staff will consider all public and stakeholder comments on the Draft D.R.O.P.

Regional Planning and Economic Development Committee or Committee of the Whole will consider a final draft of the new D.R.O.P. at a future meeting and will make a recommendation to Regional Council.

Once a new D.R.O.P. has been adopted by Regional Council, it will be submitted to the Ministry of Municipal Affairs and Housing for approval.

Upon approval by the Ministry of Municipal Affairs and Housing, the existing D.R.O.P. will be repealed and replaced with the new D.R.O.P.

5.5 Staff Comments

Staff comments on the Draft D.R.O.P. are contained in Attachment 1 to this Report.

6.0 Financial Implications

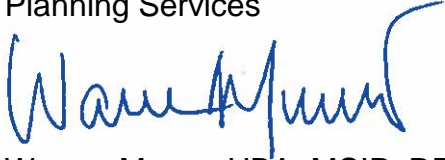
There are no financial implications associated with the comments in this Report.

7.0 Relationship to the Oshawa Strategic Plan

The Recommendation in this Report advances the Accountable Leadership, Economic Prosperity and Financial Stewardship, and Environmental Responsibility goals of the Oshawa Strategic Plan.



Tom Goodeve, M.Sc.Pl., MCIP, RPP, Director,
Planning Services



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Economic and Development Services Department

Staff Comments on the Region of Durham's Draft Official Plan

Overall Comments

- Staff support the framework for the Draft Durham Regional Official Plan (the "D.R.O.P."). The seven strategic directions (Prosperous Region, Healthy Communities, Supportive Infrastructure, Vibrant Urban System, Thriving Rural System, Protected Greenland System and Connected Transportation System) that the Draft D.R.O.P. will be structured around represent a balanced, aspirational and outcome-oriented approach.
- Staff have reviewed the Draft D.R.O.P. and offer the following comments on the various chapters, tables and maps.

Chapter 1: Regional Structure

- Staff note that Figure 1 of the Draft D.R.O.P. outlines the population, employment and household allocations for each area municipality. Per Figure 1, the City of Oshawa had a total of 66,640 households in 2021 and by 2031 is targeted to achieve a total of 81,450 households, which amounts of an increase of 14,810 new households. However, the Province of Ontario, through Bill 23, More Homes Built Faster Act, 2022 ("Bill 23"), has tasked the City of Oshawa with facilitating the delivery of 23,000 new homes by 2031. Staff note that there is a discrepancy between the household growth numbers in the Draft D.R.O.P. and Bill 23 that requires resolution. Staff also question how the provincial target of delivering 23,000 new homes by 2031 will impact the Region's infrastructure planning.

Chapter 2: A Prosperous Region

Investment-ready Infrastructure

- Policy 2.1.6 of the Draft D.R.O.P. states:

"Support the delivery of broadband infrastructure to underserved areas through the implementation of the Durham Region Broadband Strategy, including through partnerships."
- Policy 2.1.7 of the Draft D.R.O.P. states:

"Support the establishment of a Regional Broadband Network and continue to engage area municipal partners, Indigenous communities and service providers."

Staff support the need to recognize the importance of high-speed broadband infrastructure and support working with business and local business organizations to create a business-friendly environment that incorporates state-of-the-art communications facilities and networks, including broadband technology.

- Policy 2.1.8 of the Draft D.R.O.P. states:

“Ensure an appropriate supply of land within Employment Areas, with access to municipal water and sewage services to ensure the Region’s investment readiness and competitiveness. The supply and development of such lands will be regularly monitored.”

- Policy 2.1.9 of the Draft D.R.O.P. states:

“Advance the provision of adequate regional infrastructure to Strategic Growth Areas in accordance with Section 5.2, to support the growth and development of complete communities where people and jobs are within proximity and have convenient access to transit and other community areas.”

Staff support the importance of infrastructure to facilitate economic development. Specifically, the need to provide appropriate servicing with regional infrastructure in Strategic Growth Areas is key. Staff recommend that the Region prioritize the servicing of Employment Areas, specifically the Northwood Business Park in Oshawa and along the Highway 407 East corridor in Oshawa.

Chapter 3: Healthy Communities

Diverse and Available Supply of Housing

- Policy 3.1.1 of the Draft D.R.O.P. states:

“Develop and implement a housing and homelessness plan that supports the goals of ending homelessness, providing affordable rent for everyone, greater housing choice, and strong and vibrant neighbourhoods through the following actions:

- a) increase the privately funded affordable rental housing supply;
- b) increase the government-funded affordable rental housing supply;
- c) diversify housing options by type, size and tenure;
- d) preserve the private rental housing stock;
- e) strengthen the social housing sector; and
- f) support an energy efficient, environmentally sustainable purpose-built rental housing stock.”

Staff encourage the Region of Durham to develop a homelessness plan that looks at housing and support solutions region-wide in all lower-tier municipalities, to reverse current trends that have resulted in over-concentrating the unsheltered population in specific areas in Durham (most notably in the Downtown Main Central Area of Oshawa) to the detriment of the growth, development and vibrancy of those areas.

Housing Options

- Policy 3.1.14 of the Draft D.R.O.P. states:

“Require area municipalities to adopt policies and zoning by-law provisions that authorize additional residential units in new and existing residential development, redevelopment and intensification, including:

 - a) the use of three residential units in a detached house, semidetached house or townhouse, where feasible;
 - b) the use of an additional residential unit in a building or structure ancillary to a detached house, semi-detached house or townhouse, including properties where the primary dwelling may already contain an additional residential unit;
 - c) allowing more opportunities for additional residential units by not applying minimum unit sizes and not requiring more than one parking space per unit; and
 - d) encourage municipalities to remove parking space requirements for additional residential units in areas intended to support existing and planned higher order transit service, including Major Transit Station Areas and other Strategic Growth Areas.”

City staff are advancing amendments to the City of Oshawa Official Plan and Zoning By-law 60-94 regarding additional rental units as a result of Bill 23. The proposed amendments are generally consistent with the Region’s Draft D.R.O.P. Policy 3.1.14.

Affordable Housing

- Policy 3.1.20 of the Draft D.R.O.P. states:

“Require that at least 25% of all new residential units produced throughout the Region, to be affordable to low and moderate income households.”
- Policy 3.1.21 of the Draft D.R.O.P. states:

“Require that at least 35% of all new residential units created in Strategic Growth Areas, to be affordable to low and moderate income households.”

Staff support the increase in affordable housing targets in Strategic Growth Areas. However, staff question how the Region or area municipalities would enforce and/or monitor these affordable housing targets.

- Policy 3.1.23 of the Draft D.R.O.P. states:

“Encourage reduced parking standards to support the delivery of affordable housing, including purpose-built rental housing.”

Staff note that while a reduction in parking requirements may address certain site development issues such as front yard landscaping and grading, it may also increase

demand on the City's parking enforcement resources (i.e. increase in parking complaints).

- Policy 3.1.25 of the Draft D.R.O.P states:

"Support municipalities that choose to implement inclusionary zoning policies within Protected Major Transit Station Areas, including the completion of a Regional housing assessment report."

Staff are in favor of allowing each lower-tier municipality to determine if and where inclusionary zoning is appropriate.

Climate Change and Sustainability

- Policy 3.2.4 of the Draft D.R.O.P. states:

"Encourage area municipalities to:

- a) develop and implement community-wide GHG reduction and monitoring programs, policies and standards in collaboration with the Region, energy utilities and other key stakeholders;
- b) develop GHG reduction targets for their corporate operations that demonstrate municipal sector leadership in the community-wide effort to reach net-zero emissions by 2050;
- c) provide policies, programs and standards to support the achievement of their corporate GHG reduction targets and monitor progress, including the reduction of GHG emissions from municipal operations; and
- d) work in collaboration with the Region and the province to regularly assess and report on regional air quality."

Staff note that the City is a member of the Federation of Canadian Municipalities Partners for Climate Protection Program, which assists municipalities in taking action against climate change by reducing greenhouse gas emissions. The City has achieved all five milestones for its Corporate Plan, which outlines strategies to reduce greenhouse gas emissions from municipal sources (i.e. City buildings and facilities, fleet vehicles, street lights, water and wastewater infrastructure and solid waste).

Further, on November 23, 2020, Oshawa City Council endorsed the City's Community Greenhouse Gas Reduction Plan as the formal Milestone 3 (developing a local action plan) submission for the Partners for Climate Protection Program. The City's Community Greenhouse Gas Reduction Plan outlines strategies to reduce greenhouse gas emissions from community sources (i.e. stationary energy, transportation, waste and industrial processes).

Finally, Oshawa's Official Plan already includes policies to monitor greenhouse gas emissions of corporate facilities and activities. Policy 5.1.11 in Oshawa's Official Plan states that:

"The City supports incremental reduction of overall greenhouse gas emissions and other air pollutants generated by the municipality's own corporate activities and functions. Monitoring of the City's greenhouse gas emissions shall be undertaken in accordance with Policy 9.16 to gauge the impact of the City's efforts in this regard."

Policy 9.16.1(e) of the Oshawa Official Plan states that:

"The City will undertake regular monitoring of appropriate indicators to assess performance related to:

Efforts to reduce the overall greenhouse gas emissions generated by the municipality's own corporate activities and functions."

Complete Communities

- Staff note that the Region should consider recognizing micromobility devices (ex. e-scooters, e-bikes, or any other battery powered form of active transportation) as forms of sustainable transportation, with reference to such devices in the following sections of the Draft D.R.O.P: 3.3.1, 3.3.4, 5.2.22(I), 8.2; and 8.3.

Chapter 4: Supportive Infrastructure and Services

Excess Soil Management

- Staff note that Excess Soil Management is a new section in the Draft D.R.O.P. Staff note that City of Oshawa By-law 85-2006 controls the dumping of fill, removal of topsoil and alteration of grades. Staff recognize the need for large-scale fill sites to support major development projects, including municipal infrastructure projects.

Staff further note that on June 23, 2017, the City of Oshawa submitted correspondence to the Region of Durham concerning the City's comments on the Province's proposed excess soil management regulation. Further to that correspondence, the D.R.O.P. should consider the following to support the local implementation of excess soil policies:

- Incorporate policy statements to ensure that development proponents, including the Region when undertaking Regional infrastructure projects, are responsible for the management of their own excess soil generation (including disposal), and discourage site grading and drainage pattern changes unless it is absolutely necessary;
- Identify locational criteria for excess soil receipt or storage in consultation with the development industry, area municipalities and Conservation Authorities;
- Develop a model by-law for municipalities to consider;

- Provide area municipalities with more guidance to help manage excess soil issues within their jurisdictional boundaries, including quality of life issues for residents (hours of operation, truck traffic, noise, dust, etc.), quality of the fill (e.g. contaminated soil) and the financial implications for the municipality; and,
- Provide area municipalities with a consistent region-wide policy framework to regulate receiving sites to help effectively manage excess soil in the future.

Energy Conservation and Efficiency

- Policy 4.3.17 of the Draft D.R.O.P. states:

“Permit alternative energy systems and renewable energy systems throughout the region, in accordance with provincial and federal requirements.”

Staff note that the Region and area municipalities should maintain and protect agricultural areas (i.e. the Greenbelt and Oak Ridges Moraine), natural areas and natural heritage systems as part of considering the siting of renewable energy projects, and ensure that property owners and the public are included in the planning process.

Staff note that the following factors should be considered when determining a location for renewable energy projects:

- Proximity to sensitive uses;
- Noise and odour;
- Ecological features and functions; and,
- Existing infrastructure.

Further opportunities to locate renewable energy projects within urban settings should be considered, such as photovoltaic installations on rooftops.

Chapter 5: Vibrant Urban System

- Staff note that the recent amendments to the Growth Plan, 2019 have extended the planning horizon to 2051 and increased the total forecast for Durham to 1,300,000 people and 460,000 jobs. Staff support extending the time horizon in this regard as it allows additional time for municipalities to plan and prepare for growth-related development in their communities.
- Staff note that the Draft D.R.O.P. does not include a policy that prohibits places of worship within Employment Areas and allows municipalities to regulate the location of these uses. Staff continue to be of the opinion that places of worship should not be permitted in Employment Areas that are also identified as a Provincially Significant Employment Zones. It is essential that Employment Areas in Provincially Significant Employment Zones be maintained for employment uses, in order to achieve employment forecasts. However, consideration should be given to permitting places of worship in Employment Zones that are not located in a Provincially Significant Employment Zone.
- Staff note that the Floor Space Index targets have been removed for Centres and Corridors. Staff support their removal given that the prescribed Floor Space Index

targets in the current D.R.O.P. have proven problematic to apply and can be difficult to achieve even when the associated overall minimum density target has been achieved (or exceeded) on-site. For example, a relatively recent development constructed at 1900 Simcoe Street North (which is an 8-storey apartment building containing 308 studio apartments) meets the required density targets, is an example of good design, and won the 2016 BILD Most Innovative Suite Design Award, yet does not meet the prescribed Floor Space Index target.

Intensification within the Delineated Built-up Area

- Policy 5.1.14 of the Draft D.R.O.P. states:

“Require area municipal official plans to provide intensification strategies in consultation with the Region, that would include the following:

 - a) implementation of intensification targets, in accordance with Figure 8;
 - b) encouraging additional residential units and other forms of gentle intensification;
 - c) achieving the planned function and minimum density targets for Strategic Growth Areas and other nodes and corridors designated in this Plan;
 - d) identifying other areas appropriate for intensification and determining the appropriate scale of development and transition to surrounding areas;
 - e) addressing the availability of existing and/or planned transit services, municipal water and sanitary sewage capacity, public service facilities, and other community services and amenities to support intensification;
 - f) updating area municipal official plans, secondary plans, and zoning by-laws that support the achievement of minimum density targets; and
 - g) notwithstanding the intensification policies herein, any new or intensified development within Floodplain Special Policy Areas shall be subject to the applicable provisions of the area municipal official plan.”

Figure 8 of the Draft D.R.O.P. identifies the intensification targets for each area municipality. Staff note that the City of Oshawa’s intensification target is fifty percent within the built boundary. In the current D.R.O.P., the City of Oshawa’s allocated units for intensification is thirty-nine percent. Staff support the new proposed intensification target and note that with the exception of 2022, when significant greenfield development was approved in the Kedron Planning Area, a level of intensification in excess of 50% has been achieved each year since 2018.

Strategic Growth Areas

- Figure 10 of the Draft D.R.O.P. identifies strategic growth area targets for area municipalities.

Strategic Growth Area	Minimum Transit Supportive Density Target (people and jobs per gross hectare)
Urban Growth Centers	200
Regional Centres (located along the Rapid Transit Corridor)	150
Regional Centres (located off of the Rapid Transit Corridor)	100-150
Protected Major Transit Station Areas	150
Rapid Transit Corridor	150

Staff note that the Draft D.R.O.P. has identified rapid transit corridors as new strategic growth areas with a minimum transit supportive density target of 150 people and jobs per hectare. Staff support the approach to delineating these strategic growth areas, including rapid transit corridors, as it avoids a “one size fits all” approach that does not reflect contextual realities.

Protected Major Transit Station Areas

- Staff note that there are two proposed protected major transit station areas in Oshawa consisting of the planned Thornton’s Corners GO Station and the planned Central Oshawa GO Station. The identification of protected major transit station areas and development of an associated policy framework culminated in the adoption of Regional Official Plan Amendment Number 186. Regional Official Plan Amendment Number 186 was forwarded to the Minister of Municipal Affairs and Housing for approval in January 2022 but has not been approved by the Minister. Staff note that further refinements have been made to the protected major transit station areas policies in the Draft D.R.O.P.
- Staff are in the process of undertaking an integrated Master Land Use and Urban Design Plan, Transportation Master Plan and a Municipal Class Environmental Assessment for the Central Oshawa Major Transit Station Area.

Urban Expansion Areas and Future Expansions

- Policy 5.7.2 of the Draft D.R.O.P. states:

“Consider support for amendments to an area municipal official plans to designate a supply of land for development up to the time frame of this Plan, including Settlement Area Boundary Expansions to the extents of the Region’s Urban Area Boundary as shown on Map 1, provided that the amendment:

 - a) is only undertaken as part of a comprehensive review of the area municipal official plan to implement this Plan;
 - b) is supported by an analysis which addresses how the growth management objectives, population and employment forecasts, housing unit allocation, policies and targets of this Plan are being achieved;

- c) includes a phasing strategy for greenfield areas and intensification areas and Regional phasing approaches in accordance with any regional water and sanitary sewage master plans;
- d) takes into consideration the implementation of a watershed plan. The area municipality shall consult with the Region and appropriate conservation authority to determine if any updates are required to an existing watershed plan;
- e) ensures where possible, that expansions to area municipal Urban Area Boundaries are contiguous to existing Urban Areas and do not extend beyond the Urban Area Boundary included on Map 1 to this Plan; and
- f) takes into consideration the extent of existing Major Open Space designation and Natural Heritage System, in accordance with Section 7.1, to determine the extent of lands that may be considered for development and be designated accordingly.”

Staff are of the understanding that Policy 5.7.2 is an enabling policy that directs area municipalities to bring suitable lands into the urban boundary and results in opportunities for area municipalities to approach growth management and urban area expansions under different scenarios, which may not necessarily require all of the lands identified as 2051 Urban Expansion Areas on “Map 1 – Regional Structure – Urban and Rural Systems” of the Draft D.R.O.P.

Chapter 6: Thriving Rural System

Staff have no comments related to Chapter 6: Thriving Rural System.

Chapter 7: Protected Greenlands System

Greenbelt Urban River Valleys

- Staff note that new policies related to Urban River Valleys protected by the Provincial Greenbelt have been added to the Draft D.R.O.P. On April 26, 2021, the City of Oshawa endorsed Item DS-21-72 regarding expanding the existing Urban River Valley designated areas in the Greenbelt Plan within the City of Oshawa.

Regional Natural Heritage System

- Policy 7.4.2 of the Draft D.R.O.P. states:

“Permit refinements to the regional natural heritage system, outside of provincial natural heritage system areas, through approved planning applications, without an amendment to this Plan. Such refinements shall be supported by appropriate technical studies and must be in accordance with applicable provincial plans and the policies of this Plan.”

Staff agree that adjustments to the overlay where it is deemed appropriate by lower-tier municipalities in consultation with their Conservation Authorities through various means, such as ground-truthing or site specific environmental impact studies, without

the need for amendments to the D.R.O.P. are appropriate. Furthermore, staff agree that the Region should have an upper-tier level Natural Heritage System that primarily reflects the Provincial Natural Heritage System, and area municipalities should be required to maintain and update their own established natural heritage systems.

- Staff note that Tourist Activity/Recreation Node locations are not identified in the Draft D.R.O.P., unlike in the current D.R.O.P. Staff recommend that the D.R.O.P. continue to include a separate tourist activity/recreational node designation to capitalize on the resources that Durham Region has to offer and promote the Region as a tourist destination.

Chapter 8: Connected Transportation System

Transit Priority Network

- Figure 17 of the Draft D.R.O.P. identifies transit priority network characteristics including the following transit priority network designations: rapid transit spines, high frequency transit networks, other transit connections, commuter rails, freeway transit and local routes. Staff note that there are two rapid transit spines in Durham Region, consisting of the Highway 2 Regional Corridor from the Toronto/Durham boundary easterly to Highway 418 in Clarington, and the Simcoe Street Regional Corridor between Gibb Street and Highway 407 East in Oshawa. The latter will result in bus rapid transit or light rail transit connecting Highway 407 to downtown Oshawa.
- Policy 8.1.7 of the Draft D.R.O.P. states:

“Support the implementation of the Lakeshore East GO rail service to Bowmanville, including the development of Transit Oriented Communities within the Protected Major Transit Station Areas and GO rail service to the Seaton community within the Pickering Urban Area, as indicated on Map 3a.”

Staff continues to advance an integrated Master Land Use and Urban Design Plan, Transportation Master Plan and a Municipal Class Environmental Assessment for the Central Oshawa Major Transit Station Area. Staff most recently held the first public information centre on February 2, 2023. The purpose of the public information centre was to present reports on the existing conditions for the Integrated Major Transit Station Area Study to Develop a Land Use and Transportation Plan and Environmental Study Report for the Central Oshawa Major Transit Station Area. Staff are in the process of reporting to Council on the details of the first public information centre and Stage 1 study results, and to seek authorization to begin Stage 2 of the study.

Chapter 9: Site Specific Policies

Staff have no comments related to Chapter 9: Site Specific Policies.

Chapter 10: Policy Exceptions

Staff have no comments related to Chapter 10: Policy Exceptions.

Chapter 11: Implementing the Plan

Staff have no comments related to Chapter 11: Implementing the Plan.

Chapter 12: Interpreting the Plan

Staff have no comments related to Chapter 12: Interpreting the Plan.

Tables

Table 6 – Regional Road Right-of-Way Requirements

- Staff note that there is a new table (Table 6) showing regional right-of-way width requirements for all arterial roads. Staff agree that providing clarity on future right-of-way requirements for specific sections of arterial roads would facilitate the development application review process or conducting Class Environmental Assessment studies, particularly where opportunities for future road widenings are constrained. In addition, staff recommend that provided the intent of the D.R.O.P. is maintained, the Region have flexibility to deviate from the standard provisions/requirements for Regional roads in accordance with accepted up-to-date planning, urban design and engineering standards without the need for an amendment to the D.R.O.P. to address unique locational/contextual circumstances and/or conditions.

Maps

Map 1 – Regional Structure – Urban and Rural Systems

- Staff note that on Map 1 both the Highway 2 Regional Corridor from the Toronto/Durham boundary easterly to Highway 418 in Clarington, and the Simcoe Street Regional Corridor between Gibb Street and Highway 407 East in Oshawa, are identified as a “Rapid Transit Corridor.”

Staff agree that the Region should delineate the above described sections of Highway 2 and Simcoe Street as priority areas for the highest level of Regional transit service. However, staff note that there are long-established, stable neighbourhoods along certain segments of Simcoe Street North, such as generally between Hospital Court and Darcy Street, and along Bond Street and King Street, such as generally between Ritson Road and Wilson Road, that also include a large number of homes identified in the Heritage Oshawa Inventory. These areas should be maintained and preserved, with opportunities for intensification limited to appropriate forms of “gentle density” that support and maintain the existing built form and housing stock and do not disrupt the unique streetscape character of these areas, except where redevelopment is desirable as provided for in the D.R.O.P. and the Oshawa Official Plan. In view of the foregoing, staff is wholly supportive of proposed Policy 5.2.8(e) which reflects this position.

- Staff have no objections to the boundary delineations for the Regional Centres and the Downtown Oshawa Urban Growth Centre as shown on Map 1.

Map 3b – Road Network

- Staff note that a future Type C Arterial Road is being shown between the Oshawa/Whitby boundary and Stevenson Road North, north of Taunton Road West and south of Conlin Road West. Staff have requested that this road be removed and are in the process of preparing a Regional Official Plan Amendment application.

To: Economic and Development Services Committee

From: Warren Munro, HBA, MCIP, RPP, Commissioner,
Economic and Development Services Department

Report Number: ED-23-47

Date of Report: March 1, 2023

Date of Meeting: March 6, 2023

Subject: Results of Stage 1 of the Integrated Major Transit Station Area
Study for Central Oshawa

Ward: Wards 4 and 5

File: 12-03

1.0 Purpose

On September 27, 2021, City Council endorsed the Terms of Reference for an Integrated Major Transit Station Area Study to Develop a Land Use and Transportation Plan and Environmental Study Report (the “Terms of Reference”) for the Central Oshawa Major Transit Station Area (“M.T.S.A.”) through Report DS-21-162, which can be found at the following link: http://app.oshawa.ca/agendas/development_services/2021/09-13/report_ds-21-162.pdf.

On March 28, 2022, City Council endorsed the selection of Parsons Inc. (“Parsons”) through Report FIN-22-31 to complete the Integrated Study to Develop a Land Use and Transportation Plan and Environmental Study Report for the Central Oshawa Major Transit Station Area (the “Integrated M.T.S.A. Study”).

The primary objective of the Integrated M.T.S.A. Study is to produce a Land Use and Urban Design Plan and an Area-specific Transportation Master Plan.

On December 12, 2022, City Council endorsed the scheduling of Public Information Centre Number 1 (“P.I.C. 1”) for the Integrated M.T.S.A. Study through Resolution ED-22-200.

Parsons has completed Stage 1 of the Integrated M.T.S.A. Study, including holding P.I.C. 1 on February 2, 2023. The purpose of this Report is to provide the Economic and Development Services Committee with the results of Stage 1 of the Integrated M.T.S.A. Study, including the Stage 1 public consultation results, and obtain authorization to advance to Stage 2 and hold P.I.C. 2.

Attachment 1 is a map showing the limits of the study area for the Integrated M.T.S.A. Study, based on the boundaries proposed by the Region of Durham.

Attachment 2 is a table containing the results of Stage 1 of the Integrated M.T.S.A. Study including public comments and staff responses.

Attachment 3 is a copy of the display boards from P.I.C. 1. Owing to their size, these boards are not attached but can be found at the following link:

https://www.oshawa.ca/en/business-development/resources/Documents/Oshawa_MTSA_PIC1_Boards.pdf.

Attachment 4 is a copy of the presentation from P.I.C. 1. Owing to its size, this presentation is not attached but can be found at the following link:

https://www.oshawa.ca/en/business-development/resources/Documents/Oshawa_MTSA_PIC1_Presentation.pdf.

Attachment 5 is a copy of the Existing Conditions Report for Stage 1 of the Integrated M.T.S.A. Study. Owing to its length, this Report is not attached but can be found at the following link: https://www.oshawa.ca/en/business-development/resources/Documents/Oshawa_MTSA_Existing-Conditions-Analysis.pdf.

2.0 Recommendation

That the Economic and Development Services Committee recommend to City Council:

1. That, pursuant to Report ED-23-47, dated March 1, 2023, staff be authorized to advance the public consultation process under Stage 2 of the Integrated Major Transit Station Area Study to Develop a Land Use and Transportation Plan and Environmental Study Report for the Central Oshawa Major Transit Station Area, in accordance with the Council approved Terms of Reference, as follows:
 - (a) Schedule Public Information Centre Number 2 to be held in the second quarter of 2023, to be held at Oshawa City Hall in-person but also offering a virtual forum, for the purpose of presenting for public review and input the land use and transportation alternative solutions for the Integrated Major Transit Station Area Study; and,
 - (b) Provide notice of the public consultation process for Stage 2 of the Integrated Major Transit Station Area Study as generally outlined in Section 5.4.1 of said Report.
2. That Parsons Inc. present to the Economic and Development Services Committee the land use and transportation alternative solutions for the Integrated Major Transit Station Area Study, prior to the holding of Public Information Centre Number 2.
3. That upon concluding the public consultation process for Stage 2 of the Integrated Major Transit Station Area Study, staff be directed to report back to the Economic and Development Services Committee with the results of the public consultation.

3.0 Executive Summary

Not applicable.

4.0 Input From Other Sources

The following have been consulted in the preparation of this Report:

- Chief Administrative Officer
- Commissioner, Community and Operations Services

In addition, Parsons consulted with City staff, Advisory Committees to Council, key stakeholders, Indigenous Communities, and the general public through the Integrated M.T.S.A. Study process.

Attachment 1 to this Report is a table containing the results of Stage 1 of the Integrated M.T.S.A. Study including public comments and staff responses.

Parsons has also maintained a study mailing list for interested parties which has been and will continue to be used to provide notices and updates regarding the Integrated M.T.S.A. Study.

5.0 Analysis

5.1 Background

The City of Oshawa has retained Parsons to undertake the Integrated M.T.S.A. Study. The Integrated M.T.S.A. Study Area is centered on the future Central Oshawa GO Station site located at 500 Howard Street (the “Study Area”).

The Study Area is generally bounded by John Street and Eulalie Avenue to the north, Ritson Road South to the east, Highway 401 to the south, and, the Oshawa Creek Valley to the west. The Study Area also includes certain lands east of Ritson Road South (see Attachment 1).

There are two (2) key components to the Integrated M.T.S.A. Study:

- A Master Land Use and Urban Design Plan to advance appropriate development and intensification within the M.T.S.A. Boundary, in accordance with the Ontario Planning Act; and,
- An Area-specific Transportation Master Plan (“T.M.P.”) to identify and recommend a preferred transportation option that accommodates future development. The T.M.P. will follow the Municipal Class Environmental Assessment (“M.C.E.A”) process for Master Plans, in accordance with the Environmental Assessment Act, R.S.O. 1990, c. 1 (the “Environmental Assessment Act”).

At the time of study commencement, it was anticipated there would be a third component for this exercise, that being the First Avenue/McNaughton Avenue Class Environmental Assessment. Upon review of the M.C.E.A. process (October 2000, as amended in 2007, 2011 and 2015), the Class Environmental Assessment anticipated for First Avenue/McNaughton Avenue, including any other roads that may be identified in the

T.M.P., will be captured under the Transportation Master Plan by following Approach Number 3 of the M.C.E.A process for Master Plans.

More information is available on the Study webpage at: www.Oshawa.ca/MTSASStudy.

5.2 Results of Stage 1: Study Commencement, Existing Conditions

5.2.1 Study Commencement

Notice of Study Commencement for the Integrated M.T.S.A. Study was issued November 28, 2022 in accordance with the Council approved Terms of Reference.

On November 28, 2022, the Economic and Development Services Committee considered resolution ED-22-200 concerning the Integrated M.T.S.A. Study and recommended Council authorize staff to:

- “1. Schedule Public Information Centre Number 1 in the first quarter of 2023, to be held at Oshawa City Hall in-person but also offering a virtual forum, for the purpose of presenting for public review and input the reports on the existing conditions for the Integrated M.T.S.A. Study to Develop a Land Use and Transportation Plan and Environmental Study Report for the Central Oshawa Major Transit Station Area; and,
1. Provide notice of Public Information Centre Number 1 for the Integrated M.T.S.A. Study a minimum of four (4) weeks in advance of the meeting through:
 - Advertising in the Oshawa This Week newspaper;
 - Mailing notice to all property owners in the Integrated M.T.S.A. Study Area boundary and all property owners within 120 metres (400 ft.) of the Integrated M.T.S.A. Study Area boundary;
 - Circulating notice to all interested parties and stakeholder groups (including Indigenous community groups) on the Integrated M.T.S.A. Study mailing list; and,
 - Posting on the City’s Connect Oshawa and social media channels.”

On December 12, 2022, Oshawa City Council endorsed the above recommendation of the Economic and Development Services Committee.

On January 9, 2023, Parsons provided a presentation to the Economic and Development Services Committee at their regularly scheduled meeting, for informational purposes. Topics covered included details of the upcoming P.I.C. 1, details on Study progress and next steps.

5.2.2 Public Information Centre Number 1

Notice of P.I.C. 1 for the Integrated M.T.S.A. Study was issued on January 5, 2023 in accordance with the approved Terms of Reference and Council direction through Resolution ED-22-200. A second posting, in accordance with the requirements of the Environmental Assessment Act, was published on January 26, 2023. P.I.C. 1 was also advertised on the City's social media channels, website, and Connect Oshawa site.

P.I.C. 1 was held at Oshawa City Hall on February 2, 2023 from 6:00 p.m. to 8:45 p.m., with approximately 40 participants attending in-person and 30 attending virtually.

Comments received at P.I.C. 1 and through other public feedback opportunities are contained in Attachment 2.

Display boards for P.I.C. 1 were available for viewing by those attending in-person and were posted on Connect Oshawa for those attending virtually (see Attachment 3). A presentation by Parsons was given at P.I.C. 1, visible to both in-person and virtual participants.

5.2.3 Existing Conditions Report

Parsons has completed the Existing Conditions Report under Stage 1 of the Integrated M.T.S.A. Study, as outlined in the Council approved Terms of Reference. Owing to its length the Existing Conditions Report is not attached to this Report but is available at the following link: <https://connectoshawa.ca/34489/widgets/143611/documents/96961>.

The Existing Conditions Report contains the following three (3) components as per the approved Terms of Reference:

1. Transportation Analysis
2. Land Use Analysis and Sustainable Development Analysis
3. Commercial Analysis

The following subsections provide a broad overview of the findings of the Existing Conditions Report under each of the Analyses outlined above.

5.2.3.1 Transportation Analysis

The findings of the Transportation Analysis within the Existing Conditions Report are summarized as follows:

- The existing road network in the M.T.S.A. is made up of established arterial, collector, and local roads. They typically have a bi-directional flow, with the exception of Simcoe Street South and Albert Street which flow in a northbound direction north of Olive Avenue, and Centre Street South and Celina Street which flow southbound north of Olive Avenue.
- It is recognized that opportunities for expanding the road network in the Study Area are significantly limited due to existing development and constrained rights-of-way, with the exception of the planned Gibb-Olive widening and realignment project.

- Given that opportunities to increase road capacity are limited, the established road network will need to be optimized before adding new infrastructure. Further, it will be critical to maximize the use of non-auto travel modes, particularly for residents and workers in the area, to maintain acceptable levels of service in the context of the desired future densities.
- The C.P. Rail corridor limits connectivity between north and south portions of the Study Area. However, it provides a centrally located transit hub and there are opportunities to create cohesion between the north and south portions by enhancing existing crossings and adding new crossings.
- Highway 401 creates a barrier between the M.T.S.A. and neighbourhoods to the south of the Study Area. The current crossings are not pedestrian friendly, with minimal buffer or separation between pedestrians and high-speed traffic.
- The existing road network operates at an acceptable or better level of service during peak periods. With the future density and development of the area, there will be a significant increase in traffic volumes within the Study Area which will impact the Level of Service ("L.O.S.")
- Simcoe Street South and Ritson Road South are the busiest corridors in the Study Area, whereas the east-west roads do not have as high a volume. Major east-west corridors are generally located outside of the M.T.S.A.
- Measures to reduce traffic volumes and shift mode share through transit-supportive development and travel demand management strategies will assist in mitigating future traffic demands.
- Collisions in the M.T.S.A. most often occur at signalized intersections and often are a result of a turning movement or rear-end collision. No collision fatalities have been recorded since 2017.
- The Study Area is currently serviced by D.R.T. "PULSE" routes and local bus routes which connect the Study Area to key destinations within the City, Durham Region, and beyond. The current transit service provides a solid base for the M.T.S.A., which will be enhanced through additional routes and transit priority measures as the area develops.
- The Study Area has an established pedestrian network of sidewalks and crosswalks. The multi-modal network consists of two existing multi-use trails serving the area, with additional on-road and off-road trails planned to provide greater connectivity.
- The future GO station will be a major trip generator within the M.T.S.A. and will require an enhanced multimodal first-mile/last-mile mobility zone around the station providing safe, convenient and direct connectivity to jobs, homes, and higher-order transit for residents and those that work and move throughout the M.T.S.A.

5.2.3.2 Land Use Analysis and Sustainable Development Analysis

The findings of the Land Use Analysis and Sustainable Development Analysis within the Existing Conditions Report are summarized as follows:

- The Integrated M.T.S.A. Study presents a unique opportunity to address sociodemographic deficiencies in the services expected by residents. Schools, parks and open space, community facilities and ancillary facilities are lacking in the existing neighbourhood.
- The M.T.S.A. brings an opportunity to inject new life into a part of the City with great potential for renewal.
- Although the GO Rail service extension is the impetus of the Integrated M.T.S.A. Study, the rail line currently acts as a barrier dividing the physical community and its assets. Development of the M.T.S.A. around the planned new GO Train station will help create cohesion between the communities. Infrastructure to connect locally and regionally is critical.
- The M.T.S.A. will have much wider impacts than merely on the immediate context. It has the potential to serve a much wider population, and a Regional context.
- It is important that connections and volumes of mobility are addressed through planning and design of the M.T.S.A. and GO Train station.
- Establishing targets for attainable goals for residents and jobs are critical to the success of the Integrated M.T.S.A. Study. Throughout Stage 2, a key focus will be to establish a target for population growth within the M.T.S.A.
- The Integrated M.T.S.A. Study is not focused solely on Provincial goals. It is also intended to achieve the objectives of the City of Oshawa and its residents. This Integrated M.T.S.A. Study needs to be crafted for Oshawa and serve its changing needs.
- A heightened sensitivity is necessary owing to the socio-economic and demographic realities of the existing context, and how phased change can evoke an important chapter of urban renewal in Oshawa.
- The M.T.S.A. is a catalyst for change. Through the M.T.S.A.'s presence along major corridors, such as Highway 401, there is an opportunity to see development as a noticeable connection between districts.
- With strategic planning and design, the M.T.S.A. can act as one of the most prominent features upon entering Oshawa, further reinforcing the City as a destination between its Downtown and waterfront areas.
- The M.T.S.A. should draw people further into the community and act as a significant gateway into the City.

5.2.3.3 Commercial Analysis

The findings of the Commercial Analysis within the Existing Conditions Report are summarized as follows:

- Based on current and anticipated future market conditions for retail/service, office and hotel uses, it will be important to establish an appropriate balance in planning for future commercial/non-residential spaces within the M.T.S.A.
- The Integrated M.T.S.A. Study will inform the establishment of reasonable population and jobs ratios, as well as an appropriate supply of new commercial space to keep pace with future growth and increased demand without compromising the health of existing commercial nodes in Oshawa.
- Heightened retail/service vacancies in both the downtown and Oshawa Centre suggest that there is a need to be mindful of the health of existing commercial area(s) as the community continues to grow.
- There will be a need, and distinct opportunity, to balance the following key objectives:
 - Leveraging future growth to reinforce the ultimate quality and vibrancy of Downtown commercial activities.
 - Seeking to establish appropriate service levels in the M.T.S.A. as it continues to grow (i.e., including more local-serving commercial uses).
- Recent trends in the retail industry reinforce a reduced need for a significant expansion of commercial activity to achieve reasonable service levels for populations in new predominantly residential developments.
- There is an opportunity to establish mutually supportive relationships between local commercial establishments at nearby existing/proposed retail nodes, rather than introduce unnecessary sources of competition/market saturation.
- There is less need to recreate or duplicate Regional-serving, destination-focused commercial functions that already exist at key shopping nodes throughout the community (e.g., malls, large format centres, the downtown, etc.).
- It is recommended that the focus be on “right-sizing” the future commercial component in the M.T.S.A., as a supportive and complementary use rather than a key driver of change.
- Expectations will need to be tempered for any meaningful amount of higher order employment activity, thereby requiring the City and consulting team to establish achievable residential/non-residential space ratios.
- To achieve reasonable service levels within the future M.T.S.A. community, neighbourhood-scale and fine-grained retail in new developments could be accommodated through more flexible land use policy.

5.2.3.4 Problem and Opportunity Statement

A key requirement of the Terms of Reference under Stage 1 was for Parsons to initiate the T.M.P. to develop the need and justification along with a clear statement of the problem and opportunity statement.

The Transportation Analysis in the Existing Conditions Report provides a summary of the need and justification, and provides the background for the draft problem and opportunity statement.

Following the conclusion of the Stage 1 public consultation period, Parsons worked with staff to generate a recommended Problem and Opportunity Statement. This recommended statement is as follows.

“Problem

The Central Oshawa Major Transit Station Area (M.T.S.A.) encompasses the planned Central Oshawa GO Station along the future Lakeshore East GO rail service extension. It is located south of Downtown Oshawa, in an area in transition. The M.T.S.A. possesses many parcels of land which are underdeveloped and underutilized. The transportation network in the M.T.S.A. is oriented to automobile users and is disconnected for users of all other forms of transportation. Redevelopment and capital investments in the M.T.S.A. should improve the lives of those who live, work, and play in the area.

Opportunity

In order to support the future GO Rail service extension and the planned Central Oshawa GO Station, along with the population and employment density targets for the M.T.S.A. dictated by the Province, the Integrated M.T.S.A. Study must develop the necessary land use, urban design and transportation plans that will support and guide the growth and redevelopment of the M.T.S.A. The vision is a community which accommodates and supports a variety of multi-modal options, rather than solely private automobile usage. Redevelopment and capital investments should improve the lives of those who live, work, and play in the area, while also reducing dependency on the private automobile by offering a variety of multi-modal transportation choices. These improvements must maintain a sensitivity to the existing urban fabric, including stable neighbourhoods and areas of cultural heritage value or interest.”

5.2.4 Vision and Guiding Principles

A key requirement of the Terms of Reference under Stage 1 was for Parsons to develop a draft vision and draft guiding principles to direct the overall Integrated M.T.S.A. Study, in consultation with members of the public at P.I.C. 1. The draft vision and guiding principles are intended to assist in determining challenges and constraints with advancing future stages of the Integrated M.T.S.A. Study.

Parsons circulated a draft vision and draft guiding principles to the Technical Advisory Committee (“T.A.C.”) established for the Integrated M.T.S.A. Study in December 2022. The draft vision and draft guiding principles were also included among the material provided for comment to the public in January and February 2023, including at P.I.C. 1 on February 2, 2023.

Following the conclusion of the Stage 1 public consultation period, Parsons worked with staff to generate a recommended vision and guiding principles. The recommended vision consists of the following elements:

- Development in M.T.S.A. will reflect an industry leading, sustainable and context sensitive built form supported by a comprehensive and accessible multi-modal transportation system.
- Redevelopment and capital investments in the M.T.S.A. should improve the lives of those who live, work, and play in the area.
- Auto-dependency in the M.T.S.A. will be reduced by offering a variety of multi-modal options.
- Land uses and urban form must protect the heritage and natural assets of the M.T.S.A. and minimize impacts on the surrounding neighbourhoods.

The recommended guiding principles are as follows:

- Establish Complete Communities
- Prioritize Sustainable and Livable Development
- Cultivate a Strong Economy
- Integrate Travel Equity, Choice, and Safety

5.3 Stage 2: Development of Land Use and Transportation Alternative Solutions

Parsons has completed Stage 1 of the Integrated M.T.S.A. Study. It is now appropriate to advance Stage 2 of the Integrated M.T.S.A. Study as outlined in the Terms of Reference, which includes the holding of a second Public Information Centre (P.I.C. 2).

As per the approved Terms of Reference, activities and tasks that will be undertaken by Parsons as part of Stage 2 include developing the following:

- Three (3) Land Use Component and M.C.E.A. Component alternative solutions that address the problem/opportunity identified, existing and future transportation challenges, operational issues, safety concerns, and improved transit, pedestrian and multimodal options;
- An Urban Design Plan and implementing guidelines; and,
- An Area Specific Transportation Master Plan (“A.T.M.P”).

The following subsections outline matters that will be considered as part of advancing these deliverables.

5.3.1 Land Use Component and M.C.E.A. Component Alternative Solutions

Parsons will develop three (3) Land Use Component and M.C.E.A. Component alternative solutions.

The alternative solutions will consider the following:

- Population and employment distribution, and associated land needs;
- The Provincial Growth Plan, the Durham Regional Official Plan, the Oshawa Official Plan, and related requirements for population and employment density targets and intensification in Centres and Corridors;
- The hierarchy of Central Areas and the distribution/location of commercial floor space;
- Consideration of the interface between future urban uses and existing areas, including the Downtown Oshawa Urban Growth Centre; and,
- Consideration of land use conflicts/compatibility between future urban uses and stable residential areas.

5.3.2 Urban Design Plan and Implementing Guidelines

Parsons will develop an Urban Design Plan and implementing guidelines which give consideration to:

- The creation of a high-quality, coordinated urban environment where buildings, spaces and connections are designed with pedestrian priority;
- The policies and planning criteria concerning Central Areas and Transportation Hubs within the O.O.P.; and,
- Feedback received through P.I.C. 1.

5.3.3 Area Specific Transportation Master Plan

Parsons will develop an Area Specific Transportation Master Plan (A.T.M.P.) that incorporates:

- Future (2026, 2031, and beyond 2031) condition multimodal transportation models and evaluation criteria to determine the preferred Land Use Plan Component and M.C.E.A. Component solution. A sub-area model will be extracted from the Region of Durham Emme model;
- Transportation policies that support Complete Streets and Transportation Demand Management, and promote sustainable transportation;
- Parking management strategies that build and expand upon the recent recommendations arising from the City-wide Parking Study;

- Curbside management strategies, ride-share models, micro-mobility and mobility as a service to address existing and anticipated transportation issues; and,
- Goods movement strategies and alternative trucking routes to minimize impacts to the Study Area.

5.4 Next Steps

5.4.1 Public Consultation Process

Staff recommend that P.I.C. 2 be scheduled to be held in the second quarter of 2023 in order to advance the study process in a timely manner. Staff will provide notice of P.I.C. 2 for the Integrated M.T.S.A. Study a minimum of four (4) weeks in advance of the meeting through:

- Advertising in the Oshawa This Week newspaper;
- Mailing notice to all property owners in the Integrated Major Transit Station Area Study Area boundary and all property owners within 120 metres (400 ft.) of the Integrated Major Transit Station Area Study Area boundary;
- Circulating notice to all interested parties and stakeholder groups (including Indigenous community groups) on the Integrated Major Transit Station Area Study mailing list; and,
- Posting on the City's Corporate website, Connect Oshawa and certain social media channels.

5.4.2 Presentation by Parsons Inc. to the Economic and Development Services Committee

Parsons will present the three (3) Land Use Plan Component and M.C.E.A. Component alternative solutions, a draft Urban Design Plan and implementing guidelines to the Economic and Development Services Committee prior to the holding of P.I.C. 2. Staff will seek authorization to present the three (3) Land Use Plan Component and M.C.E.A. Component alternative solutions, draft Urban Design Plan and implementing guidelines to the public at P.I.C. 2.

6.0 Financial Implications

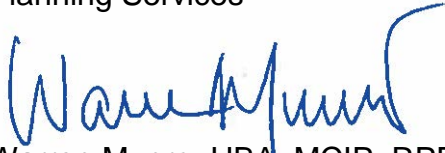
Anticipated costs to the City as a result of the staff recommendation under Section 2.0 of this Report relate mainly to advertising P.I.C. 2, which can be accommodated within the appropriate Departmental budget.

7.0 Relationship to the Oshawa Strategic Plan

The recommendation advances the Accountable Leadership, Economic Prosperity and Financial Stewardship, Environmental Responsibility, Social Equality and Cultural Vitality goals of the 2020-2023 Oshawa Strategic Plan.



Tom Goodeve, M.Sc.Pl., MCIP, RPP, Director,
Planning Services



Warren Munro, HBA, MCIP, RPP, Commissioner,
Economic and Development Services Department

Subject: Results of Stage 1 of the Integrated
Major Transit Station Area Study for Central Oshawa

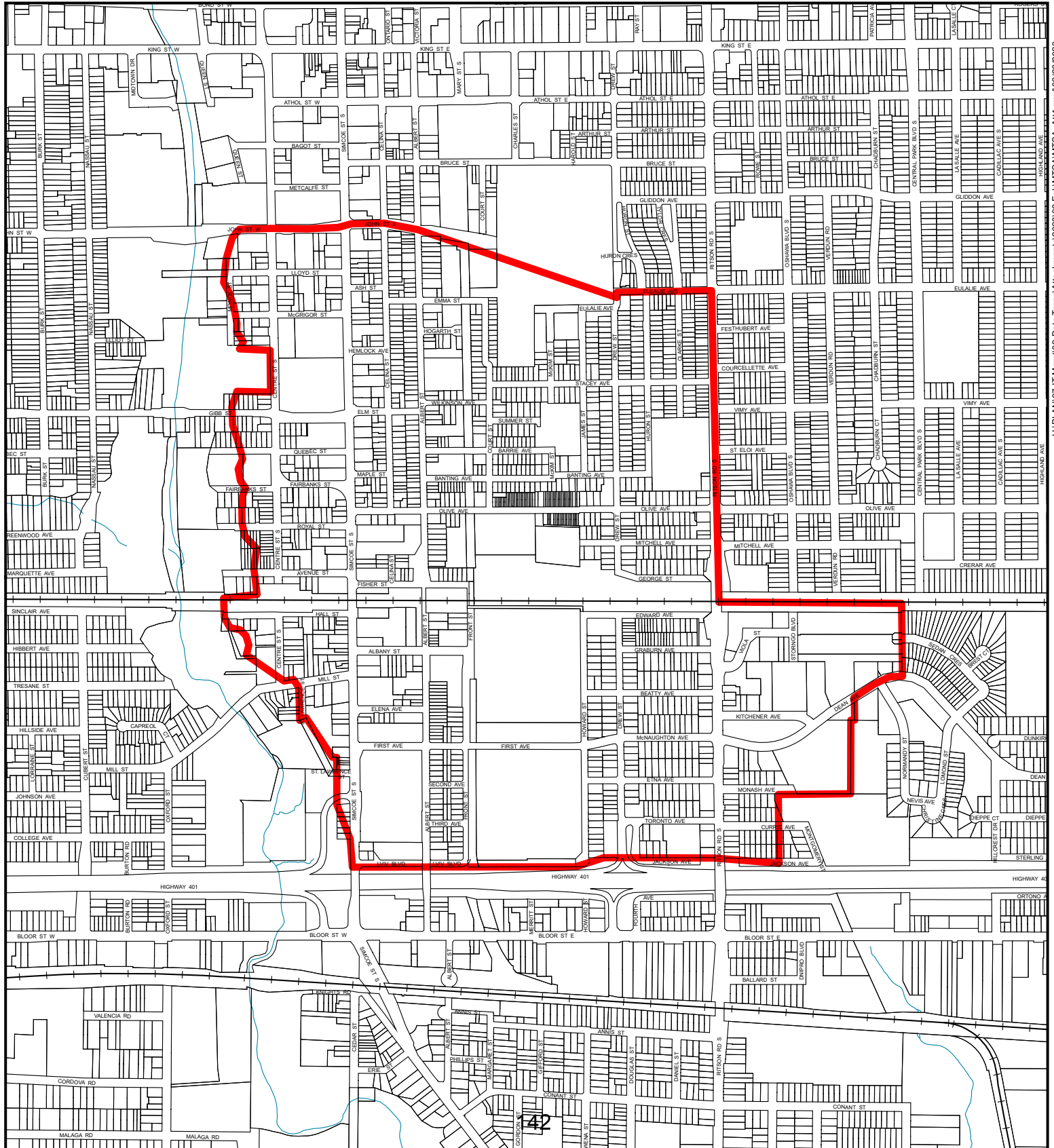
Ward: Wards 4 and 5

File: 12-03



Integrated MTSA Study Area Boundary

City of Oshawa
Economic and Development Services



Results of Stage 1 of the Integrated Major Transit Area Study for Central Oshawa: Public Comment and Staff Response Chart

Subject	Comment	Response
Various Considerations related to Transit Service, Connectivity, and Relationship between Different Service Providers	<p>Requests were made for improvements to transit service frequency, bus stops (including their location), and improvement in the routing and connectivity of local and Regional transit services, including:</p> <ul style="list-style-type: none"> ▪ Local bus routes run by Durham Region Transit (“D.R.T.”); ▪ Metrolinx and GO Rail and Bus services; and, ▪ Proposed works such as rapid transit initiatives on Simcoe Street by the Region of Durham. 	<p>The Integrated Major Transit Station Area Study for Central Oshawa (hereafter referred to as the “Integrated M.T.S.A. Study”) is being completed by Parsons Inc. (“Parsons”) solely on behalf of the City of Oshawa, not the Region of Durham, D.R.T., or Metrolinx. Consequently, the City is unable to unilaterally make changes to transit service levels or networks.</p> <p>However, City staff will make every effort to communicate all concerns with transit providers at every opportunity available, including during stakeholder and Technical Advisory Committee (“T.A.C.”) discussions, which are typically attended by all three (3) external parties listed above.</p>

Subject	Comment	Response
Displacement or “gentrification” of existing residents	Concerns were raised with respect to existing residents being “bought out” or displaced by real estate developers and/or new residents.	<p>The Integrated M.T.S.A. Study does not intend to displace or replace existing residents in any fashion. Rather, the goal is to guide the redevelopment of lands where the property owner wishes to make a change, i.e. add residential or commercial units.</p> <p>The Integrated M.T.S.A. Study may result in the expansion of uses and types of built form permitted in the Oshawa Official Plan or the City’s Zoning By-law. However, these new use permissions would not preclude the legality of the existing uses in place prior to the implementation of these changes.</p> <p>Part of the recommended Vision Statement states that “Redevelopment and capital investments in the M.T.S.A. should improve the lives of those who live, work, and play in the area.” This statement includes existing residents and workers in the study area for the Integrated M.T.S.A. Study (the “Study Area”).</p>
“Housing Crisis” and need for Housing Supply	<p>Support was expressed for initiatives which add residential units and provide a variety of housing types, including in consideration of the “Housing Crisis”. Support was also expressed for new housing to be:</p> <ul style="list-style-type: none"> ▪ Affordable, “rent geared to income”; ▪ A form of development other than single detached housing or “Mega-Mansions”; ▪ Located in established urban areas near transit, rather than in Greenfield areas; and, ▪ At a range of densities, including towers, infill, and “missing middle” level density. 	<p>Noted. It is anticipated that the Integrated M.T.S.A. Study will offer recommendations to add substantial numbers of new residential units within the Study Area (potentially in the order of 10,000 to 15,000 new units), at a variety of different densities and types of built form.</p> <p>Staff note that the challenge of housing affordability will be partially addressed through creating opportunities for the addition of new units in the quantity envisioned. However, staff recognize that additional measures will be necessary to fully address housing affordability, including from the Regional, Provincial, and Federal levels of government.</p> <p>Staff note that Provincial, Regional, and local-level policy in the Oshawa Official Plan all support the location of intensified forms of housing adjacent to transit stations. The overarching goal of the Integrated M.T.S.A. Study is to support and guide the intensification of uses adjacent to the proposed Central Oshawa GO Station on the proposed Lakeshore East GO Rail Extension to Bowmanville (the “Bowmanville Extension”).</p>

Subject	Comment	Response
Active Transportation	<p>Support was expressed for active transportation and the addition of routes and infrastructure to the Study Area. There was a significant amount of feedback in support of cycling routes and infrastructure being added, both in and around the Study Area.</p>	<p>Noted. The Integrated M.T.S.A. Study will offer recommendations for adding active transportation routes and infrastructure to the Study Area, including cycling infrastructure.</p> <p>Staff note that Provincial, Regional, and local level policy in the Oshawa Official Plan all support locating active transportation infrastructure within transit station areas.</p> <p>One of the recommended Guiding Principles is to “Integrate Travel Equity, Choice, and Safety.” The recommended vision for the Integrated M.T.S.A. Study includes “An industry leading, sustainable and context sensitive built form supported by a comprehensive and accessible multi-modal transportation system.” This vision and this guiding principle relies upon the delivery of a strong active transportation network in the Study Area and surrounding area.</p>

Subject	Comment	Response
Parks and Open Space	<p>Support was expressed for additional parks and open space in the Study Area, including:</p> <ul style="list-style-type: none"> ▪ Parks, trails, bike paths and recreational areas across the Study Area in general; ▪ Addition of cultural spaces and/or event spaces; and, ▪ Enhancement of the Michael Starr Trail, including expanding it to be used as a linear park corridor. <p>Support was also expressed for improvements adjacent to the Study Area along the Oshawa Creek valley, including improved bike paths and trails, bridges, and increased naturalization of the corridor.</p> <p>Generally, the majority of support was in favour of adding parks and open space to the Study Area, however some did express that parks should not displace housing or commercial/office development, given the shortage of housing and jobs in the area.</p>	<p>Noted. The Integrated M.T.S.A. Study will offer recommendations for adding parks and open space to the Study Area, as well as evaluate the supply and distribution of existing parks and open space in the Study Area and adjacent neighbourhoods.</p> <p>The Land Use Analysis and Sustainable Development Analysis within the Existing Conditions Report for the Integrated M.T.S.A. Study concluded that parks and open space are lacking within the Study Area.</p> <p>The Integrated M.T.S.A. Study will address this finding of the Existing Conditions Report, and make appropriate recommendations for future parkland acquisition, improvements to existing parks space, and addition of trails and multi-use paths and other recreational areas.</p>

Subject	Comment	Response
Existing Durham College Oshawa GO Station	Concerns were raised with respect to the existing Durham College Oshawa GO Station ("D.C. Oshawa GO Station") and its future usage, both for GO and VIA Rail travel, as well as its lack of connectivity to the larger City by local transit routes.	<p>Noted. As previously mentioned, the City is neither responsible for nor has jurisdiction over GO Rail service or ancillary transit service connections to the D.C. Oshawa GO Station. As a result, staff's ability to influence the usage and connectivity of this station is limited. In addition, the D.C. Oshawa GO Station is not within the scope or Study Area of the Integrated M.T.S.A. Study.</p> <p>It is staff's current understanding that the construction of the Bowmanville Extension will not necessitate terminating VIA Rail or GO Rail service to the D.C. Oshawa GO Station. Rather, the extension route would pass through the D.C. Oshawa GO Station and continue eastward through Oshawa to Bowmanville.</p>
Noise and Vibration Impacts	Concerns were raised with respect to the impact the Bowmanville Extension would have on surrounding communities, including with respect to noise and vibration impacts.	<p>Staff note that Metrolinx is in the process of completing an addendum to the 2011 Environmental Assessment for the Bowmanville Extension, which, among other matters, addressed noise and vibration impacts along the C.P. Rail corridor, which is the route the Bowmanville Extension will travel through the Study Area.</p> <p>Given that matters relating to noise and vibration were wholly considered as part of Metrolinx's 2011 Environmental Assessment, and will be further studied and updated in their ongoing Environmental Assessment Addendum, the objective of the Integrated M.T.S.A. Study is not specifically to make recommendations on noise and vibration impacts along the C.P. Rail corridor.</p> <p>However, the Integrated M.T.S.A. Study will make recommendations on noise and vibration through the Area-specific Transportation Master Plan. The Area-specific Transportation Master Plan would identify and recommend a preferred transportation option that accommodates future development. It will follow the Municipal Class Environmental Assessment ("M.C.E.A.") process for Master Plans, in accordance with the Environmental Assessment Act.</p>

Subject	Comment	Response
Good Paying Jobs in Service Industry	A comment was made that residents would like to see good paying jobs in the community, including in the service industry, so that they can live and work within the same community.	<p>Noted. One of the recommended Guiding Principles is to “Cultivate a Strong Economy.”</p> <p>The Integrated M.T.S.A. Study will make recommendations on how to adhere to this Guiding Principle, which would potentially include the creation of good paying jobs.</p>
Dependency on Vehicle Travel, Lack of Walkability	<p>Concerns were expressed with respect to:</p> <ul style="list-style-type: none"> ▪ The lack of walkability in the Study Area; ▪ A need for a “community feel” that is livable and human scale; and, ▪ The need to drive everywhere to reach services, employment, recreation, etc. <p>A comment was also made that the addition of the Central Oshawa GO Station would allow the area to become a neighbourhood again, and provide an opportunity for change to occur.</p> <p>Support was expressed for streets with:</p> <ul style="list-style-type: none"> ▪ Narrower right-of-ways and fewer lanes of vehicle traffic; ▪ Bike lanes, with physical separation/barriers from vehicle traffic (i.e. not painted lines or bollards); ▪ Limited sight triangles/setbacks for adjacent development; ▪ Wide sidewalks; and, ▪ Extensive street trees and plantings. 	<p>Noted. One of the recommended Guiding Principles is to “Integrate Travel Equity, Choice, and Safety.” The recommended vision for the Integrated M.T.S.A. Study includes that “Auto-dependency will be reduced by offering a variety of multi-modal options”.</p> <p>In following this guiding principle and seeking to achieve this desired vision element, the Integrated M.T.S.A. Study will make recommendations aimed at reducing auto-dependency within the Study Area. These will include recommended improvements to infrastructure, as well as the implementation of policies to guide development and redevelopment that is walkable, human-scale and supported by active transportation networks and local and regional transit.</p>

Subject	Comment	Response
Ritson Road South Traffic Speed	Concerns were raised with respect to Ritson Road South and the currently fast moving traffic through the Study Area. It was suggested that boulevards along Ritson be expanded and vegetated, and a multi-use path be added.	<p>Noted. While Ritson Road South is a Regional Road through the Study Area, City staff can use the Integrated M.T.S.A. Study process to work with the Region of Durham on addressing traffic volume, congestion, and travel speed in order to ensure a safe, comfortable environment for all users of the Ritson Road corridor.</p> <p>The Integrated M.T.S.A. Study will make recommendations for multi-use paths and other active transportation infrastructure throughout the Study Area, including potentially on Ritson Road South. It could also look at traffic control measures, such as expanded boulevards, in order to ensure travel equity and safety.</p>
Area surrounding Study Area should have been considered in this Study	<p>Comments were made expressing that the Study should be expanded to include:</p> <ol style="list-style-type: none"> 1. The area south of Highway 401 along Bloor Street; and, 2. The area between the west boundary of the Study Area and the Oshawa Creek. 	<p>Staff note that the Study Area is identical to the area proposed by the Region of Durham for a "Protected Major Transit Station Area" ("P.M.T.S.A.") for Central Oshawa, focused on the planned Central Oshawa GO Station. The Region of Durham has submitted this P.M.T.S.A. for Provincial approval, among other P.M.T.S.A.'s in other lakeshore municipalities, pursuant to Regional Council's adoption of Regional Official Plan Amendment 186.</p> <p>The Central Oshawa P.M.T.S.A. was delineated by the Region, in consultation with City of Oshawa staff, subject to specific guidelines from the Province. Guidance provided by the Province included recommendations to not include areas in P.M.T.S.A.'s which were:</p> <ol style="list-style-type: none"> 1. Unable to be developed (i.e. due to a flood plain or hazard lands designation); or, 2. Separated from the majority of the P.M.T.S.A. by major infrastructure (i.e. a 400 series highway). <p>In view of the foregoing, the area south of Highway 401 along Bloor Street, and the area between the west boundary of the Study Area and the Oshawa Creek, were not included in the P.M.T.S.A. or the Study Area. The west boundary of the Study Area is identical to the east boundary of the Oshawa Creek flood plain adjacent to the Study Area, as identified by the Central Lake Ontario Conservation Authority ("C.L.O.C.A.").</p>

Subject	Comment	Response
Ministry of Transportation (M.T.O.) and Highway 401 Widening and Interchange modifications	Comments were made that the Integrated M.T.S.A. Study should have consideration for the Highway 401 widening by M.T.O., as well as changes to highway interchanges, in order to anticipate any potential impacts on the planned land use and road network.	The Integrated M.T.S.A. Study will consider both in progress and planned changes to the Highway 401 corridor with respect to both land use and transportation planning. M.T.O. is also a stakeholder in the Integrated M.T.S.A. Study and will be consulted as necessary throughout the process.
Density targets	<p>A question was asked concerning how 150 people and jobs per hectare was identified as the density target for the Study Area.</p> <p>A comment was also made that they would like future presentations at Public Information Centres ("P.I.C.") to provide visualizations and ideas of what a density target of 150 people and jobs per hectare looks like in the context of the Study Area.</p>	<p>Staff note that the Study Area is identical to the area proposed by the Region of Durham for a "Protected Major Transit Station Area" ("P.M.T.S.A.") for Central Oshawa, focused on the planned Central Oshawa GO Station. The Region of Durham has submitted this P.M.T.S.A. for Provincial approval, among other P.M.T.S.A.'s in other lakeshore municipalities, pursuant to Regional Council's adoption of Regional Official Plan Amendment 186.</p> <p>150 people and jobs per hectare is identified by the Province in the Growth Plan for the Greater Golden Horseshoe as the density target for Transit Station Areas. It is also identified by the Region of Durham in Regional Official Plan Amendment #186 as the target for the Central Oshawa P.M.T.S.A.</p> <p>Visualizations of density targets applied to the Study Area will be a key component of Stage 2 of the Integrated M.T.S.A. Study. Stage 2 will include three (3) alternatives with respect to land use, density and transportation networks, and will include visuals of these alternatives for public and stakeholder review and comment. This will include the presentation of these three (3) alternatives and associated visualizations at the second P.I.C.</p>

Subject	Comment	Response
Impact on Natural Heritage Resources and the Environment	<p>Comments were made that development of the Study Area should have consideration for natural heritage resources, both within and surrounding the Study Area, as well as the impact of the Study Area's development on the natural environment in general. Support was expressed to ensure "urban heat island" effect is limited, through expansion of green spaces/green roofs, and reduction of concrete/impermeable surfaces.</p> <p>Support was also expressed for protection and enhancement of the adjacent Oshawa Creek valley, including through naturalization of the Creek corridor.</p>	<p>Noted. Respect for the existing natural environment is a key component of the Integrated M.T.S.A. Study, and Parsons will be making recommendations to ensure that the impact on the natural environment is mitigated as development within the Study Area occurs.</p> <p>Additionally, a Sustainable Development Analysis was included in the Existing Conditions Report, which looked at the appropriate Policy Planning Framework, Sustainability Principles and Criteria, and best practices in promoting sustainability in development. The Sustainable Development Analysis also outlined a "Proposed Sustainability Approach", prioritizing high-quality parks and open space, a comprehensive active transportation network, and the creation of a human-scale built form.</p> <p>Staff also note that one of the recommended Guiding Principles is to "Prioritize Sustainable and Livable Development." In following this guiding principle, the Integrated M.T.S.A. Study will make recommendations to satisfy the proposed sustainability approach and have consideration for the natural environment and natural heritage resources within and surrounding the Study Area.</p>

Subject	Comment	Response
<p>"Gentle" Density and Laneway Housing</p>	<p>Several comments were made in support of expanding zoning permissions with respect to "gentle" density, such as laneway housing, secondary suites, duplexes and triplex, etc.</p>	<p>On October 25, 2022, the Ministry of Municipal Affairs and Housing released a bulletin entitled "Consultations on More Homes Built Faster: Ontario's Housing Supply Action Plan, 2022-2023" (the "Action Plan"). The Action Plan is intended to advance the Province's plans to address the housing crisis by setting a goal to build 1.5 million new homes in Ontario over the next ten years.</p> <p>To support the Action Plan, the government introduced the More Homes Built Faster Act, 2022, under Bill 23. Bill 23 attempts to address the housing crisis by reducing government fees and fixing development approval delays that slow housing construction and increase costs. Bill 23 received Royal Assent on November 28, 2022.</p> <p>Several changes were made through Bill 23 which would allow for an increase in the permissible "gentle" density being permitted in the Study Area.</p> <p>In addition, Parsons will be making recommendations with respect to built form and different housing typologies and permissions. The inclusion of gentler forms of density will be a key consideration in these recommendations. Parsons will consider the changes made through Bill 23 – which apply to the City as a whole – as they form their Study Area-specific recommendations on built form and zoning permissions.</p>

Subject	Comment	Response
Impacts on Built Cultural Heritage Value or Interest	<p>Comments were made both in support of, and in opposition to, the protection of built cultural heritage resources in the Study Area.</p> <p>Comments in support desired protection and commemoration of:</p> <ul style="list-style-type: none"> ▪ Cultural institutions such as community halls and churches; ▪ Buildings of architectural value including the former Ritson Public School and the former Ontario Malleable Iron Building façade along Front Street; and, ▪ The local history of the Study Area, including Indigenous history and the former industrial/manufacturing uses. <p>Comments in opposition to the preservation of heritage value expressed concern that heritage protection would limit/restrict the quantity of housing being added to the Study Area, at a time when housing was in short supply.</p>	<p>Noted. Parsons will be making recommendations with respect to the preservation of resources of cultural heritage value or interest in Stage 3 and 4 of the Integrated M.T.S.A. Study, once impacts on those properties have been identified through the Area-specific Transportation Master Plan.</p> <p>In addition, the recommended vision for the Integrated M.T.S.A. Study includes that “Land uses and urban form must protect the heritage and natural assets of the area and minimize impacts on the surrounding neighbourhoods.” Parsons will be making recommendations in order to ensure this vision is realized and cultural heritage resources are appropriately considered within the Study Area.</p> <p>With respect to comments in opposition to heritage preservation in favour of increased housing supply and commercial opportunities, staff note that Parsons is tasked with generating three (3) land use alternatives in Stage 2 of the Integrated M.T.S.A. Study which both respect cultural heritage resources, and provide sufficient residential and commercial land use designations in order to meet the 150 people and jobs per hectare target.</p>

Subject	Comment	Response
Connectivity through the Study Area	<p>Several comments were made expressing concerns with respect to the lack of north-south and east-west connectivity through the Study Area.</p> <p>Specific areas of concern included:</p> <ul style="list-style-type: none"> ▪ North-south travel across the C.P. Rail corridor; ▪ East-west travel across the north portion of the Study Area, including missing connections via John Street and the planned Gibb/Olive extension; ▪ North-south travel across the Highway 401 East corridor; and, ▪ East-west travel into the Study Area from the west, across the Oshawa Creek valley. 	<p>Noted. Parsons recognized in the Transportation Analysis within the Existing Conditions Report that:</p> <ul style="list-style-type: none"> ▪ “Highway 401 creates a disconnect between the M.T.S.A. and neighbourhoods to the south of the Study Area. The current crossings are not pedestrian friendly, with minimal buffer or separation between pedestrians and high-speed traffic.” ▪ “The C.P. Rail corridor limits connectivity between north and south portions of the Study Area. However, it provides a centrally located transit hub and there are opportunities to create cohesion between the north and south portions by enhancing existing crossings and adding new crossings.” <p>Parsons will be making recommendations with respect to improving connectivity, both across the Study Area and between the Study Area and adjacent neighbourhoods. Focus will be placed not solely on vehicular connectivity but also connectivity in local transit, cycling routes, and pedestrian mobility.</p>
Planned Thornton’s Corners GO Station	A question was asked with respect to whether a similar M.T.S.A. Study would be completed for the lands surrounding the planned Thornton’s Corner GO Station.	The Oshawa Official Plan does contain policy guidance with respect to undertaking a similar study to the Integrated M.T.S.A. Study, for Thornton’s Corners. Such a study is not underway at this time.

Subject	Comment	Response
Development of the Central Oshawa GO Station	<p>Several comments were made concerning the Central Oshawa GO Station, and the lands at 500 Howard Street, with respect to:</p> <ul style="list-style-type: none"> ▪ Redevelopment of the site; ▪ On-site parking (both in support of additional parking, and in support of minimal parking); ▪ Local transit access; and, ▪ Integration of the former Ontario Malleable Iron Building façade along Front Street. 	<p>The Integrated M.T.S.A. Study is being completed by Parsons solely on behalf of the City of Oshawa, not Metrolinx. Consequently, the City is unable to unilaterally make changes concerning the Central Oshawa GO Station, and the lands at 500 Howard Street, which are currently owned by Metrolinx.</p> <p>However, City staff will make every effort to communicate all comments concerning 500 Howard Street and the Central Oshawa GO Station to Metrolinx at every opportunity available, including during stakeholder and Technical Advisory Committee (“T.A.C.”) discussions, which Metrolinx attends.</p> <p>City staff continue to support the integration of the former Ontario Malleable Iron Building façade into the eventual redevelopment of the site.</p>

Economic and Development Services Committee's Outstanding Items Status Report ED-23-49

Item	Subject	Origin	Last Direction Date and Item #	Direction/Comments	Branch Responsible	Expected Response
1.	Applications to Amend the Taunton Part II Plan and Zoning By-law 60-94 and for Approval of Draft Plan of Subdivision S-O-2012-03, North of Coldstream Drive, Between Harmony Road North and Grandview Street North, Silwell Developments Ltd. and 1229403 Ontario Ltd.	DSC – May 27/13 DS-13-166	CNCL- June 22/20 DS-20-59	Referred to staff for a report. Phase 1 approved by Council. Staff directed to initiate a non-statutory public process for the Urban Design Study and Land Use Plan	Planning Services	TBD (Awaiting info from applicant)
2.	Applications to Amend Zoning By-law 60-94 and for Approval of a Draft Plan of Subdivision (S-O-2014-04), 1500 Conlin Road East, Regita Enterprise Inc./Schleiss Development Company Limited	DSC – Feb 8/16 DS-16-19	DSC – Feb 8/16 DS-16-19	Referred to staff for a report.	Planning Services	TBD (Awaiting info from applicant)
3.	Applications to Amend Zoning By-law 60-94 and for Approval of a Draft Plan of Subdivision (S-O-2014-01), 850, 880 and 1040 Conlin Road East, Conlin (Oshawa) 130 Acres Inc. (Sorbara Group)	DSC – Feb 29/16 DS-16-33	DSC – Sept. 24/18 DS-18-148	Referred to staff for a report. Phase 1 approved by Council.	Planning Services	TBD (Awaiting info from applicant)

Economic and Development Services Committee's Outstanding Items Status Report ED-23-49

Item	Subject	Origin	Last Direction Date and Item #	Direction/Comments	Branch Responsible	Expected Response
4.	Applications to Amend Zoning By-law 60-94 and for Approval of Draft Plan of Subdivision, 135 Bruce Street and Certain City-owned lands, Bruce Street Developments Ltd. (Medallion Corporation)	DSC- June 20/16 DS-16-118	DSC– Sept. 10/18 DS-18-139	Referred to staff for a report Phase 1 approved by Council.	Planning Services	TBD (Awaiting info from applicant)
5.	Applications to amend Official Plan and Zoning By-law 60-94 and for Approval of a Draft Plan of Subdivision, for a Portion of the Lands Municipally Known as 2466 and 2651 Harmony Road North, Minto (Harmony Road) LP	DSC – Feb. 5/18 DS-18-12	DSC-June 25/20 DS-20-71	Subdivision Draft Approved – Except for Community Park	Planning Services	TBD (Awaiting info from applicant)

Economic and Development Services Committee's Outstanding Items Status Report ED-23-49

Item	Subject	Origin	Last Direction Date and Item #	Direction/Comments	Branch Responsible	Expected Response
6.	Investigation of New Street Naming Policy	DSC-Oct 21/19 DS-19-208	DSC-Oct 21/19 DS-19-208	<p>That staff be directed to investigate a fair, consistent and efficient process towards adopting a new Street Naming Policy to guide how future streets will be named including respect to the important need for public consultation regarding the naming, renaming or dedication of municipal assets; and,</p> <p>That Development Services Department staff be directed to include Community Services Department and Sponsorship staff in this investigation for a fulsome municipal asset naming Corporate Policy.</p>	Planning Services	TBD

Economic and Development Services Committee's Outstanding Items Status Report ED-23-49

Item	Subject	Origin	Last Direction Date and Item #	Direction/Comments	Branch Responsible	Expected Response
7.	Applications to Amend the Oshawa Official Plan, Samac Secondary Plan and Zoning By-law 60-94, 1664 Simcoe Street North, 17 and 25 Niagara Drive, Karmina Developments Ltd. All Related Correspondence (DS-19-207, DS-19-206, DS-19-205, DS-19-203, DS-19-202, DS-19-201, DS-19-198, DS-19-194, DS-19-190, DS-19-191, DS-19-192, DS-19-193)	DSC-Oct 21/19 DS-19-186	DSC-Oct 21/19 DS-19-186	Referred to staff for a report.	Planning Services	TBD (Awaiting info from Applicant)
8.	Offer to Purchase Land at the Oshawa Executive Airport	DSC-Jan 13/20 DS-20-14	DSC-Jan 13/20 DS-20-14	Referred to staff for a report	Planning Services	TBD
9.	Offer to Purchase Land at the Oshawa Executive Airport North Field	DSC-Dec 9/19 DS-19-238	DSC-Dec 9/19 DS-19-238	Referred to staff for a report	Planning Services	TBD
10.	South Field Master Plan Study at the Oshawa Executive Airport	DSC-Nov 18/19 DS-19-213	CNCL-Nov 29/19 DS-19-213	Referred to staff to advance various action items.	Planning Services	TBD

Economic and Development Services Committee's Outstanding Items Status Report ED-23-49

Item	Subject	Origin	Last Direction Date and Item #	Direction/Comments	Branch Responsible	Expected Response
11.	Provincial Property Circulation – Broader Public Sector Review Various Surplus Lands along Highway 407 East	DSC-June 24/19 DS-19-132	CNCL-Sept 27/21 DS-21-164	That the City acquire the certain Highway 407 East Surplus Lands and staff report on the financial strategy to acquire the lands.	Planning Services	TBD
12.	Maintenance of Boulevard Fixtures	CORP-June 17/19 CORP-19-59	CNCL-May 25/20 CNCL-20-100	Part 4. Report back on Municipal Access Agreements to Council through the Development Services Committee	Engineering Services	TBD
13.	Memorandum of Understanding Between the Corporation of the City of Oshawa and the Hamilton-Oshawa Port Authority	Port of Oshawa Working Group June 29/20 PORT-20-04	CNCL -Sept 26/ 2022 DS-22-189	Staff directed to report back for approval of the final design drawings	Planning Services	Second Quarter 2023
14.	Application to Amend Zoning By-law 60-94 and for Approval of a Draft Plan of Subdivision, 671, 685, 699, 709 and 723 Conlin Road East, Greycrest Homes (Oshawa) Inc. and Greycrest Homes (Conlin) Inc. Related Correspondence (DS-20-90)	DSC-Sept 14/20 DS-20-85	DSC-Sept 14/20 DS-20-85	Referred to staff for a report	Planning Services	TBD (Awaiting info from Applicant)

Economic and Development Services Committee's Outstanding Items Status Report ED-23-49

Item	Subject	Origin	Last Direction Date and Item #	Direction/Comments	Branch Responsible	Expected Response
15.	Request by Atria Development for use of Municipal Parking Lot on Athol Street	DSC-Feb 8/21 DS-21-21	CNCL June 20 /22 DS-22-126	Air rights and underground rights declared potentially surplus subject to conditions. Staff to report back with disposal strategy	Planning Services	March 6, 2023
16.	Heritage Policies	DSC- Mar 8/21 DS-21-57	DSC- Mar 8/21 DS-21-57	Referred to staff	Planning Services	TBD
17.	Regional Municipality of Durham – Road Rationalization within the Region of Durham and City of Oshawa	DSC-Apr 12/21 DS-21-59	DSC-Apr 12/21 DS-21-59	Referred to staff for a report	Planning Services	March 6, 2023
18.	Direction on City Staff Involvement Respecting Appeals to the Ontario Land Tribunal of a Council Decision Concerning the Issuance of a Notice of Intent to Designate 195 Simcoe Street North Under the Ontario Heritage Act	DSC-May 10/21 DS-21-107	CNCL-May 25/21 DS-21-107	That upon the conclusion of the Conservation Review Board hearing, City staff report back to the Development Services Committee and Council with the Conservation Review Board's recommendation report with respect to the designation of the Robert McLaughlin House.	Planning Services	TBD

Economic and Development Services Committee's Outstanding Items Status Report ED-23-49

Item	Subject	Origin	Last Direction Date and Item #	Direction/Comments	Branch Responsible	Expected Response
19.	Motion - Renaming Bagot Street	CNCL -June 21/21	CNCL- June 20, 2022 DS-22-123	Referred back to staff to update based on the results of the consultations with Indigenous representatives	Planning Services	TBD
20.	Marlene Grass Requesting Designation of 310 Columbus Road East Oshawa	September 13/21 DS-21-146	September 13/21 DS-21-146	Referred to Heritage Oshawa and property owner for input	Planning Services	TBD
21.	Application to Amend Zoning By-law 60-94, 2676916 Ontario Inc., 480, 484, 490 and 506 Ritson Road South (Related Correspondence: DS-21-170, DS-21-171, DS-21-172, DS-21-174)	September 13/21 DS-21-148	September 13/21 DS-21-148	Referred to staff for a report	Planning Services	TBD
22.	Request for Encroachment or Purchase of City-Owned Land on Eulalie Avenue	November 29/22 DS-21-230	EDSC February 6/23 ED-23-25	Staff to provide further clarification	Planning Services	TBD

Economic and Development Services Committee's Outstanding Items Status Report ED-23-49

Item	Subject	Origin	Last Direction Date and Item #	Direction/Comments	Branch Responsible	Expected Response
23.	Community Park and Community Centre in Northwest Oshawa	June 21/21 CS-21-66	June 21/21 CS-21-66	Referred to staff to advance Item 6 in the Council directive		TBD
24.	Applications to Amend Zoning By-law 60-94 and for approval of a Draft Plan of Subdivision and a Common Elements Draft Plan of Condominium, Downing Street (1015 King Street) Inc., 1015 King Street East (Related Correspondence: DS-21-222)	November 29/22 DS-21-219	November 29/22 DS-21-219	Referred to staff for a report	Planning Services	TBD
25.	Applications to Amend the Oshawa Official Plan and Zoning By-law 60-94, Dines Plaza Inc., 400 King Street West (Related Correspondence: DS-22-17)	January 10/22 DS-22-01	January 10/22 DS-22-01	Referred to staff for a report	Planning Services	TBD
26.	Applications to Amend the Oshawa Official Plan and Zoning By-law 60-94, Downing Street (Ritson Road) Inc., lands east of Ritson Road North, north of Adelaide Avenue East	DSC Feb 7/22 DS-22-23	DS Feb 7/22 DS-22-23	Referred to staff for a report	Planning Services	March 6, 2023

Economic and Development Services Committee's Outstanding Items Status Report ED-23-49

Item	Subject	Origin	Last Direction Date and Item #	Direction/Comments	Branch Responsible	Expected Response
	(Related Correspondence: DS-22-36, DS-22-38, DS-22-39)					
27.	Environmental Assessment Study - Windfields Farm Drive Connection	DSC Feb 7/22 DS-22-28	CNCL Feb 22/22 DS-22-28	Staff initiate the property acquisitions and report back	Planning Services	TBD
28.	Columbus Statutory Planning Act Public Meeting for the Integrated Columbus Part II Planning Act and Municipal Class Environmental Assessment Act Study	DSC Feb 7/22 DS-22-41	CNCL Feb 22/22 DS-22-41	Planning Act Public Meeting be held no earlier than the first Quarter of 2023	Planning Services	March 6, 2023
29.	First Report of the Heritage Oshawa Committee 827 Gordon Street	DSC May 10/21 DS-21-102/ DS-21-106	DSC April 11/22 DS-22-54	Referred to staff for a report to include consultation with the property owner	Planning Services	TBD

Economic and Development Services Committee's Outstanding Items Status Report ED-23-49

Item	Subject	Origin	Last Direction Date and Item #	Direction/Comments	Branch Responsible	Expected Response
30.	Request for Land Acquisition on Park Road South	DSC Apr 11/22 DS-22-84	DSC Apr 11/22 DS-22-84	Referred to staff for a report	Planning Services	TBD
31.	Proposed Temporary Closure of the existing Albert Street Road Bridge in the City of Oshawa	DSC Apr 11/22 DS-22-86	DSC Apr 11/22 DS-22-153	Proceed as outlined in Report DS-22-153 and report back	Planning Services	TBD
32.	Applications to Amend the Oshawa Official Plan and Zoning By-law 60-94, Joel Gerber on behalf of TT7 Inc., 70 King Street East (Related Correspondence: DS-22-89)	DSC Apr 11/22 DS-22-73	DSC Apr 11/22 DS-22-73	Referred to staff for a report	Planning Services	TBD
33.	Proposed Expansion Proposal at the South Field at the Oshawa Executive Airport, Ontario Regiment R.C.A.C. Regimental Museum	DSC May 9/22 DS-22-98	DSC May 9/22 DS-22-98	Referred to staff for a report	Planning Services	TBD

Economic and Development Services Committee's Outstanding Items Status Report ED-23-49

Item	Subject	Origin	Last Direction Date and Item #	Direction/Comments	Branch Responsible	Expected Response
34.	Applications to Amend the Oshawa Official Plan and Zoning By-law 60-94 and for approval of a Common Elements Draft Plan of Condominium, Cedar City Shakespeare Avenue Inc., 570 Shakespeare Avenue (Related Correspondence: DS-22-108)	DSC May 9/22 DS-22-97	DSC May 9/22 DS-22-97	Referred to staff for a report	Planning Services	TBD
35.	Proposed New Telecommunication Tower and Related Equipment, 171 Harmony Road South, Fontur International Inc. on behalf of Rogers Communications Inc. (Related Correspondence: DS-22-150 and DS-22-162)	DSC Jan 10, 2022 DS-22-02	CNCL Jan 30/23 ED-23-13	Staff to report back on lease terms	Planning Services	TBD
36.	Proposed New Telecommunication Tower and Related Equipment, 900 Colonel Sam Drive, SpectraPoint Inc. on behalf of Rogers Communications Inc. and R. Knocker & Son Paving Contractors Ltd. (Related Correspondence: DS-22-151)	DSC June 6, 2022 DS-22-117	DSC June 6, 2022 DS-22-117	Staff be directed to further review and prepare a subsequent report and recommendation back to the Development Services Committee	Planning Services	TBD

Economic and Development Services Committee's Outstanding Items Status Report ED-23-49

Item	Subject	Origin	Last Direction Date and Item #	Direction/Comments	Branch Responsible	Expected Response
37.	Request to purchase City-Owned Land on Raglan Road West	DSC Sept 12, 2022 DS-22-165	DSC Sept 12, 2022 DS-22-165	Referred to staff for a report	Planning Services	TBD
38.	Applications to Amend Zoning By-law 60-94 and for Approval of a Draft Plan of Subdivision, lands north of Conlin Road East and east of the future northerly extension of Wilson Road North, Kedron North GP Inc. (Sorbara)	DSC Sept 12/ 2022 DS-22-172	DSC Sept 12/ 2022 DS-22-172	Referred to staff for a report	Planning Services	TBD
39.	Applications to Amend Zoning By-law 60-94 and for approval of a Draft Plan of Subdivision and a Common Elements Draft Plan of Condominium, 737, 741 and 745 Taunton Road East (Related Correspondence: DS-22-191)	DSC Sept 12/ 2022 DS-22-168	DSC Sept 12/ 2022 DS-22-168	Referred to staff for a report	Planning Services	TBD
40.	Applications to Amend the Oshawa Official Plan and Zoning By-law 60-94, Urban Solutions on behalf of Albany Street Investments Limited, 63 Albany Street and 467 and 469 Albert Street	DSC Sept 12/ 2022 DS-22-186	DSC Sept 12/ 2022 DS-22-186	Referred to staff for a report	Planning Services	TBD

Economic and Development Services Committee's Outstanding Items Status Report ED-23-49

Item	Subject	Origin	Last Direction Date and Item #	Direction/Comments	Branch Responsible	Expected Response
41.	Eighth Report of Heritage Oshawa Committee	DSC Sept 12/2022 DS-22-183	CNCL Sept 26/2022 DS-22-183	Referred back to staff for a report	Planning Services	TBD
42.	Application under the Urban Growth Centre Community Improvement Plan and Other Requested Incentives, 135 Bruce Street, Medallion Developments Inc. operating as 135 Bruce Street Developments Ltd.	DSC Sept 12/2022 DS-22-187	CNCL Sept 26/2022 DS-22-187	Part 6 be referred back to staff	Planning Services	TBD
43.	Heritage Oshawa's Recommendation to Designate 10 Sites under the Ontario Heritage Act	HTG April 28/2022 HTG-22-21	CNCL Dec 12/2022 ED-22-214	Report back on Heritage Oshawa's request to designate 357 Simcoe Street South and 442 King Street East	Planning Services	Fourth Quarter 2023
44.	Request for a Franchise Renewal between Enbridge Gas and the City of Oshawa	EDSC Nov 28/2022 ED-22-215	EDSC Nov 28/2022 ED-22-215	Referred to staff for a report	Engineering Services	March 6, 2023

Economic and Development Services Committee's Outstanding Items Status Report ED-23-49

Item	Subject	Origin	Last Direction Date and Item #	Direction/Comments	Branch Responsible	Expected Response
45.	Applications to Amend the Oshawa Official Plan and Zoning By-law 60-94, D.G. Biddle and Associates Limited on behalf of Scugog River Developments Inc., 245 and 255 Bloor Street West and 671 and 675 Park Road South (Related Correspondence: ED-22-221)	EDSC Nov 28/2022 ED-22-207	EDSC Nov 28/2022 ED-22-207	Referred to staff for a report	Planning Services	TBD
46.	Request for a Heritage Conservation District Study in the Maxwell Heights Community	EDSC Jan 9/23 ED-23-18	EDSC Jan 9/23 ED-23-18	Referred to Heritage Oshawa for input	Planning Services	March 6, 2023
47.	Request for Permission to Use City-owned Parking Lot on Simcoe Street South	EDSC Jan 9/23 ED-23-17	EDSC Jan 9/23 ED-23-17	Referred to staff for a report	Planning Services	TBD
48.	Applications to Amend Zoning By-law 60-94 and for approval of a Draft Plan of Subdivision and a Common Elements Draft Plan of Condominium, 1279 Simcoe Street North, Katanna Simcoe Ltd.	EDSC Jan 9/23 ED-23-01	EDSC Jan 9/23 ED-23-01	Referred to staff for a report	Planning Services	TBD

Economic and Development Services Committee's Outstanding Items Status Report ED-23-49

Item	Subject	Origin	Last Direction Date and Item #	Direction/Comments	Branch Responsible	Expected Response
49.	Applications to Amend Zoning By-law 60-94 and for Approval of a Draft Plan of Subdivision and a Common Elements Draft Plan of Condominium, Icon Harmony Limited, 1081 and 1093 Harmony Road North and 836 Pinecrest Road (Related Correspondence: ED-23-19)	EDSC Jan 9/23 ED-23-10	EDSC Jan 9/23 ED-23-10	Referred to staff for a report	Planning Services	TBD
50.	Applications to Amend Zoning By-law 60-94 and for approval of a Draft Plan of Subdivision, 65 Athabasca Street, Athabasca Residences Corp. (Related Correspondence: ED-23-21)	EDSC Jan 9/23 ED-23-08	EDSC Jan 9/23 ED-23-08	Referred to staff for a report	Planning Services	TBD
51.	Results of the Extended Pilot Project to Permit Sandwich Board Signs in the Central Business District Zones in the Downtown Oshawa Urban Growth Centre	EDSC Feb 6/23 ED-23-23	CNCL Feb 27/23 ED-23-23	Referred to staff to investigate and report back to the April 3, 2023 Council meeting	Planning Services	April 3, 2023 Council

To: Economic and Development Services Committee

From: Warren Munro, HBA, MCIP, RPP, Commissioner,
Economic and Development Services Department

Report Number: ED-23-53

Date of Report: March 1, 2023

Date of Meeting: March 6, 2023

Subject: Revised Applications to Amend the Oshawa Official Plan and
Zoning By-law 60-94, Downing Street (Ritson Road) Inc., Lands
east of Ritson Road North, north of Adelaide Avenue East

Ward: Ward 4

File: OPA-2021-05, Z-2021-10

1.0 Purpose

The purpose of this Report is to provide a recommendation on the revised applications submitted by Downing Street (Ritson Road) Inc. (the “Applicant”) to amend the Oshawa Official Plan (O.O.P.) and Zoning By-law 60-94 to permit the development of 154 stacked townhouse units on lands generally located east of Ritson Road North, north of Adelaide Avenue East (the “Subject Site”).

The Applicant intends to register the proposed development as a condominium. In the event the subject applications to amend the O.O.P. and Zoning By-law 60-94 are approved, the Applicant will be required to submit an application for approval of a draft plan of condominium at the appropriate time.

Attachment 1 is a map showing the location of the Subject Site and the existing zoning in the area.

Attachment 2 is a copy of the originally proposed site plan submitted by the Applicant.

Attachment 3 is a copy of the revised site plan submitted by the Applicant.

Attachment 4 is a list of uses permitted in the R2 (Residential), R6-B (Residential) and GI (General Industrial) Zones.

On November 16, 2021, the Applicant hosted a virtual community open house to present the development proposal to area residents. Through this open house, area residents were also provided an opportunity to ask the applicant questions and provide comments in

advance of the formal submission of the applications to the City and the Planning Act public meeting. City staff attended the open house as did 11 area residents.

A Planning Act public meeting was held on February 7, 2022 concerning the subject applications. At the conclusion of the meeting, the Development Services Committee adopted a recommendation to refer the subject applications back to staff for further review and the preparation of a subsequent report and recommendation. The minutes of the public meeting form Attachment 5 to the Report.

Subsequent to the February 7, 2022 public meeting, the Applicant revised the subject development proposal. The key differences between the proposal considered at the February 7, 2022 public meeting (see Attachment 2) and the revised proposal (see Attachment 3) are as follows:

- The total number of stacked townhouse units has been reduced from 157 units to 154 units.
- The total number of on-site parking spaces has been increased from 244 parking spaces to 265 parking spaces. The number of parking spaces for residents has been increased from 211 parking spaces (1.34 spaces per unit) to 226 parking spaces (1.47 spaces per unit) and the number of visitor parking spaces has been increased from 33 parking spaces (0.21 spaces per unit) to 39 parking spaces (0.25 spaces per unit).
- The driveway to Ritson Road North has been shifted to the north to increase the distance between the proposed driveway and the existing driveway for the Canada Post facility to the south at 301 Ritson Road North.
- As a result of the Ritson Road North driveway re-location, Block K has been re-located to the south side of the proposed driveway, away from the abutting single detached dwelling to the north.
- The on-site amenity area has been shifted to the south.

2.0 Recommendation

That the Economic and Development Services Committee recommend to City Council:

1. That, pursuant to Report ED-23-53 dated March 1, 2023, the revised application submitted by Downing Street (Ritson Road) Inc. to amend the Oshawa Official Plan (File: OPA-2021-05) to re-designate the southern portion of the lands generally located east of Ritson Road North, north of Adelaide Avenue East from Industrial – Regeneration Area to Residential be approved, generally in accordance with the comments contained in said Report, and the necessary by-law be passed in a form and content acceptable to the Commissioner of Economic and Development Services and the City Solicitor.
2. That, pursuant to Report ED-23-53 dated March 1, 2023, the revised application submitted by Downing Street (Ritson Road) Inc. to amend Zoning By-law 60-94

(File: Z-2021-10) to rezone the lands generally located east of Ritson Road North, north of Adelaide Avenue East from R2 (Residential) and GI (General Industrial) to an appropriate R6-B (Residential) Zone to permit the development of 154 stacked townhouse units be approved, generally in accordance with the comments contained in said Report, and the necessary by-law be passed in a form and content acceptable to the Commissioner of Economic and Development Services and the City Solicitor.

3. That, in accordance with Section 34(17) of the Planning Act and notwithstanding that the Zoning By-law Amendment proposed in Report DS-22-23 dated February 2, 2022 presented at the public meeting of February 7, 2022 differs to some degree from the proposed amendment recommended to be approved by City Council pursuant to Part 2 of this Recommendation in Report ED-23-53, such differences are not substantial enough to require further notice and another public meeting.

3.0 Executive Summary

This Department recommends the approval of the revised applications to amend the Oshawa Official Plan and Zoning By-law 60-94 to permit the development of 154 stacked townhouse units on lands generally located east of Ritson Road North, north of Adelaide Avenue East.

The proposed development represents the redevelopment of an underutilized site that is located along a Type “B” Arterial Road with good access to transit and nearby amenities and can be designed to be compatible with adjacent uses.

The proposed development conforms to the Provincial Growth Plan, is consistent with the Provincial Policy Statement, conforms to the Durham Regional Official Plan, is within the Built Boundary and represents good planning.

4.0 Input From Other Sources

4.1 Other Departments and Agencies

No department or agency that provided comments has any objection to the subject revised applications. Certain technical issues and requirements related to the proposed development have been identified and can be resolved during the site plan approval and building permit processes, if the revised applications are approved.

4.2 Public Comments

The minutes of the public meeting concerning the subject applications form Attachment 5 to this Report.

Planning Services has received three (3) pieces of written correspondence from members of the public regarding the proposed Official Plan and Zoning By-law Amendments (Correspondence Items DS-22-26, DS-22-38 and DS-22-39).

Key concerns raised by the public at the public meeting and through the above noted correspondence are set out below together with a staff response.

4.2.1 Driveway Locations/Traffic

Comment:

Comments were made concerning traffic on Ritson Road North and a suggestion was made that the access to the proposed development be restricted to Oshawa Boulevard North only due to the traffic volumes on Ritson Road North.

Staff Response:

The proposed development includes two full movement driveways: one to Ritson Road North and one to Oshawa Boulevard North. These driveways will connect to the internal private road system that provides access to the private driveways and visitor parking areas.

The applicant submitted a Traffic Impact Study (T.I.S.) for the proposed development, prepared by Paradigm Transportation Solutions Limited, a professional engineering consulting company. The key conclusions of the T.I.S. are as follows:

- The proposed development will not have a noticeable impact on operations on the existing road network. Most intersections in the study area will operate at acceptable levels of service and well within capacity.
- Under existing conditions, the intersection of Oshawa Boulevard and Adelaide Avenue East does not operate at an acceptable level of service during the A.M. peak and P.M. peak periods. However, movements at this intersection operate well within capacity.
- Under future background conditions (without the subject development), the surrounding road network will operate at acceptable levels except for the movements that have issues under existing conditions.
- The proposed residential development is expected to generate 71 trips during the A.M. peak period and 87 trips during the P.M. peak period.
- The site circulation analysis indicates that the waste disposal truck and fire truck can navigate the site as needed without conflict.

In addition to the conclusions of the T.I.S., the Applicant has revised the plan to relocate the proposed Ritson Road North driveway further to the north than originally proposed in order to create a greater setback to the northerly driveway of the neighbouring Canada Post facility at 301 Ritson Road North.

Region of Durham Works staff and the City's Engineering Services branch have no objection to the key conclusions of the T.I.S. as it relates to impacts on area streets. The Region has no objection to the proposed driveway to Ritson Road North.

4.2.2 Not Consistent with the Character of the Neighbourhood

Comment:

Comments were made that the proposed development was not in keeping with the character of the neighbourhood, which is predominantly comprised of one and two storey single detached dwellings.

Staff Response:

Staff acknowledge that the neighbouring residential area to the north and east is a mature, low rise residential neighbourhood predominantly comprised of one and two storey single detached dwellings. The Subject Site has historically been used as outdoor storage and parking related to nearby industrial and commercial facilities. The current zoning permits a range of industrial uses. The Applicant proposes to redevelop the site to permit residential uses.

The Subject Site is somewhat disconnected from the existing residential neighbourhood as it has been used for non-residential uses and is located at the periphery of the neighbourhood. Further, the Subject Site directly fronts onto Ritson Road North, which is classified as a Type "B" Arterial Road in the Oshawa Official Plan. Sites on arterial roads are generally intended to be areas of focus for the more intensive and medium and high density residential developments in the City.

The policies of the Provincial Growth Plan, Durham Regional Official Plan and City of Oshawa Official Plan encourage appropriate residential intensification along arterial roads. In consideration of these policy directions, it is unreasonable from a planning perspective to expect the Subject Site to be developed for entirely single detached dwellings. The proposed development is of a low-rise form appropriate in scale within the context of the neighbourhood and the Provincial, Regional and City intensification policies.

The revised development proposal provides an appropriate transition in built form from the existing low-rise residential neighbourhood to the north and east to the Canada Post facility to the south and Ritson Road North to the west.

4.2.3 Tree Preservation

Comment:

Comments were made regarding the impact the proposed development will have on existing trees along the west and north property lines of the Subject Site.

Staff Response:

The Applicant is not allowed to remove trees that are partially or fully planted on neighbouring properties. A tree inventory and preservation plan will be required as part of a future site plan approval application in the event the subject applications are approved. These plans will review the existing trees surrounding the property, evaluate their health and provide recommendations related to any necessary tree removals, mitigation

measures or compensation planting. New trees will be required to be planted throughout the Subject Site including along the north and west edges of the development.

4.2.4 Building Setbacks, Heights and Privacy

Comment:

Comments were made concerning building setbacks and building heights and the resulting loss of privacy for neighbouring properties given the proposed three storey stacked townhouses being proposed on the Subject Site.

Staff Response:

The revised proposed site plan includes three storey stacked townhouses along the east, west, central and south portions of the site. There are no buildings proposed along the north property line abutting the existing dwellings to the north.

The buildings on the west side of the site are oriented in an east-west manner with the narrower side elevations of the buildings facing the neighbouring properties, minimizing the massing adjacent to the western property limit. The conceptual elevation plans submitted with the applications indicate that the size and number of windows on the side elevations have been minimized and there are no balconies on these elevations.

The proposed buildings along the west side of the property have side yard setbacks ranging from 4.55 metres (14.93 ft.) to 10.16 metres (33.33 ft.). The majority of the adjacent properties to the west have larger than average rear yards which combined with the proposed setbacks on the Applicant's lands provide a considerable distance between the existing and proposed buildings. In addition, two of the existing dwellings include accessory buildings in the rear yard, providing a further buffer between the existing dwellings and the proposed buildings.

No buildings are proposed directly abutting the neighbouring properties to the north. The closest proposed building would have a setback of 10.78 metres (35.37 ft.) to the north property line. This setback is greater than the typical rear yard depth of 7.50 metres (24.61 ft.) that would be required under the existing R2 (Residential) zoning that is currently in place on the northern portion of the Subject Site. The remainder of the buildings on the north side of the property have a proposed setback of approximately 16.07 metres (52.72 ft.) and are separated from the north property line by a landscaped strip, drive aisle, one row of parking spaces and a pedestrian walkway.

The Applicant is also proposing to install a 2.10 metre (6.89 ft.) high privacy fence along the north and west property lines as an additional measure to address the privacy concerns of the neighbourhood. This fence height is comparable in height to standard privacy fences which typically range in height from 1.83 metres (6 ft.) to 2.13 metres (6.99 ft.). The privacy fence will be a common element that the future condominium corporation will be responsible for maintaining.

4.2.5 Nuisance during Construction

Comment:

Comments were made concerning the impact of construction traffic and noise on the neighbourhood while the development is under construction.

Staff Response:

The construction traffic access can be restricted to Ritson Road North through any site plan agreement and access permits.

Construction noise will be a temporary inconvenience for neighbouring residents during the development of the Subject Site. Through the site alteration permit, the City's Noise By-law, and Dust and Mud Control By-law, the City has controls for dust, mud, site drainage and hours of construction.

4.2.6 Perceived Lack of Greenspace On-Site

Comment:

Comments were made concerning a perceived lack of greenspace in the proposed development.

Staff Response:

Thirty-three percent (33%) of the proposed development is landscaped open space. The proposed design includes a 595 square metre (6,404.53 sq. ft.) common outdoor amenity area that is generally central to the Subject Site that will be accessible to all residents. In addition to the proposed amenity area, there are a number of municipal parks (e.g. Connaught Park, Central Park) and elementary school yards (Coronation Public School and Walter E. Harris Public School) in the surrounding area that can be utilized for outdoor recreation. The Subject Site is also in proximity to the Michael Starr Trail. All residential units except the ground floor units will have balconies.

5.0 Analysis

5.1 Background

The Subject Site is generally located east of Ritson Road North, north of Adelaide Avenue East (see Attachment 1). The Subject Site has frontage on both Ritson Road North and Oshawa Boulevard North. The lands are located immediately north of the Canada Post distribution facility at 301 Ritson Road North.

The Subject Site, which is currently vacant, was previously used as a parking lot and outdoor storage area for the former General Motors north plant that was located on several sites in the vicinity of Ritson Road North and Adelaide Avenue East. More recently, the site was used for new vehicle storage by Ontario Motor Sales.

The following is background information concerning the revised subject applications:

Item	Existing	Requested/Proposed
Oshawa Official Plan Designation	Residential and Industrial – Regeneration Area	Residential
Zoning By-law 60-94	R2 (Residential) and GI (General Industrial)	An appropriate R6-B (Residential) Zone to implement the proposed development with site specific conditions to permit certain performance standards such as, but not limited to, increased lot coverage, reduced interior side yard and rear yard depths, reduced landscaped open space and reduced required parking.
Use	Vacant former parking lot for the former General Motors north plant which was also used for new vehicle storage by Ontario Motor Sales	154 stacked townhouse units

The following land uses are adjacent to the Subject Site:

- **North** Semi-detached dwellings fronting onto Maplewood Drive
- **South** Canada Post distribution facility
- **East** Oshawa Boulevard North, beyond which are single detached dwellings and two-unit dwellings
- **West** Single detached dwellings and two-unit dwellings on the east side of Ritson Road North and single detached dwellings and Peacock Lumber on the west side of Ritson Road North

The following are the proposed development details for the Subject Site:

Site Statistics Item	Measurement
Lot Frontage	Ritson Road North - 45.70m (149.93 ft.) Oshawa Boulevard North – 161.90m (531.17 ft.)
Gross Lot Area (inclusive of road widenings)	1.99 ha (4.92 ac.)
Net Lot Area (exclusive of road widenings)	1.95 ha (4.82 ac.)
Number of Proposed Stacked Townhouse Units	154 units

Site Statistics Item	Measurement
Proposed Net Residential Density	80 units per hectare (32 u/ac.)
Required Parking Spaces for Condominium Apartment Dwellings	223 spaces plus 46 spaces for visitors Total: 269 (1.45 spaces per unit plus 0.3 spaces per unit for visitors)
Proposed Parking Spaces for Condominium Apartment Dwellings	226 spaces plus 39 spaces for visitors Total: 265 (1.47 spaces per unit plus 0.25 spaces per unit for visitors)

5.2 Oshawa Official Plan

The Subject Site is designated as Residential and Industrial in the Oshawa Official Plan (“O.O.P.”). The northern portion of the Subject Site is designated Residential and the southern portion is designated Industrial. The O.O.P. also identifies the portion of the Subject Site designated as Industrial as a Regeneration Area.

The O.O.P. specifies, in part, that areas designated as Residential shall be predominantly used for residential dwellings.

Areas designated as Industrial shall generally be used for manufacturing, warehousing and storage, assembly, processing including reclaiming and recycling, research and development facilities, corporate offices, utility functions and transportation terminals. Industrially oriented sales, service and office operations such as truck and machinery operations, equipment repair, merchandise service shops and building or contracting yards, community and recreational uses such as facilities for day care and recreation that are municipally owned and operated, vehicle fuel stations may also be permitted in appropriate locations. In addition, certain commercial, community and recreational uses such as banks, offices other than corporate or industrially oriented offices, restaurants, banquet facilities, personal service and retail uses, fraternal organizations and athletic clubs may be permitted provided that such uses are compatible with industrial uses in the area.

For the purposes of the O.O.P., a Regeneration Area means an area identified as an area in transition, with lands and/or buildings that are underutilized, derelict, vacant, in need of revitalization or which would be more appropriately and efficiently used for non-industrial land uses.

Lands identified as Regeneration Areas and having an underlying Industrial designation shall remain subject to the policies of the O.O.P. for areas designated as Industrial pending further planning studies by the City, the Region or proponent of development to determine appropriate land use alternatives.

Policy 2.4.2.5 of the O.O.P. states that areas designated as Industrial, including lands within Regeneration Areas, shall only be redesignated to another designation or used for a

purpose that does not conform to the types of uses intended for areas designated as Industrial pursuant to the following:

- (a) A planning study involving a municipal comprehensive review pursuant to the provisions of the Growth Plan for the Greater Golden Horseshoe, where the lands are not identified as a Regeneration Area on Schedule “A”, Land Use, of the O.O.P.; or,
- (b) A planning study involving a comprehensive review pursuant to the provisions of the Provincial Policy Statement, where the lands are within a Regeneration Area identified on Schedule “A”, Land Use, of the O.O.P.

Policy 9.1.3 of the O.O.P. states that a comprehensive review pursuant to the provisions of the Provincial Policy Statement may be undertaken by a proponent of development as the basis of a planning study where the lands are within a Regeneration Area.

The O.O.P. contains policies which establish various residential density types and provide general locational criteria for such densities. The proposed residential development would have a net residential density of approximately 80 units per hectare (32 u/ac.) which falls within the range of the Medium Density II Residential density type.

The Applicant has requested that the Subject Site be re-designated from Industrial within a Regeneration Area to Residential to permit the proposed stacked townhouse development.

Table 2, Residential Density Classification, in the O.O.P. is a guideline that indicates that uses in the Medium Density II Residential category, which generally permits 60 to 85 units per hectare (24 to 34 u/ac.), are subject to the following general locational criteria:

- (a) Generally located at the periphery of neighbourhoods along arterial roads, or within or at the periphery of the Downtown Oshawa Urban Growth Centre, or in proximity to arterial roads within the Main Central Areas, Sub-Central Areas, Community Central Areas, Local Central Areas or Regional and Local Corridors, or generally located in areas that are undergoing transition, such as neighbourhoods containing a range of land uses, in which higher density residential uses could be developed without generating undue adverse impacts on adjacent land uses.
- (b) Generally located in such a manner that the scale, form and impacts of this type of housing are generally compatible with adjacent land uses.

Ritson Road North is designated as a Type ‘B’ Arterial Road on Schedule “B”, Road Network, of the O.O.P. Oshawa Boulevard North is classified as a local road.

This Department has no objection to the approval of the revised application to amend the Oshawa Official Plan. Section 5.5 of this Report sets out the planning rationale for this position.

5.3 Zoning By-law 60-94

The northerly portion of the Subject Site is zoned R2 (Residential) and the southerly portion of the Subject Site is zoned GI (General Industrial) in Zoning By-law 60-94 (see Attachment 1).

The R2 Zone permits single detached dwellings, semi-detached buildings, semi-detached dwellings and duplexes. The GI Zone permits a variety of industrial uses, including, but not limited to:

- Automobile body shop
- Automobile repair garage
- Contracting yard
- Food preparation plant
- Manufacturing, processing or assembly industry
- Warehouse

The full list of uses permitted in the GI Zone is included in Attachment 4.

Stacked townhouses are considered apartments under Zoning By-law 60-94. Apartment buildings are permitted in the R6-B Zone subject to compliance with regulations on such matters as maximum density, maximum height, maximum lot coverage, minimum yard depths, minimum landscaped open space and maximum required parking.

The Applicant has submitted an application to amend Zoning By-law 60-94 to rezone the Subject Site from R2 and GI to an appropriate R6-B (Residential) Zone subject to a special condition to permit the proposed 154 unit stacked townhouse development. In order to implement the proposed site design, special regulations are proposed such as increased lot coverage, reduced interior side yard and rear yard depths, reduced landscaped open space and reduced required parking.

This Department has no objection to the approval of the revised application to amend Zoning By-law 60-94 which would:

- Permit a maximum of 154 stacked townhouse units;
- Implement the proposed buildings/site design; and,
- Permit a visitor parking rate of 0.25 parking spaces per unit.

This Department has no objection to the rezoning which would implement the proposed development as revised by the Applicant. Section 5.5 of this Report sets out the rationale for this position.

5.4 Site Design/Land Use Considerations

The revised plans submitted by the Applicant propose thirteen (13) 3-storey apartment buildings collectively containing 154 stacked townhouse units primarily fronting onto a private roadway with vehicular access from both Ritson Road North and Oshawa Boulevard North (see Attachment 3). Forty-four (44) of the stacked townhouse dwellings (Blocks D, E and M) will have frontage on both Oshawa Boulevard North and the private

road with front doors facing both Oshawa Boulevard North and the internal private road. However, driveway access for these units will be provided from the private road only.

Each stacked townhouse unit is proposed to have a balcony. A 595 square metre (6,404.53 sq. ft.) central amenity area is also included as part of the proposed site design.

The Applicant has also submitted an associated application for site plan approval (File: SPA-2021-14) for the proposed development.

In support of the proposed development, the Applicant has submitted a variety of plans and documents including a site plan, floor plans, elevation plans, servicing plan, grading plan, erosion and sediment control plan, functional servicing and stormwater management report, landscape plan, transportation impact assessment (which includes a parking study), geotechnical report, land use compatibility study (which includes a noise study), environmental site assessment and planning justification report.

Detailed design matters will be reviewed during the processing of the related site plan approval application to ensure compliance with the City's Landscaping Design Policies, engineering standards and other policies if the subject revised applications are approved.

Some of the specific matters this Department will be reviewing during the processing of the application for site plan approval in the event the subject revised applications are approved include:

- (a) Site/building design matters including driveway access, parking, refuse storage and collection, building architecture, landscaping, building setbacks and fire access;
- (b) Noise attenuation;
- (c) Stormwater management, servicing and grading matters including the need for any easements;
- (d) The appropriateness of the proposed configuration, size and location of the amenity area;
- (e) Transportation considerations;
- (f) Crime Prevention Through Environmental Design matters;
- (g) Parkland dedication; and,
- (h) The need for a Record of Site Condition.

5.5 Basis for Recommendation

This Department has no objection to the revised applications to amend the O.O.P. and Zoning By-law 60-94 for the following reasons:

- (a) Developing underutilized properties within the Built Boundary to a more intense use along a Type 'B' Arterial Road conforms to the Provincial Growth Plan and is consistent with the Provincial Policy Statement.
- (b) The proposed development conforms to the Durham Regional Official Plan.
- (c) The Subject Site is already partially designated and zoned to permit residential uses albeit at a lower density.

- (d) The proposed development is an appropriate use and form of development on the Subject Site given its location on an arterial road at the periphery of the neighbourhood and in an area with a mix of land uses.
- (e) The proposed development promotes active transportation opportunities given the Subject Site's proximity to a variety of amenities (i.e. Tim Horton's plaza, Costco/No Frills plaza, Connaught Park, Coronation Public School) and access to the Michael Starr Trail.
- (f) The proposed development is transit supportive given its proximity to Durham Region Transit bus stops along Ritson Road North and Adelaide Avenue East.
- (g) The proposed development can be designed to be compatible with adjacent and future land uses.
- (h) The proposed development represents an appropriate re-use of an underutilized brownfield property within the urban area.
- (i) The proposed development will make efficient use of existing municipal services such as water and sanitary services.
- (j) The proposed development represents good planning.

6.0 Financial Implications

There are no financial implications associated with the recommendation in this Report.

7.0 Relationship to the Oshawa Strategic Plan

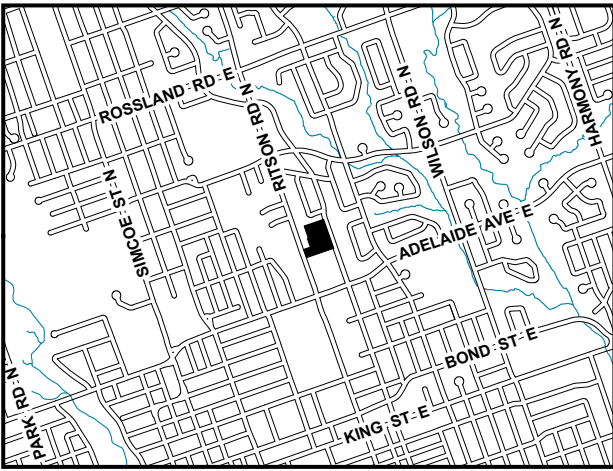
The Recommendation advances the Economic Prosperity and Financial Stewardship goal of the Oshawa Strategic Plan.



Tom Goodeve, M.Sc.Pl., MCIP, RPP, Director,
Planning Services



Warren Munro, HBA, MCIP, RPP, Commissioner,
Economic and Development Services Department



Item: ED-23-53
Attachment 1

Economic and Development Services

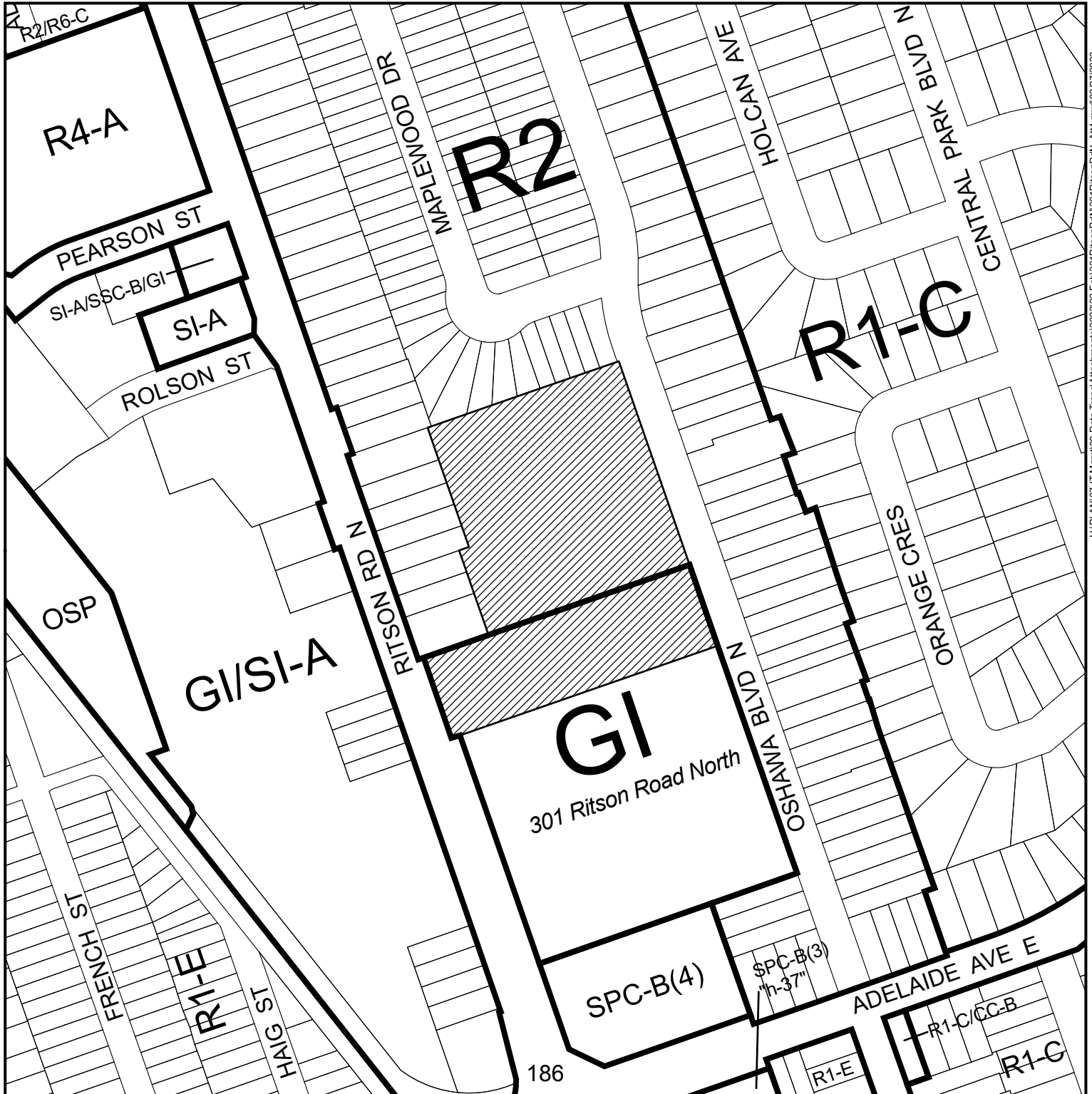
Subject: Revised Applications to Amend the Oshawa Official Plan and Zoning By-law 60-94, Downing Street (Ritson Road) Inc., Lands east of Ritson Road North, north of Adelaide Avenue East

Ward: Ward 4

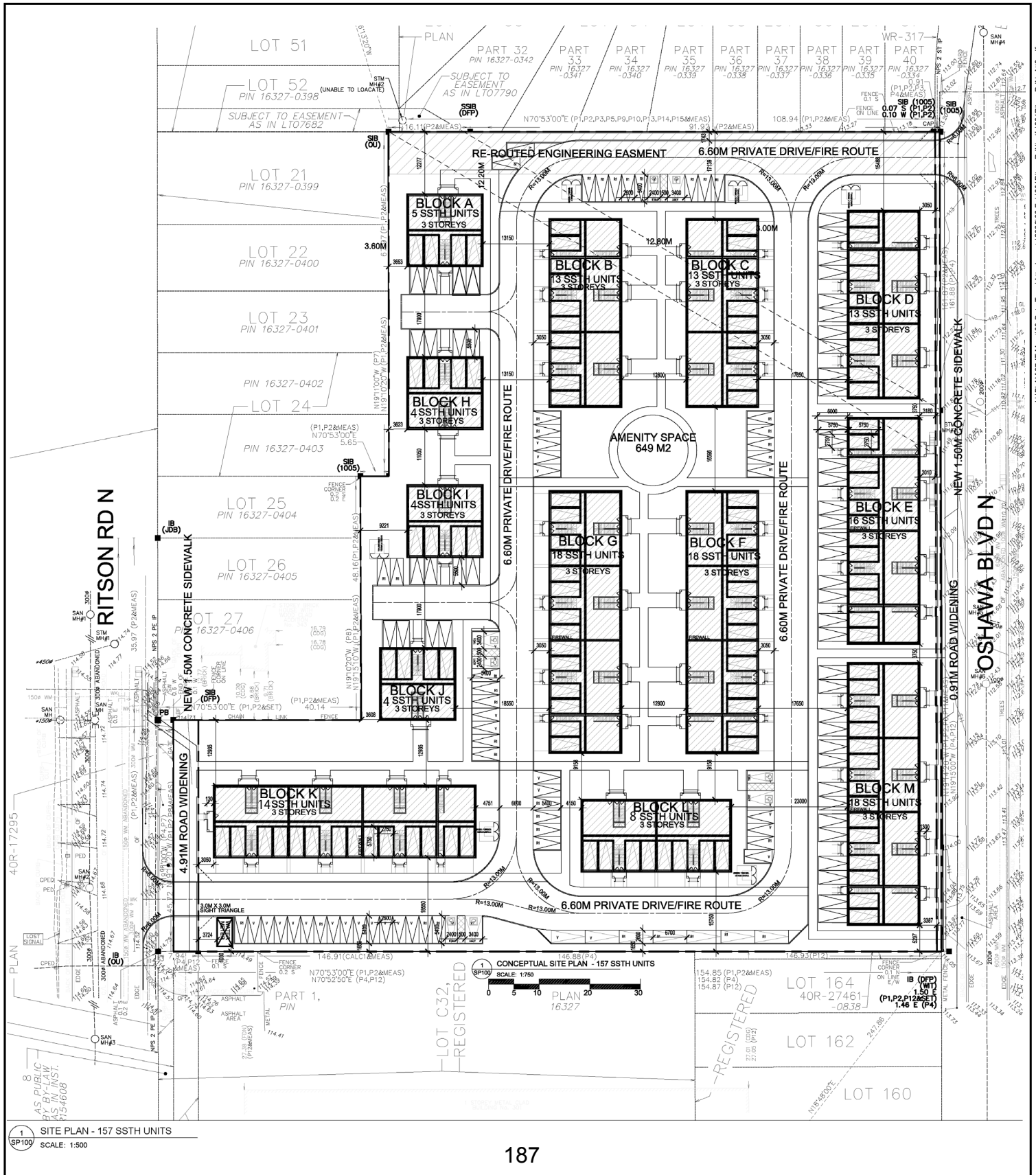
File: OPA-2021-05, Z-2021-10



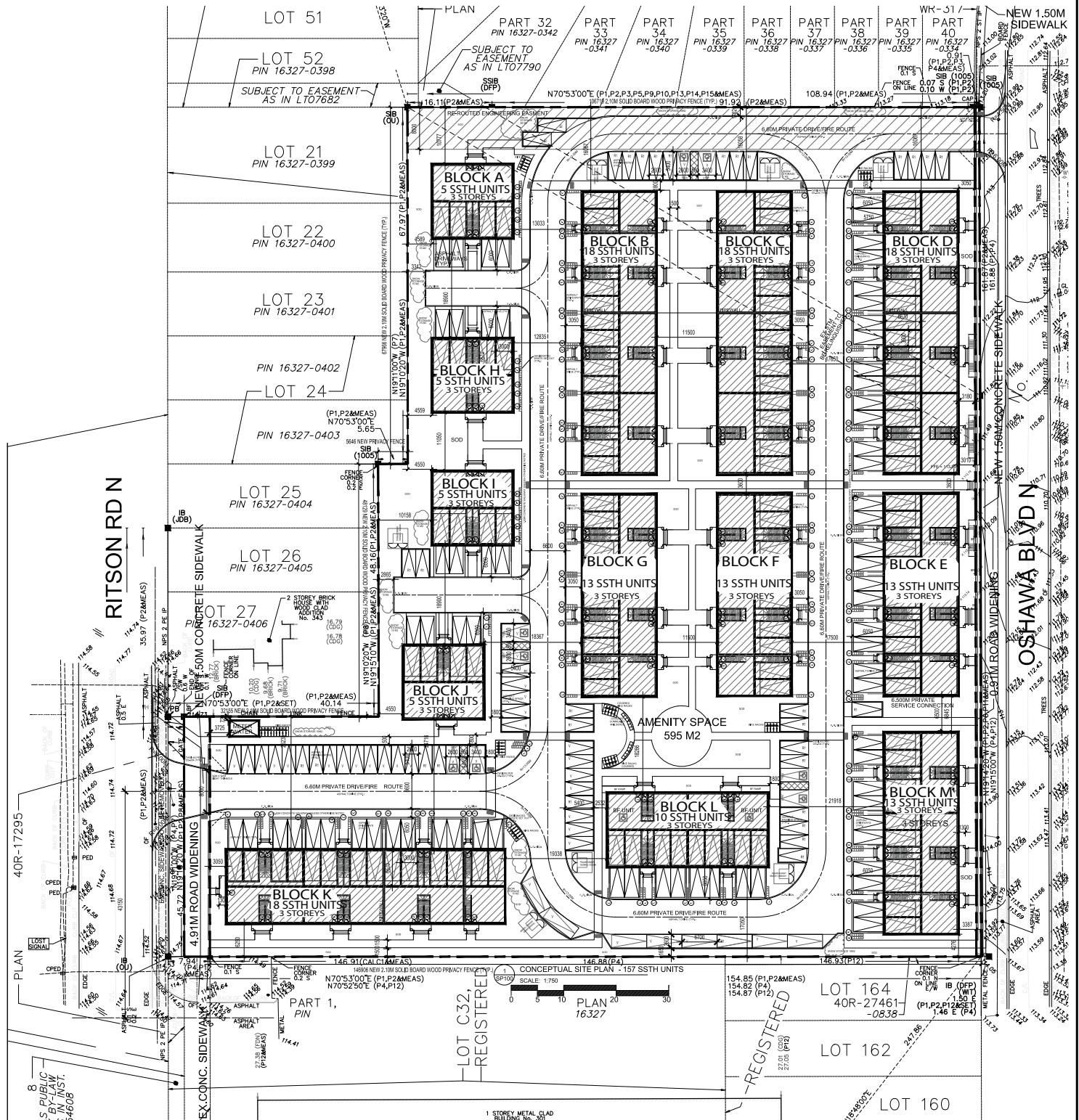
Subject Site



Title: Originally Proposed Site Plan Submitted by the Applicant
Subject: Revised Applications to Amend the Oshawa Official Plan and Zoning By-law 60-94, Downing Street (Ritson Road) Inc., Lands east of Ritson Road North, north of Adelaide Avenue East
Ward: Ward 4
File: OPA-2021-05, Z-2021-10



Title: Revised Site Plan Submitted by the Applicant
Subject: Revised Applications to Amend the Oshawa Official Plan and Zoning By-law 60-94, Downing Street (Ritson Road) Inc., Lands east of Ritson Road North, north of Adelaide Avenue East
Ward: Ward 4
File: OPA-2021-05, Z-2021-10



List of Permitted Uses in the R2 and R6-B (Residential) Zones and the GI (General Industrial) Zone:

R2 (Residential) Zone

- (a) Single detached dwelling
- (b) Semi-detached building
- (c) Semi-detached dwelling
- (d) Duplex

R6-B (Residential) Zone

- (a) Apartment building
- (b) Long Term Care Facility
- (c) Nursing home
- (d) Retirement home

GI (General Industrial) Zone

- (a) Any industrial use not mentioned in this subsection which is not obnoxious
- (b) Auction establishment
- (c) Automobile body shop
- (d) Automobile repair garage
- (e) Automobile towing business
- (f) Cleaning or dyeing plant
- (g) Contracting yard
- (h) Dry cleaning and laundry plant
- (i) Equipment repair or servicing shop
- (j) Food preparation plant
- (k) Industrially oriented office
- (l) Kennel
- (m) Manufacturing, processing or assembly industry
- (n) Metal stamping establishment
- (o) Nightclub
- (p) Outdoor storage accessory to a permitted use in a GI Zone
- (q) Parking garage or parking lot associated with a permitted use in a GI Zone
- (r) Printing establishment
- (s) Recreational use
- (t) Recreational vehicle storage
- (u) Recycling depot
- (v) Recycling operation
- (w) Sales outlet
- (x) Service industry
- (y) Taxi establishment
- (z) Transport terminal including railway yard
- (aa) Underground bulk liquid storage
- (bb) Vehicle sales and service establishment
- (cc) Warehouse
- (dd) Wholesale distribution centre

Excerpts from the Minutes of the Development Services Committee Meeting held on February 7, 2022

Application: DS-22-23

Presentation

GSP Group - Applications to Amend Zoning By-law 60-94

Sarah Knoll, GSP Group presented an overview of the applications to Amend the Oshawa Official Plan and Zoning By-law 60-94 submitted by Downing Street (Ritson Road) Inc. for lands located east of Ritson Road North, north of Adelaide Avenue East.

Moved by Councillor McConkey

That the presentation's time be extended by two minutes.

Motion Carried

Sarah Knoll continued to address the Development Services Committee.

The Committee questioned Sarah Knoll.

Delegations

Gary Flauder - Development Applications for Downing Street (Ritson Road)

Gary Flauder addressed the Development Services Committee concerning the applications submitted by Downing Street (Ritson Road) Inc. for lands located east of Ritson Road North, north of Adelaide Avenue East, expressing concerns with the size and density of the development in comparison to other properties in the neighbourhood and the impact to the valuation of the surrounding properties. Gary Flauder also expressed concern with increased traffic on Ritson Road and encouraged further community feedback.

The Committee questioned Gary Flauder.

Correspondence

DS-22-36 - Ellen Humphrey submitting comments concerning Item DS-22-23 regarding the Amendment to the Oshawa Official Plan for Downing Street (Ritson Road) Inc. (Ward 4)

Moved by Mayor Carter

That Correspondence DS-22-36 from Ellen Humphrey concerning the application to amend the Oshawa Official Plan and Zoning By-law 60-94, Downing Street (Ritson Road) Inc., lands east of Ritson Road North, north of Adelaide Avenue East be referred to staff for consideration in the future recommendation report on the matter.

Motion Carried

DS-22-38 - Gary Flauder submitting comments concerning Item DS-22-23 regarding the Amendment to the Oshawa Official Plan for Downing Street (Ritson Road) Inc. (Ward 4)

Moved by Mayor Carter

That Correspondence DS-22-38 from Gary Flauder concerning the application to amend the Oshawa Official Plan and Zoning By-law 60-94, Downing Street (Ritson Road) Inc., lands east of Ritson Road North, north of Adelaide Avenue East be referred to staff for consideration in the future recommendation report on the matter.

Motion Carried

DS-22-39 - Bernie and Leanne Sigrist submitting comments in opposition to Item DS-22-23 regarding the Amendment to the Oshawa Official Plan for Downing Street (Ritson Road) Inc. (Ward 4)

Moved by Mayor Carter

That Correspondence DS-22-39 from Bernie and Leanne Sigrist concerning the application to amend the Oshawa Official Plan and Zoning By-law 60-94, Downing Street (Ritson Road) Inc., lands east of Ritson Road North, north of Adelaide Avenue East be referred to staff for consideration in the future recommendation report on the matter.

Motion Carried

Reports

DS-22-23 - Applications to Amend the Oshawa Official Plan and Zoning By-law 60-94, Downing Street (Ritson Road) Inc., lands east of Ritson Road North, north of Adelaide Avenue East (Ward 4)

Moved by Mayor Carter

That, pursuant to Report DS-22-23 dated February 2, 2022, the applications submitted by Downing Street (Ritson Road) Inc. to amend the Oshawa Official Plan (File: OPA-2021-05) and Zoning By-law 60-94 (File: Z-2021-10) to permit the development of 157 stacked townhouse units on lands generally located east of Ritson Road North, north of Adelaide Avenue East, be referred back to the Development Services Department for further review and the preparation of a subsequent report and recommendation. This referral does not constitute or imply any form or degree of approval.

Motion Carried

To: Economic and Development Services Committee

From: Warren Munro, HBA, MCIP, RRP, Commissioner,
Economic and Development Services Department

Report Number: ED-23-54

Date of Report: March 1, 2023

Date of Meeting: March 6, 2023

Subject: City Comments on “Municipal Reporting on Planning Matters –
Proposed Minister’s Regulation under the Planning Act”

Ward: All Wards

File: 12-03

1.0 Purpose

The purpose of this Report is to obtain Council endorsement of City comments regarding a proposed Provincial regulation entitled “Municipal Reporting on Planning Matters – Proposed Minister’s Regulation under the Planning Act” (the “Regulation”).

The proposed Regulation (under Notice 019-6619) was posted on the Ontario’s Regulatory Registry website and the Environmental Registry of Ontario’s (“E.R.O.”) website on February 6, 2023, with comments requested by March 8, 2023.

Attachment 1 is a copy of background information related to the Regulation, which was released on February 6, 2023. The information can be viewed at the following link:
<https://ero.ontario.ca/notice/019-6619>.

Attachment 2 is a copy of Appendix 1 to the Regulation entitled “List of Municipalities.”

Attachment 3 is a copy of Appendix 2 to the Regulation entitled “Datapoints and Information to be Reported.”

2.0 Recommendation

That the Economic and Development Services Committee recommend to City Council:

1. That, pursuant to Report ED-23-54 dated March 1, 2023, the comments contained in Section 5.3 of said Report be endorsed as the City’s comments on the Province’s “Municipal Reporting on Planning Matters – Proposed Minister’s Regulation under the Planning Act.”

2. That staff be authorized to submit the comments contained in Report ED-23-54 dated March 1, 2023 related to the “Municipal Reporting on Planning Matters – Proposed Minister’s Regulation under the Planning Act” to the Province to meet the March 8, 2023 deadline in response to Notice 019-6619 posted on the Environmental Registry of Ontario website, and to provide subsequent follow-up once Council has considered this matter on April 3, 2023.
3. That staff be authorized to forward a copy of Report ED-23-54 dated March 1, 2023 and the related Council resolution to the Region of Durham, Durham area municipalities, Durham area M.P.P.s, the Durham Chapter of the Building Industry and Land Development Association and the Durham Region Home Builders’ Association.

3.0 Executive Summary

Not applicable.

4.0 Input From Other Sources

The following have been consulted in the preparation of this Report:

- Commissioner, Corporate and Finance Services
- City Solicitor

5.0 Analysis

5.1 Background

The Province of Ontario introduced Bill 109, More Homes for Everyone Act, 2022 (“Bill 109”) on March 30, 2022. Bill 109 was intended to help Ontarians find a home that meets their needs and make it faster to build the homes that people need. Bill 109 received Royal Assent on April 14, 2022. As part of Bill 109, the Planning Act was amended to give the Minister of Municipal Affairs and Housing (the “Minister”) authority to require municipalities and planning boards to report information on planning matters.

In October 2022, the Province released “More Homes, Built Faster: Ontario’s Housing Supply Action Plan, 2022-2023” (the “Action Plan”). One of the actions identified in the Action Plan is to implement new municipal housing targets for 29 of Ontario’s largest and fastest-growing municipalities to accelerate growth to meet Ontario’s goal of building 1.5 million homes by 2032. The proposed target for the City of Oshawa assigned by the Province was to build 23,000 units by 2032.

Subsequently, and to support the Action Plan, the Province of Ontario introduced Bill 23, More Homes Built Faster Act, 2022 (“Bill 23”) on October 25, 2022 to ensure municipalities grow and provide housing to meet the needs of all in the Province of Ontario. Bill 23 received Royal Assent on November 28, 2022.

More recently, on February 6, 2023, the Regulation was posted on the Ontario’s Regulatory Registry website and the E.R.O. website, with comments requested by March 8, 2023.

5.2 Proposed Regulation

The purpose of the Regulation is to require certain municipalities to provide accurate and up-to-date data that the Province can use to measure progress towards achieving the Action Plan commitments, including the construction of 1.5 million new homes over the next ten years. The Regulation will complement the Province's initiative to develop Data Standards for Development and Planning Applications, which aims to provide consistent rules and guidelines for the exchange of data required for planning and development applications. This initiative will set minimum requirements for interaction, connectivity, and communication between digital platforms to make sharing data easier.

Ultimately, the Regulation is expected to increase transparency around land use planning approvals for homebuilders. It will also allow the Province to track and measure application timelines, allow for the identification of additional streamlining opportunities, and provide the Province with the information needed to make evidence-based planning and housing policy decisions.

The Regulation would initially apply to Ontario's largest and fastest-growing municipalities (see Attachment 2). However, the Minister may amend the Regulation to include additional municipalities as needed. Municipalities would be required to report planning-approval information quarterly and additional information annually (see Attachment 3).

On a quarterly basis, beginning June 30, 2023, municipalities would have to report application data for:

- Official plan amendments;
- Zoning by-law amendments;
- Plans of condominium;
- Plans of subdivision;
- Site plan applications;
- Land severances (consents);
- Minor variances; and,
- Number of housing units built "as-of-right."

On an annual basis, municipalities would have to report information on:

- Areas identified as strategic growth areas;
- Areas subject to intensification targets;
- Employment areas;
- Employment area conversions;
- Existing water and wastewater infrastructure; and,
- Major transit station area boundaries.

Municipalities would also be required to submit five-year historical data (from 2018-2022 inclusive) for all datapoints identified. This information would have to be submitted by December 31, 2023.

The proposed format of municipal submissions would include structured data (tables) and machine-readable geospatial data and municipalities would submit their information to a

dedicated Provincial email. As well, the Ministry of Municipal Affairs and Housing would provide a guidance document including more information on the reporting process, detailed instructions and sample templates to support municipalities.

The Province has estimated that the costs of adhering to the Regulation, which include administrative tasks, are estimated to result in an annual direct compliance cost of \$3,953 per municipality for the first year, and approximately \$3,193 per municipality annually thereafter.

5.3 Staff Comments

It is recommended that City Council endorse the following staff comments as City comments concerning “Municipal Reporting on Planning Matters – Proposed Minister’s Regulation under the Planning Act:”

- The Province is proposing that municipalities report planning-approval information quarterly. Staff do not support reporting on a quarterly basis as it is onerous, time-consuming and may overlap with the subsequent quarter’s data collection. This may also prove onerous for the Province to disseminate the data on a quarterly basis. Staff note reporting to Committees and Council during the third quarter of every year is limited to meetings in September only, owing to Council’s summer recess. As a result, there is typically a delay recurring on an annual basis when activity that would otherwise have occurred during the third quarter can only be dealt with in the fourth quarter.

In view of the foregoing, staff recommend that planning-approval information be reported on a maximum of twice a year but preferably, only once a year. Staff note that the City of Oshawa already has annual monitoring in place through policies in the Oshawa Official Plan (O.O.P.), which include the preparation of annual development activity reports and housing monitoring reports to Council. Specifically, Section 9.16, “Monitoring”, of the O.O.P. outlines that the City will undertake regular monitoring of appropriate indicators to assess performance related to various matters including, but not limited to:

- Key growth management objectives (e.g. population, employment and housing);
 - Various criteria pertaining to residential development; and,
 - Residential and mixed-use development within Part II Plans.
- Implementation of the Regulation will take already constrained staff resources away from actually processing planning applications. This will cause delays in planning approvals and may require the hiring of additional staff to help offset the need for staff to spend more time recording data, resulting in further costs to the City in an already cost-constrained environment.
- No information is provided in Attachment 1 that outlines what occurs in the event a municipality is unable to provide the data to the Province, or if a municipality does not meet the required timelines. It is requested that the Province provide information on the consequences of not having the data available to provide to the Province in the manner proposed.

- If the Regulation is passed, the guidance document provided to all municipalities must include a section for providing additional context that cannot be captured within the data itself. The pace of planning applications is often in the hands of developers and their consultants. If a developer decides to not advance their application or decides to alter it substantially it will cause delay. These are factors that would not be apparent in the statistics for the file. Rather, it would lead to the impression that the decision of the municipality to approve or decide on an application was protracted by the municipality which would not be accurate. For this reason, it is essential that an opportunity to give context to the data when submitting it to the Province be provided.
- The Province should develop a reciprocal regulation for the development industry, to track the timelines associated with approvals of projects for Ontario's larger developers. This data could be analyzed to see what some developers are doing better than others, in order to help improve the overall development approvals and planning processes.
- The Province is requesting annual data on employment areas. However, it is not clear how data on employment areas is relevant to housing data. It is requested that the Province provide the underlying rationale for collecting this type of information from municipalities.
- More clarity is requested regarding the data related to "number of housing units built as-of-right", and what specifically is meant by "as-of-right." Firstly, this information is not explicitly referenced in Appendix 2, "Proposed Data to be Reported" (see Attachment 3). Secondly, clarity is requested to determine whether or not this includes total housing units built with or without planning approvals. If units built without any planning approvals are to be included, clarity is requested as to what the timeframe is to dismiss previous planning approvals. For example, if a subdivision was rezoned in 2008 and registered in 2010 but a house in that subdivision is built in 2023, is that considered "as-of-right?"
- The Regulation would require municipalities to provide five-year historical data for all data points by December 31, 2023. This would require staff to sift through hundreds of files to simply identify submission dates, completion dates, decision dates, etc. This is an extremely onerous task that would require a full-time temporary position, with no benefit to any municipality, the Province or the development community. Alternatively, the Province should accept data that is already available, such as:
 - The City's annual development activity reports;
 - The City's annual housing monitoring reports;
 - The City's building permit data available for each month;
 - The City's bi-annual residential subdivision activity map;
 - The Region of Durham's annual subdivision/condominium activity reports; and,
 - Altus Group's Municipal Benchmarking Studies from 2020 and 2022.

The data noted above does not track application submission dates, approval dates or decisions, but provides valuable data regarding development projects.

- The E.R.O. posting related to the Regulation states that "the information proposed for inclusion in the regulation is information municipalities currently collect as part of their

planning processes.” This is true only as raw data and not in the aggregate. City staff do not keep spreadsheets outlining in aggregate the dates that applications are deemed complete, the dates data is received, etc. The City has this information in each individual file, but this would necessitate inspecting every file. This may be possible to administer going forward, but this information is not readily available to share for files submitted from 2018 to present day, which would need to be aggregated.

- The Regulation does not appear to require information concerning approvals of housing units related to Community Planning Permit Systems. Without such information, it is not clear how the Province can reliably compare planning approval processes across all municipalities.
- The Regulation would require data from the list of municipalities identified in Attachment 2. However, some of the data identified is the responsibility of upper-tier municipalities that are not listed in Attachment 2. For example, the City of Oshawa may not have all of the relevant data for consent applications because they are currently administered by the Region of Durham Land Division Committee. This is problematic considering the requirement for municipalities to provide data on applications from 2018-2022, which the City of Oshawa does not have. Overall, data that currently is the responsibility of the Region of Durham and not the City of Oshawa includes:
 - Consents;
 - Employment Areas; and,
 - Existing water and wastewater infrastructure.
- The Province is requesting data of “proposed number of net new residential lots” related to plans of subdivision. The number of lots being created is not necessarily indicative of the number of housing units being approved. A lot or block created in a subdivision may accommodate a semi-detached dwelling, which would appear as one lot, but it is for two housing units. Similarly, a street townhouse block in a subdivision is intended for three or more units and is later divided into lots. This would appear as one lot but is actually for three or more housing units. It is requested that the required data be focused on the number of units that are potentially authorized by a registered plan and the applicable zoning. As well, municipalities may interpret the data requirement for “number of net new residential lots” inconsistently, which may lead to inconsistent information that cannot be effectively or reliably compared across the Province.
- The data required for employment areas includes “applicable density targets.” Staff note that housing is not permitted in Oshawa’s employment areas. Municipalities that do not permit housing in their employment areas should not be required to provide data related to employment areas other than data related to employment area conversions.
- The Regulation would require data on plans of condominium. Condominium approvals do not facilitate the creation of housing. Rather, they simply allow a development to be registered as a condominium. Statistics on condominium applications will not provide insight into the timelines associated with the approval of housing.

- The Province needs to ensure that a mechanism is put in place to not double- or triple-count units that appear in multiple planning-related applications. For example, if a project requires an official plan amendment, zoning by-law amendment and a plan of subdivision, the Province's data tracking system needs to incorporate safeguards to not over count the units being created.
- The Province should provide funding to each of the municipalities who are expected to report on planning-approval and additional information, in order to cover the cost to implement these new reporting requirements and account for the additional staff time and resources required. This is in consideration of the fact that municipal budgets are increasingly under constraint. For example, staff note that as a result of Bill 23, municipalities are now restricted in the amount of development charges and parkland dedication that can be acquired. The shortfall must now be made up elsewhere, mainly from increasing the general tax levy. Implementing such increases to address shortfalls affects the City's ability to allocate money to hiring more staff, which would be necessary to undertake the additional work now proposed to be required by the Province.
- The Province has estimated that adhering to the Regulation would cost \$3,953 per municipality for the first year, and approximately \$3,193 per municipality annually thereafter. However, staff do not support this estimate and note that it is not supported by documentation. Staff have estimated that adhering to the Regulation would cost the City of Oshawa an estimated minimum of \$20,000 per year or more, in staff time and resources.

6.0 Financial Implications

There are no financial implications associated with the recommendations in this Report.

However, it is clear that the proposed Regulation will require additional staff time and resources, which will have a financial impact to the City. This may require the hiring of additional staff but more likely paying staff overtime (in the form of money or lieu time) in order to meet the reporting deadlines of the Province.

7.0 Relationship to the Oshawa Strategic Plan

The Recommendations advance the Accountable Leadership goal of the Oshawa Strategic Plan.



Tom Goodeve, M.Sc.Pl., MCIP, RPP, Director,
Planning Services



Warren Munro, HBA, MCIP, RRP, Commissioner,
Economic and Development Services Department

Appendix 1: Proposed List of Municipalities

City of Barrie	City of Pickering
City of Brampton	City of Richmond Hill
City of Brantford	City of St. Catharines
City of Burlington	City of Toronto
City of Cambridge	City of Vaughan
City of Guelph	City of Waterloo
City of Hamilton	City of Windsor
City of Kingston	Municipality of Clarington
City of Kitchener	Town of Ajax
City of London	Town of Caledon
City of Markham	Town of Milton
City of Mississauga	Town of Newmarket
City of Niagara Falls	Town of Oakville
City of Oshawa	Town of Whitby
City of Ottawa	

Appendix 2: Proposed Data to be Reported

Data Element	Information for Collection	Frequency of Reporting
Community Infrastructure and Housing Accelerator Tool and Ministers Zoning Orders	<ul style="list-style-type: none"> Number of building permits issued to date Downstream planning approval status 	Annual Reporting Due by March 31 of the next calendar year (e.g., information for 2022 due March 31, 2023).
Land Severance (Consent)	<ul style="list-style-type: none"> Application Number Application Address Date Application Submitted Date Application Deemed Complete Application Status <ul style="list-style-type: none"> Under Review Application Approved Application Refused If appealed to Ontario Land Tribunal or Local Appeal Body, whether it is an appeal of: <ul style="list-style-type: none"> Condition Decision Non-decision Third Party Appeal Date of Decision (if applicable) 	Quarterly Reporting: <ol style="list-style-type: none"> Q1: January 1 – March 31, due by June 30 Q2: April 1 – June 30, due by September 30 Q3: July 1 – September 30, due by December 31 Q4: October 1 – December 31, due by March 31 (of the next calendar year)
Minor Variance Application	<ul style="list-style-type: none"> Application Number Application Address Date Application Submitted Date Application Deemed Complete Application Status <ul style="list-style-type: none"> Under Review 	Quarterly Reporting: <ol style="list-style-type: none"> Q1: January 1 – March 31, due by June 30 Q2: April 1 – June 30, due by September 30 Q3: July 1 – September 30, due by December 31

	<ul style="list-style-type: none"> ○ Application Approved ○ Application Refused ○ If appealed to Ontario Land Tribunal or Local Appeal Body, whether it is an appeal of: <ul style="list-style-type: none"> ▪ Condition ▪ Decision ▪ Non-decision ▪ Third Party Appeal • Date of Decision (if applicable) • Proposed Use 	Q4: October 1 – December 31, due by March 31 (of the next calendar year)
Official Plan Amendment Applications	<ul style="list-style-type: none"> • Application Number • Application Address • Date Application Submitted • Date Application Deemed Complete • Application Status <ul style="list-style-type: none"> ○ Under Review ○ Application Approved ○ Application Refused ○ If appealed to Ontario Land Tribunal, whether it is an appeal of: <ul style="list-style-type: none"> ▪ Decision ▪ Non-decision ▪ Third Party Appeal • Date of Decision (if applicable) • Proposed Designation • Heritage Status 	Quarterly Reporting: <ol style="list-style-type: none"> 1. Q1: January 1 – March 31, due by June 30 2. Q2: April 1 – June 30, due by September 30 3. Q3: July 1 – September 30, due by December 31 4. Q4: October 1 – December 31, due by March 31 (of the next calendar year)
Plan of Condominium	<ul style="list-style-type: none"> • Application Number • Application Address • Date Application Submitted • Date Application Deemed Complete • Application Status <ul style="list-style-type: none"> ○ Under Review ○ Application Approved ○ Application Refused 	Quarterly Reporting: <ol style="list-style-type: none"> 1. Q1: January 1 – March 31, due by June 30 2. Q2: April 1 – June 30, due by September 30 3. Q3: July 1 – September 30, due by December 31 4. Q4: October 1 – December 31, due by March 31 (of the next calendar year)

	<ul style="list-style-type: none"> ○ If appealed to Ontario Land Tribunal, whether it is an appeal of: <ul style="list-style-type: none"> ▪ Condition ▪ Decision ▪ Non-decision ▪ Third Party Appeal • Date of Decision (if applicable) • Date Registered (if applicable) <ul style="list-style-type: none"> ○ If registered, number of registered new residential condominium units • Proposed Use • Proposed Number of Net New Residential Condo Units 	
Plan of Subdivision	<ul style="list-style-type: none"> • Application Number • Application Address • Date Application Submitted • Date Application Deemed Complete • Application Status <ul style="list-style-type: none"> ○ Under Review ○ Application Approved ○ Application Refused ○ If appealed to Ontario Land Tribunal, whether it is an appeal of: <ul style="list-style-type: none"> ▪ Condition ▪ Decision ▪ Non-decision ▪ Third Party Appeal • Date of Decision (if applicable) • Date Registered (if applicable) <ul style="list-style-type: none"> ○ If registered, number of registered new residential lots • Proposed Use • Proposed Number of Net New Residential Lots • Heritage Status 	Quarterly Reporting: <ol style="list-style-type: none"> 1. Q1: January 1 – March 31, due by June 30 2. Q2: April 1 – June 30, due by September 30 3. Q3: July 1 – September 30, due by December 31 4. Q4: October 1 – December 31, due by March 31 (of the next calendar year)

Site Plan Application	<ul style="list-style-type: none"> • Application Number • Application Address • Date Application Submitted • Date Application Deemed Complete • Application Status <ul style="list-style-type: none"> ○ Under Review ○ Application Approved ○ Application Refused ○ If appealed to Ontario Land Tribunal or Local Appeal Body, whether it is an appeal of: <ul style="list-style-type: none"> ▪ Condition ▪ Decision ▪ Non-decision ▪ Third Party Appeal • Date of Decision (if applicable) • Proposed Use 	Quarterly Reporting: <ol style="list-style-type: none"> 1. Q1: January 1 – March 31, due by June 30 2. Q2: April 1 – June 30, due by September 30 3. Q3: July 1 – September 30, due by December 31 4. Q4: October 1 – December 31, due by March 31 (of the next calendar year)
Zoning Bylaw Amendment Application	<ul style="list-style-type: none"> • Application Number • Application Address • Date Application Submitted • Date Application Deemed Complete • Application Status <ul style="list-style-type: none"> ○ Submitted ○ Under Review ○ Application Approved ○ Application Refused ○ If appealed to the Ontario Land Tribunal, whether it is an appeal of: <ul style="list-style-type: none"> ▪ Condition ▪ Decision ▪ Non-decision ▪ Third Party Appeal • Date of Decision (if applicable) • Proposed Use • Heritage Status 	Quarterly Reporting: <ol style="list-style-type: none"> 1. Q1: January 1 – March 31, due by June 30 2. Q2: April 1 – June 30, due by September 30 3. Q3: July 1 – September 30, due by December 31 4. Q4: October 1 – December 31, due by March 31 (of the next calendar year)

Areas identified as a Strategic Growth Area with a minimum target	<ul style="list-style-type: none"> • A copy of the geospatial data identifying areas identified as a strategic growth area with a minimum target for your municipality. Indicate as part of the data attributes the applicable density targets, development phasing policies and other relevant policy or zoning requirements, where applicable and appropriate. <ul style="list-style-type: none"> ○ Brief description of the data ○ Date created ○ Date updated (if newer) ○ Update frequency (if applicable) ○ Spatial referencing information (map projection, coordinate systems, geodetic model, geographic extent) ○ List of data attributes and a data dictionary ○ Data collection and process (if available) ○ Data accuracy (e.g., the scale the data can be used at) (if available) ○ Copyright information <ul style="list-style-type: none"> ▪ Indicate if boundaries are developed using Ontario Parcel Data, Ontario Road Network, or other data sources which may have separate copyright considerations. ○ Contact information • Description of the file format (e.g., ESRI shapefile) 	Annual Reporting Due by March 31 of the next calendar year (e.g., information for 2022 due March 31, 2023).
Areas Subject to an Intensification Target	<ul style="list-style-type: none"> • A copy of the geospatial data identifying areas subject to an intensification target for your municipality. Indicate as part of the data attributes any applicable targets. <ul style="list-style-type: none"> ○ Brief description of the data ○ Date created ○ Date updated (if newer) ○ Update frequency (if applicable) ○ Spatial referencing information (map projection, coordinate systems, geodetic model, geographic extent) ○ List of data attributes and a data dictionary 	Annual Reporting Due by March 31 of the next calendar year (e.g., information for 2022 due March 31, 2023).

	<ul style="list-style-type: none"> ○ Data collection and process (if available) ○ Data accuracy (e.g., the scale the data can be used at) (if available) ○ Copyright information <ul style="list-style-type: none"> ▪ Indicate if boundaries are developed using Ontario Parcel Data, Ontario Road Network, or other data sources which may have separate copyright considerations. ○ Contact information • Description of the file format (e.g., ESRI shapefile) 	
Employment Areas	<ul style="list-style-type: none"> • A copy of the geospatial data identifying employment areas in your municipality. Indicate as part of the data attributes the applicable density targets, development phasing policies and other relevant policy or zoning requirements, where applicable and appropriate. <ul style="list-style-type: none"> ○ Brief description of the data ○ Date created ○ Date updated (if newer) ○ Update frequency (if applicable) ○ Spatial referencing information (map projection, coordinate systems, geodetic model, geographic extent) ○ List of data attributes and a data dictionary ○ Data collection and process (if available) ○ Data accuracy (e.g., the scale the data can be used at) (if available) ○ Copyright information <ul style="list-style-type: none"> ▪ Indicate if boundaries are developed using Ontario Parcel Data, Ontario Road Network, or other data sources which may have separate copyright considerations. ○ Contact information • Description of the file format (e.g., ESRI shapefile) 	Annual Reporting Due by March 31 of the next calendar year (e.g., information for 2022 due March 31, 2023).

Employment Area Conversions	<ul style="list-style-type: none"> • A copy of the geospatial data identifying employment area conversions in your municipality. <ul style="list-style-type: none"> ○ Brief description of the data ○ Date created ○ Date updated (if newer) ○ Update frequency (if applicable) ○ Spatial referencing information (map projection, coordinate systems, geodetic model, geographic extent) ○ List of data attributes and a data dictionary ○ Data collection and process (if available) ○ Data accuracy (e.g., the scale the data can be used at) (if available) ○ Copyright information <ul style="list-style-type: none"> ▪ Indicate if boundaries are developed using Ontario Parcel Data, Ontario Road Network, or other data sources which may have separate copyright considerations. ○ Contact information • Description of the file format (e.g., ESRI shapefile) 	Annual Reporting Due by March 31 of the next calendar year (e.g., information for 2022 due March 31, 2023).
Existing water and wastewater infrastructure	<ul style="list-style-type: none"> • A copy of the geospatial data for the existing and under construction water and wastewater trunk lines and locations of municipal water and wastewater treatment plants in your municipality. <ul style="list-style-type: none"> ○ Brief description of the data ○ Date created ○ Date updated (if newer) ○ Update frequency (if applicable) ○ Spatial referencing information (map projection, coordinate systems, geodetic model, geographic extent) ○ List of data attributes and a data dictionary ○ Data collection and process (if available) ○ Data accuracy (e.g., the scale the data can be used at) (if available) 	Annual Reporting <ul style="list-style-type: none"> • Due by March 31 of the next calendar year (e.g., information for 2022 due March 31, 2023).

	<ul style="list-style-type: none"> ○ Copyright information <ul style="list-style-type: none"> ▪ Indicate if boundaries are developed using Ontario Parcel Data, Ontario Road Network, or other data sources which may have separate copyright considerations. ○ Contact information for Technical Questions ○ Description of the file format (e.g., ESRI shapefile) 	
Major Transit Station Area Boundaries	<ul style="list-style-type: none"> • A copy of the geospatial data identifying major transit station area boundaries in your municipality. Indicate as part of the data attributes any applicable inclusionary zoning, density targets, development phasing requirements and other relevant policy or zoning requirements, where applicable and appropriate; and • A copy of the geospatial data of any changes to major transit station area boundaries. • For both items: <ul style="list-style-type: none"> ○ Brief description of the data ○ Date created ○ Date updated (if newer) ○ Update frequency (if applicable) ○ Spatial referencing information (map projection, coordinate systems, geodetic model, geographic extent) ○ List of data attributes and a data dictionary ○ Data collection and process (if available) ○ Data accuracy (e.g., the scale the data can be used at) (if available) ○ Copyright information <ul style="list-style-type: none"> ▪ Indicate if boundaries are developed using Ontario Parcel Data, Ontario Road Network, or other data sources which may have separate copyright considerations. ○ Contact information 	Annual Reporting Due by March 31 of the next calendar year (e.g., information for 2022 due March 31, 2023).

	<ul style="list-style-type: none"> ○ Description of the file format (e.g., ESRI shapefile) 	
Settlement Area Boundaries	<ul style="list-style-type: none"> • • A copy of the geospatial data for all existing settlement area boundaries for your municipality; and • (Optional) A copy of the geospatial data for any settlement area boundary expansion(s). • For both items: <ul style="list-style-type: none"> ○ Brief description of the data ○ Date created ○ Date updated (if newer) ○ Update frequency (if applicable) ○ Spatial referencing information (map projection, coordinate systems, geodetic model, geographic extent) ○ List of data attributes and a data dictionary ○ Data collection and process (if available) ○ Data accuracy (e.g., the scale the data can be used at) (if available) ○ Copyright information <ul style="list-style-type: none"> ▪ Indicate if boundaries are developed using Ontario Parcel Data, Ontario Road Network, or other data sources which may have separate copyright considerations. ○ Contact information ○ Description of the file format (e.g., ESRI shapefile) 	Annual Reporting <ul style="list-style-type: none"> • Due by March 31 of the next calendar year (e.g., information for 2022 due March 31, 2023).

To: Economic and Development Services Committee

From: Warren Munro, HBA, MCIP, RPP, Commissioner,
Economic and Development Services Department

Report Number: ED-23-37

Date of Report: March 1, 2023

Date of Meeting: March 6, 2023

Subject: City-initiated Amendments to the Oshawa Official Plan and
Zoning By-law 60-94 Related to the City of Oshawa Parking
Study

Ward: All Wards

File: 12-03-1458

1.0 Purpose

The purpose of this Report is to provide background information for the Planning Act public meeting to consider the following:

1. A proposed City-initiated amendment to the Oshawa Official Plan (“O.O.P.”) to add a new Section 3.9 entitled “Parking” that establishes various policies to guide the consideration of parking-related matters throughout the City including development proposals; and
2. Proposed City-initiated amendments to Zoning By-law 60-94 (“Z.B.L.”) as follows:
 - a. Amend Section 2, “Definitions”, by adding a definition for Student Housing;
 - b. Amend Table 39.3B – Residential Parking Requirements by:
 - Changing the calculation of minimum required parking for certain residential uses;
 - Eliminating the application of separate parking rates based on tenure (i.e. rental versus condominium) for certain types of residential uses; and,
 - Adding a parking rate for student housing;
 - c. Amend Subsection 39.4, “Parking Space Standards”, by changing the minimum parking space size requirements for certain residential uses;

- d. Amend Article 39.9.1 under Subsection 39.9, “Driveway Requirements”, by changing the minimum driveway width requirements for certain residential uses to be consistent with the minimum parking space width requirements in amended Subsection 39.4 for those same residential uses; and,
- e. Add a transition rule for proposed residential developments for which a complete building permit application is submitted prior to the passing of this amending zoning by-law.

On November 21, 2022, pursuant to its consideration of Item CNCL-22-76, Council passed the following motion:

- “1. That, pursuant to Memorandum CNCL-22-76 dated November 15, 2022, City Council endorse the final report, appendices and prioritized recommendations for the City of Oshawa Parking Study dated January 22, 2021, prepared by IBI Group, as contained in Attachments 1, 2 and 3 of CNCL-21-110 as attached to this Memorandum as Attachment 1 as a general guide to help inform decision making, subject to the comments and recommendations of City staff as outlined in said Attachment; and,
- 2. That, pursuant to Memorandum CNCL-22-76 dated November 15, 2022, City Council authorize the Development Services Department to initiate the statutory public process under the Planning Act for Council to consider proposed City-initiated amendments to the Oshawa Official Plan and Zoning By-law 60-94, generally as set out in Section 5.1.8.1 and Attachments 3 and 4 of CNCL-21-110.”

The proposed amendment to the O.O.P. is generally set out in Attachment 1 to this Report.

The proposed amendment to the Z.B.L. is generally set out in Attachment 2 to this Report.

The proposed changes to Table 39.3B – Residential Parking Requirements contained under Subsection 39.3 of the Z.B.L. are generally outlined in Attachment 3 to this Report.

A notice advertising the public meeting was mailed to all required public bodies. In addition, a notice was published in the Oshawa This Week newspaper. The notice was also posted on the City’s website and communicated through its Corporate Twitter and Facebook social media accounts.

The notice regarding the public meeting provided an advisory that the meeting is open to the public and will take place in person in the Council Chamber at Oshawa City Hall. Members of the public wishing to address the Economic and Development Services Committee through electronic means rather than appear in-person to make a delegation were invited to register their intent to participate electronically by 12:00 p.m. on March 3, 2023.

2.0 Recommendation

That, pursuant to Report ED-23-37 dated March 1, 2023 concerning the proposed City-initiated amendments to the Oshawa Official Plan and Zoning By-law 60-94 related to the City of Oshawa Parking Study prepared by IBI Group, staff be directed to further review and prepare a subsequent report and recommendation back to the Economic and Development Services Committee. This direction does not constitute or imply any form or degree of approval.

3.0 Executive Summary

Not applicable.

4.0 Input from Other Sources

4.1 Other Departments and Agencies

The subject City-initiated amendments have been circulated for comment and the identification of issues to a number of departments and agencies. These comments and issues will be considered and reported on, as appropriate, in a subsequent staff report which will provide a recommendation on the City-initiated amendments.

5.0 Analysis

5.1 Background

A significant amount of residential development has occurred in the City of Oshawa in recent years, and this growth is forecasted to continue. In accordance with provincial, regional and local municipal policies, a sizable portion of this residential development has been directed to those areas designated in the O.O.P. as the Downtown Oshawa Urban Growth Centre (“D.O.U.G.C.”), Central Areas including Transportation Hubs and Intensification Areas along Regional and Local Corridors. This residential development will generate parking demand.

Through a Request for Proposals process, the City hired IBI Group (“I.B.I.”) to undertake a parking study (the “Parking Study”) on behalf of the City.

The Parking Study was undertaken to develop a forward-looking plan for managing parking in the City. The Parking Study analyzed Oshawa’s City-wide parking opportunities and needs, with a focus on Intensification Areas along Regional and Local Corridors, the D.O.U.G.C. and Transportation Hubs.

At its meeting of December 1, 2021, Council considered Report CNCL-21-110, regarding the final report, appendices and prioritized recommendations for the Parking Study. Report CNCL-21-110 also included comments and recommendations of City staff.

On December 1, 2021, City Council passed the following resolution:

“That Report CNCL-21-110 be referred back to staff to review the comments of members of Council made at the December 1, 2021 Council meeting and further consult with Council members individually to record their parking concerns for feedback to come back to Council with proposed revisions to the Report.”

A copy of Report CNCL-21-110 can be found at the following link: [CNCL-21-110 City of Oshawa Parking Study \(escribemeetings.com\)](#).

On November 21, 2022, Council considered Item CNCL-22-76 and endorsed the final report, appendices and prioritized recommendations for the Parking Study, subject to the comments and recommendations of City staff as outlined in Report CNCL-21-110. In addition, Council authorized the Economic and Development Services Department to initiate the statutory public process under the Planning Act for Council to consider associated proposed City-initiated amendments to the O.O.P. and Z.B.L.

A copy of Item CNCL-22-76 can be found at the following link: [CNCL-22-76 City of Oshawa Parking Study \(escribemeetings.com\)](#).

The proposed City-initiated amendments to the O.O.P. and Z.B.L. are being advanced in response to the recommendations of the Parking Study, including several recommendations as further refined by staff as outlined in Report CNCL-21-110. The proposed amendments to the O.O.P. and Z.B.L. are intended to guide the review and decision-making process with respect to parking related matters associated with planning and development applications. Staff note that appropriate reciprocal amendments to the Z.B.L. have been proposed, where necessary, to ensure that the intent of the amendments as endorsed by Council is applied throughout the Z.B.L. in a consistent manner.

5.2 Proposed Amendment to the Oshawa Official Plan

The amendment to the O.O.P. proposes to add a new Section 3.9 entitled “Parking” that establishes various policies to guide the consideration of parking-related matters throughout the City including development proposals.

This proposed amendment to the O.O.P. was a recommendation of the Parking Study on the basis that most comparator municipalities have a standalone parking section in their official plan.

Report CNCL-21-110 and Memorandum CNCL-22-76 both indicated that staff agree with I.B.I.’s recommendation to incorporate a standalone parking section in the O.O.P. Adding a new policy section in the O.O.P. would reinforce the parking policies the City adopted through consideration of the Parking Study.

In view of the foregoing, it is appropriate to amend the O.O.P. as generally set out in Attachment 1 of this Report.

5.3 Proposed Amendment to Zoning By-law 60-94

As noted in Section 1.0 of this Report, the proposed amendment to the Z.B.L. includes such changes as:

- Adding a definition for Student Housing;
- Changing the calculation of minimum required parking for certain residential uses;
- Eliminating separate parking rates based on tenure;
- Adding a parking rate for student housing;
- Changing the minimum parking space size requirements for certain residential uses; and,
- Adding a transition rule to provide clarity as to which parking regulations apply to proposed residential developments for which a complete building permit application has been submitted prior to the passing of the amending zoning by-law.

This proposed amendment to the Z.B.L. was a recommendation of the Parking Study as further refined by staff comments in Section 5.1.8.1 and Attachment 4 of Report CNCL-21-110.

Report CNCL-21-110 and Memorandum CNCL-22-76 both indicated that staff agree with I.B.I.'s recommendations with respect to the majority of the proposed changes, but not all. Where there was disagreement, staff provided an alternative recommendation for proposed changes. A summary of all of the recommendations made by I.B.I. and, in turn, by City staff, are contained in Attachment 4 of Report CNCL-21-110.

Through Report CNCL-21-110, staff noted they did not agree with I.B.I. with respect to the magnitude of the proposed reduction in minimum parking requirements in Intensification Areas such as the D.O.U.G.C., Regional Corridors and the Central Oshawa Transportation Hub (centred on the future Central Oshawa GO Station) at this time. This is due, in large part, to major transit projects such as the Oshawa-to-Bowmanville GO Train Extension and Rapid Transit along the Simcoe Street and Highway 2 (King Street West-Bond Street West) corridors not being in place until at least the medium term (i.e. three to five years out) or, certainly in the case of the GO Train Extension to Bowmanville, the long term (i.e. six to ten years out).

In view of the foregoing, it is appropriate to amend the Z.B.L. as outlined in Attachments 2 and 3 of this Report. These amendments are summarized below:

1. Add a definition for Student Housing;
2. Amend Table 39.3B – Residential Parking Requirements to:
 - Eliminate any differences between rental and condominium tenure in terms of required parking rates for block townhouses and apartments;

- Calculate the minimum required resident parking rate for apartment buildings based on the size of the apartment units (e.g. bachelor units, one-bedroom units, two-bedroom units, three-bedroom units, etc.);
 - Reduce the minimum required visitor parking rate for apartment buildings from 0.33 spaces per unit for rental or 0.30 spaces per unit for condominium to a standard 0.25 spaces per unit;
 - Adjust the calculation of the minimum parking requirement for retirement homes, senior citizens apartment buildings and university residences; and,
 - Introduce a parking requirement for any housing development that meets the definition of student housing;
3. Reduce the minimum parking space size requirement for single detached dwellings, semi-detached dwellings/buildings and street townhouse dwellings from:
- 5.75m long to 5.4m long; and,
 - 2.75m wide to 2.6m wide, except that a parking space adjacent to a solid wall not in a private garage shall be minimum 2.75m wide;
4. Reduce the minimum parking space requirement for bed and breakfast establishments from:
- 5.75m long to 5.4m long; and,
 - 2.75m wide to 2.6m wide, except that a parking space adjacent to a solid wall, whether inside or outside of a garage, shall continue to have a minimum width requirement of 3.0m;
5. Reduce the minimum width of a driveway for a single detached dwelling, semi-detached dwelling/building, a duplex or a street townhouse dwelling from 2.75m to 2.6m to mirror the proposed new minimum parking space width noted above;
6. Enlarge the minimum parking space size requirement for parking spaces within a private garage for single detached dwellings, semi-detached dwellings/buildings, street townhouse dwellings/buildings, back-to-back townhouse dwellings/buildings, block townhouse dwellings and stacked townhouse dwellings from:
- 5.75m long to 6.2m long; and,
 - 2.75m wide to 3.0m wide; and;
7. Implement a transition rule to allow any complete building permit applications submitted before the date this zoning by-law amendment is passed by Council to use the least onerous zoning provisions related to parking space.

6.0 Financial Implications

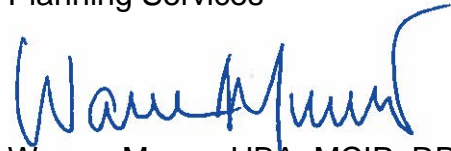
Anticipated costs to the City are included in the appropriate 2023 Departmental budgets and relate primarily to newspaper advertising costs for the public meeting and the passing of any by-laws.

7.0 Relationship to the Oshawa Strategic Plan

Holding a public meeting on the proposed City-initiated amendments to the O.O.P. and Z.B.L. advances the Accountable Leadership goal of the Oshawa Strategic Plan.



Tom Goodeve, M.Sc.Pl., MCIP, RPP, Director,
Planning Services



Warren Munro, HBA, MCIP, RPP, Commissioner,
Economic and Development Services Department

Proposed Amendment to the City of Oshawa Official Plan

Purpose:

The purpose of this Amendment to the City of Oshawa Official Plan is to add under Section 3, Transportation, of the Oshawa Official Plan a new section containing policies related to parking that outline best practices and requirements when considering parking-related matters throughout the City, including during the review of development applications.

Location:

This Amendment is general in nature and applies to the City as a whole.

Basis:

The Council of the Corporation of the City of Oshawa is satisfied that this Amendment to the City of Oshawa Official Plan, as amended, is appropriate.

Actual Amendment:

The City of Oshawa Official Plan is hereby amended by adding a new Section 3.9, Parking, as follows:

3.9. Parking

- 3.9.1. The City shall specify off-street parking requirements in the Zoning By-law to ensure that adequate parking facilities are provided to meet the parking demands generated by various types of land uses. Specific land uses may be required to provide easily accessible parking for electric and hybrid vehicles, carpool/vanpool/car share and bicycles. Minimum and maximum parking standards may be defined, as appropriate, to maximize the efficient use of land, and promote active transportation and the use of public transit.
- 3.9.2. Reduced parking requirements may be considered as part of a parking study where it can be demonstrated, to the satisfaction of the City, that the reduced parking supply will be sufficient to meet the development's parking needs, particularly within the Downtown Oshawa Urban Growth Centre, Central Areas, Regional and Local Corridors including Intensification Areas, Transportation Hubs, or any other area of the City where high levels of transit service exist or are planned.
- 3.9.3. The City may develop zoning regulations and/or guidelines to encourage the use of various transportation demand management initiatives including, but not limited to, the provision of hard infrastructure (e.g. secure bike parking, cyclist facilities, and carpool parking spaces) and soft infrastructure and services (e.g. hosting a car

share vehicle site, offering discounted transit passes, and having membership in a transportation demand management association such as Smart Commute).

- 3.9.4. Wherever possible, the amount of surface parking shall be minimized, taking into account the availability and/or viability of alternative modes of travel. Underground and/or structured parking that is appropriately integrated into the urban fabric and is sensitive to the planned design of the interface between the private and the public realm, including along streetscapes and adjacent to parks and open space areas, shall be promoted.
- 3.9.5. Cash-in-lieu of required parking may be considered in accordance with the Planning Act.”

Implementation:

The provisions set forth in the City of Oshawa Official Plan, as amended, regarding the implementation of the Official Plan, shall apply in regard to this Amendment.

Interpretation:

The provisions set forth in the City of Oshawa Official Plan, as amended, regarding the interpretation of the Official Plan, shall apply in regard to this Amendment.

Proposed Amendment to the City of Oshawa Zoning By-law 60-94

being a by-law to amend By-law 60-94, as amended, of The Corporation of the City of Oshawa.

IT IS ENACTED as a by-law of The Corporation of the City of Oshawa by its Council as follows:

1. This By-law, as amended, is further amended by:
 - (a) Amending Section 2: Definitions, by adding a definition for STUDENT HOUSING after the definition of STRUCTURE and before the definition of STUDIO as follows:
 - (i) “STUDENT HOUSING” means a building or part of a building that is located within an MU Zone adjacent to or in proximity to Simcoe Street North between Conlin Road and the East Branch of the Oshawa Creek that is owned, leased or operated by a private entity, that contains residential accommodation for students, employees or persons in short-term residence at a university or community college, whether or not shared cooking facilities are provided in the building.”
 - (b) Amending Article 5.12.4 by deleting the Article reference number “39.4.3” and replacing it with Article reference number “3.9.4.2”.
 - (c) Amending Sentence 24.3.9(2) by deleting the Article reference number “39.4.5” and replacing it with Article reference number “3.9.4.4”.
 - (d) Amending Sentence 38(B).3.9(2) by deleting the Article reference number “3.9.4.5” and replacing it with Article reference number “3.9.4.4”.
 - (e) Amending certain rows and/or columns under the column headings of Table 39.3B – Residential Parking Requirements as follows:
 - (i) Delete the word “condominium” from the third row of the first column and replace with the words “except senior citizens apartment building”.
 - (ii) Delete the text “1.45 per dwelling unit plus 0.3 per dwelling unit for visitors” from the third row of the second column and replace with the text “1.00 per dwelling unit plus 0.25 per bedroom after the first bedroom plus 0.25 per dwelling unit for visitors”.
 - (iii) Delete the fourth row in its entirety.
 - (iv) Delete the text “– condominium including a block townhouse tied to a common elements condominium” from the sixth row of the first column.
 - (v) Delete the seventh row in its entirety.

- (vi) Delete the text “0.38 parking spaces for every suite in a retirement home” in the thirteenth row of the second column and replace with the text “0.30 per suite plus 0.15 per suite for visitors”.
- (vii) Delete the text “0.5 per dwelling unit” in the sixteenth row of the second column and replace with the text “0.45 per dwelling unit plus 0.05 per dwelling unit for visitors”.
- (viii) Add a new row between the current eighteenth and nineteenth rows as follows:

Student Housing	0.2 per bed plus 0.05 per bed for visitors
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- (ix) Delete the text “0.5 spaces per bed” in the current nineteenth row of the second column and replace with the text “0.20 per bed plus 0.05 per bed for visitors”.

(f) Amending Subsection 39.4 as follows:

- (i) Delete Article 39.4.2 in its entirety.
- (ii) Renumber Articles 39.4.3 to 39.4.8, all inclusive, in sequential order as Articles 39.4.2 to 39.4.7, all inclusive.
- (iii) Amend Article 39.4.6 by deleting the comma “,” after the words “semi-detached building” and replacing it with the word “or”, and by deleting the words “or in a private garage serving an individual dwelling in a block townhouse” and replacing with the text “, in which case the minimum parking space width shall be 2.75m”.
- (iv) Add a new Article 39.4.8 as follows:

“39.4.8 Notwithstanding Table 39.4 and Article 39.4.5 to the contrary, the minimum parking space width shall be 3.0m and the minimum parking space length shall be 6.2m for a parking space in a private garage for a single detached dwelling, a semi-detached dwelling, a semi-detached building, a street townhouse dwelling, a street townhouse building, a back-to-back townhouse dwelling, a back-to-back townhouse building, a block townhouse dwelling unit or a stacked townhouse dwelling unit, and these dimensions shall be free and clear of any encroachments of features such as steps or utility-related equipment.”

- (v) Add a new Article 39.4.9 as follows:

“39.4.9 The provisions of Table 39.3B and the various Articles under Subsection 39.4 of this By-law as they existed immediately prior to [date of this amending by-law] shall apply to the erection or use of a building or structure on a lot if a complete building permit

application has been received by the Chief Building Official prior to [one year from the date of this amending by-law]. Notwithstanding the foregoing, in cases where a complete building permit application has been received by the Chief Building Official prior to [one year from the date of this amending by-law] and where the provisions of Table 39.3B and the various Articles under Subsection 39.4 of this By-law as they existed immediately prior to [date of this amending by-law] are more onerous than the provisions of Table 39.3B and the various Articles under Subsection 39.4 as they existed on [insert date of this amending by-law], the erection or use of a building or structure on a lot shall comply with the least restrictive provisions pertaining to such use.”

(g) Amending Article 39.9.1 by deleting the text “2.75m” and replacing it with the text “2.6m”.

2. This by-law shall come into force in accordance with the provisions of the Planning Act.

By-law passed this [] day of [], 2023.

Mayor

City Clerk

Proposed Amendment to Table 39.3B – Residential Parking Requirements of Zoning By-law 60-94

Use or Purpose	Minimum Number of Parking Spaces Required
Accessory Apartment	1 parking space per accessory apartment, in addition to residential parking requirements for a single detached dwelling or semi-detached dwelling
Any building not specifically mentioned containing 3 or more dwelling units	1 per dwelling unit plus 0.33 per dwelling unit for visitors
Apartment building - condominium except senior citizens apartment building	1.45 per dwelling unit plus 0.3 per dwelling unit for visitors 1.00 per dwelling unit plus 0.25 per bedroom after the first bedroom plus 0.25 per dwelling unit for visitors
Apartment building – rental, except senior citizens apartment building	1 per dwelling unit plus 0.33 per dwelling unit for visitors
Bed and breakfast establishment	2 parking spaces plus 1 parking space for each bedroom which is available to travelers
Block townhouse – condominium including a block townhouse tied to a common elements condominium	1.65 per dwelling unit plus 0.35 per dwelling unit for visitors
Block townhouse – rental	1.25 per dwelling unit plus 0.35 per dwelling unit for visitors
Duplex	1 per dwelling unit
Flat or dwelling unit other than those listed in this table	1 per dwelling unit
Group home, including correction group home	1 parking space for every 3 residents
Lodging house	0.5 spaces for every lodging unit plus 1 parking space if the lodging house also contains a separate dwelling unit
Nursing home, Long Term Care Facility or crisis care residence	1 parking space for every 4 beds
Retirement home	0.38 parking spaces for every suite in a retirement home 0.30 per suite and 0.15 per suite for visitors
Semi-detached building	4 parking spaces per building

Use or Purpose	Minimum Number of Parking Spaces Required
Semi-detached dwelling	2 per dwelling unit
Senior citizens apartment building	0.5 per dwelling unit 0.45 per dwelling unit plus 0.05 per dwelling unit for visitors
Single detached dwelling	2 per dwelling unit
Street townhouse dwelling	2 per dwelling unit
Student housing	0.2 per bed plus 0.05 per bed for visitors
University residence	0.5 parking spaces per bed 0.2 per bed plus 0.05 per bed for visitors

Note: Red Font = additional language
Strikethrough = deleted language

To: Economic and Development Services Committee

From: Warren Munro, HBA, MCIP, RPP, Commissioner,
Economic and Development Services

Report Number: ED-23-52

Date of Report: March 1, 2023

Date of Meeting: March 6, 2023

Subject: Application to Amend Zoning By-law 60-94, Central Clear View
Developments Inc., 39 Athol Street West

Ward: Ward 4

File: Z-2023-01

1.0 Purpose

The purpose of this Report is to provide background information for the Planning Act public meeting on the application submitted by Independent Project Managers (the “Applicant”) on behalf of Central Clear View Developments Inc. (the “Owner”) to amend Zoning By-law 60-94 to permit a 12-storey, 140 unit apartment building located on lands municipally known as 39 Athol Street West (the “Subject Site”).

The Owner intends to register the proposed development as a condominium. If the subject application to amend Zoning By-law 60-94 is approved, the Owner will be required to submit an application for approval of a draft plan of condominium at the appropriate time.

Attachment 1 is a map showing the location of the Subject Site and the existing zoning in the area.

Attachment 2 is a copy of the proposed site plan submitted by the Applicant.

A notice advertising the public meeting was mailed to all assessed property owners within 120 metres (400 ft.) of the Subject Site and to all required public bodies. In addition, a notice was published in the Oshawa This Week newspaper and a sign giving notice of the application has been posted on the site. The notice was also posted on the City’s website and communicated through its Corporate Twitter and Facebook social media accounts.

The notice regarding the public meeting provided an advisory that the meeting is open to the public and will take place in person in the Council Chamber at Oshawa City Hall. Members of the public wishing to address the Economic and Development Services Committee through electronic means rather than appear in-person to make a delegation

were invited to register their intent to participate electronically by 12:00 p.m. on March 3, 2023.

2.0 Recommendation

That, pursuant to Report ED-23-52 dated March 1, 2023, concerning the application submitted by Independent Project Managers on behalf of Central Clear View Developments Inc. to amend Zoning By-law 60-94 (File Z-2023-01) to permit the development of a 12-storey, 140 unit apartment building at 39 Athol Street West, staff be directed to further review and prepare a report and recommendation back to the Economic and Development Services Committee. This direction does not constitute or imply any form or degree of approval.

3.0 Executive Summary

Not applicable.

4.0 Input from Other Sources

4.1 Other Departments and Agencies

The subject application has been circulated for comment and the identification of issues to a number of departments and agencies. These comments and issues will be considered and reported on, as appropriate, in a subsequent staff report which will provide a recommendation on the application.

5.0 Analysis

5.1 Background

The Subject Site is generally located at the southeast corner of Centre Street South and Athol Street West, and is municipally known as 39 Athol Street West (see Attachment 1).

The following is background information concerning the subject application:

Item	Existing	Requested/Proposed
Oshawa Official Plan Designation	Downtown Oshawa Urban Growth Centre within the Downtown Main Central Area Boundary	No change
Zoning By-law 60-94	CBD-B (Central Business District)	An appropriate CBD-B Zone to permit the proposed development with site specific conditions to permit certain performance standards such as, but not necessarily limited to, increased residential density, increased building height and reduced residential parking

Item	Existing	Requested/Proposed
Use	Vacant	12 storey apartment building containing 140 apartment units

The following land uses are adjacent to the Subject Site:

- North:** Athol Street West, beyond which is the Michael Starr office building
- South:** Place of worship (St. George's Anglican Church)
- East:** Vacant one-storey commercial building (former Tim Hortons restaurant)
- West:** Centre Street South, beyond which is Oshawa City Hall

The following are the proposed development details for the Subject Site:

Site Statistics Item	Measurement
Lot Frontage	Athol Street West - 67.46m (221.33 ft.) Centre Street South - 35.39m (116.11 ft.)
Lot Area	0.23 ha (0.57 ac.)
Number of Proposed Residential Units	140 units: <ul style="list-style-type: none"> - 1 studio unit - 80 one-bedroom units - 54 two-bedroom units - 5 three-bedroom units
Maximum Net Residential Density Permitted	550 units per hectare (223 u/ac.)
Proposed Net Residential Density	608.69 u/ha (246.46 u/ac.)
Permitted Maximum Building Height	12m (39.37 ft.)
Proposed Maximum Building Height	42m (137.80 ft.) (12 storeys)
Parking Spaces Required	140 spaces (1.00 per unit)
Parking Spaces Provided	99 spaces (0.71 spaces per unit)
Number of Bicycle Parking Stalls Proposed	114

5.2 Oshawa Official Plan

The Subject Site is designated Downtown Oshawa Urban Growth Centre within the Downtown Main Central Area Boundary in the Oshawa Official Plan (O.O.P.).

The Subject Site is located within the Downtown Oshawa Urban Growth Centre as identified in the Provincial Growth Plan. Under the Growth Plan, the Downtown Oshawa Urban Growth Centre is a primary focus area for intensification within the City, to be developed for a mix of uses in order to achieve a minimum density target of 200 persons and jobs per combined hectare.

To assist in achieving the densities outlined for the Downtown Oshawa Urban Growth Centre, the built form of new development and redevelopment shall generally be a mix of predominately high-rise development as well as some mid-rise buildings, with compact, intensive low-rise buildings constituting the smallest proportion of development and mainly limited to peripheral locations. Buildings at corner locations should generally be higher than buildings in mid-block locations.

The O.O.P. specifies, in part, that the Downtown Oshawa Urban Growth Centre shall be planned and developed as a primary concentration of retail, major office, service, cultural, recreational, entertainment and institutional uses, supporting active transportation and higher order transit services in the Downtown Main Central Area and in the City. In addition, subject to appropriate provisions in the zoning by-law, medium and high density residential and mixed-use developments shall be permitted in the area designated as Downtown Oshawa Urban Growth Centre.

The O.O.P. contains policies which establish various density types and provide general locational criteria for such densities. The residential density type related to the proposed development is greater than the High Density II Residential density type. Nevertheless, the locational criteria for High Density II Residential development will be reviewed to assist in the analysis of the proposal.

Table 2, Residential Density Classification, in the O.O.P. is a guideline that indicates that uses in the High Density II Residential category, which generally permits 150 to 550 units per hectare (60 to 223 u/ac.) within the Downtown Oshawa Urban Growth Centre, are subject to the following general locational criteria:

- (a) Generally located within or at the periphery of the Downtown Oshawa Urban Growth Centre, or in proximity to arterial roads within the Main Central Area, Sub-Central Area and Community Central Areas or Regional Corridors.
- (b) Generally located in such a manner that the scale, form and impacts of this type of housing are generally compatible with adjacent land uses.

The proposed residential apartment building at 39 Athol Street West would have a net residential density of approximately 608.69 units per hectare (246.46 u/ac.) which is greater than the High Density II Residential classification.

It should be noted that in order to provide for flexibility in the interpretation of the text and schedules of the O.O.P., all numbers and quantities (with the exception of floor space indices) shall be considered to be approximate. Policy 10.1.2(a) specifies that minor changes to such numbers and quantities will be permitted without the need for an Official Plan amendment, provided that such changes do not affect the intent of the O.O.P. This policy would apply in the consideration of minor deviations from the density ranges outlined in Table 2 of the O.O.P., which serves as a guideline for reviewing matters related to the density of development.

Centre Street South is a Type 'B' Arterial Road on Schedule "B", Road Network, of the O.O.P., and a Regional Transit Spine on Schedule "B-1", Transit Priority Network, of the O.O.P. Athol Street West is a local road.

The policies and provisions of the O.O.P. will be considered during the further processing of the subject application.

5.3 Zoning By-law 60-94

The Subject Site is currently zoned CBD-B (Central Business District) which permits a variety of residential and commercial uses including, but not limited to, an apartment building, flat, hotel, office, personal service establishment, restaurant, retail store and retirement home.

Apartment buildings are permitted in the CBD-B Zone subject to compliance with regulations on such matters as maximum density, maximum height, minimum building setbacks and parking. The maximum building height permitted in the CBD-B Zone is 12 metres (39.37 ft.) and the maximum permitted density is 550 units per hectare (223 u/ac.). In this particular case, the proposed development does not comply with the regulations.

The Applicant has submitted an application to amend Zoning By-law 60-94 to rezone the Subject Site from a generic CBD-B (Central Business District) Zone to a CBD-B Zone subject to a special condition to permit the proposed 12-storey residential apartment building with 140 apartment units. In order to implement the proposed building/site design, special regulations are proposed such as increased residential density and building height, and reduced required parking.

The subject application will be reviewed against the provisions of Zoning By-law 60-94 during the further processing of the application.

5.4 Site Design/Land Use Considerations

The Applicant proposes to develop a 12-storey, 140 unit condominium apartment building (see Attachment 2).

The proposed building includes parking on two aboveground levels incorporated into the base of the building, and one level of underground parking, with driveway access from Athol Street West.

The proposed building also includes the following features:

- A rooftop garden/amenity area and an outdoor amenity area at grade;
- Private balconies along the north and south elevations for each apartment unit; and,
- Indoor communal amenity spaces.

In support of the proposed development the Applicant has submitted, on behalf of the Owner, a variety of plans and documents including a site plan, floor plans, elevation plans, shadow impact plans, planning justification report, landscape plans, arborist report, grading plan, servicing plan, functional servicing and stormwater management report, heritage impact assessment, archaeological assessment, environmental site assessment, transportation impact study and parking assessment.

Detailed design matters will be reviewed during the further processing of the application to ensure compliance with the City's Landscaping Design Policies, engineering standards and other policies. This Department will conclude its position on the site design after it has received and assessed comments from the circulated departments, agencies and the public.

Some of the specific matters this Department will be reviewing during the further processing of the subject application include:

- (a) The appropriateness of the proposed building height and residential density at this location;
- (b) The appropriateness of the proposed zoning regulations including the proposed parking rate;
- (c) Site/building design matters including driveway access, parking, refuse storage and collection, loading, building architecture, fire access and landscaping;
- (d) Servicing and stormwater management matters;
- (e) Transportation considerations;
- (f) The impacts of proposed building shadows;
- (g) Noise attenuation;
- (h) The environmental condition of the Subject Site given historical land uses in the area;
- (i) Heritage matters;
- (j) Urban design matters given the Subject Site's proximity to Oshawa City Hall; and,
- (k) Crime Prevention Through Environmental Design matters.

6.0 Financial Implications

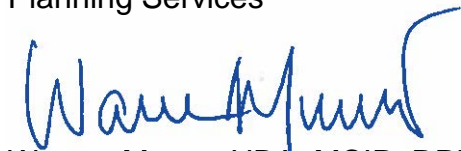
There are no financial implications associated with the recommendation in this Report.

7.0 Relationship to the Oshawa Strategic Plan

Holding a public meeting on development applications advances the Accountable Leadership goal of the Oshawa Strategic Plan.



Tom Goodeve, M.Sc.PI, MCIP, RPP, Director,
Planning Services

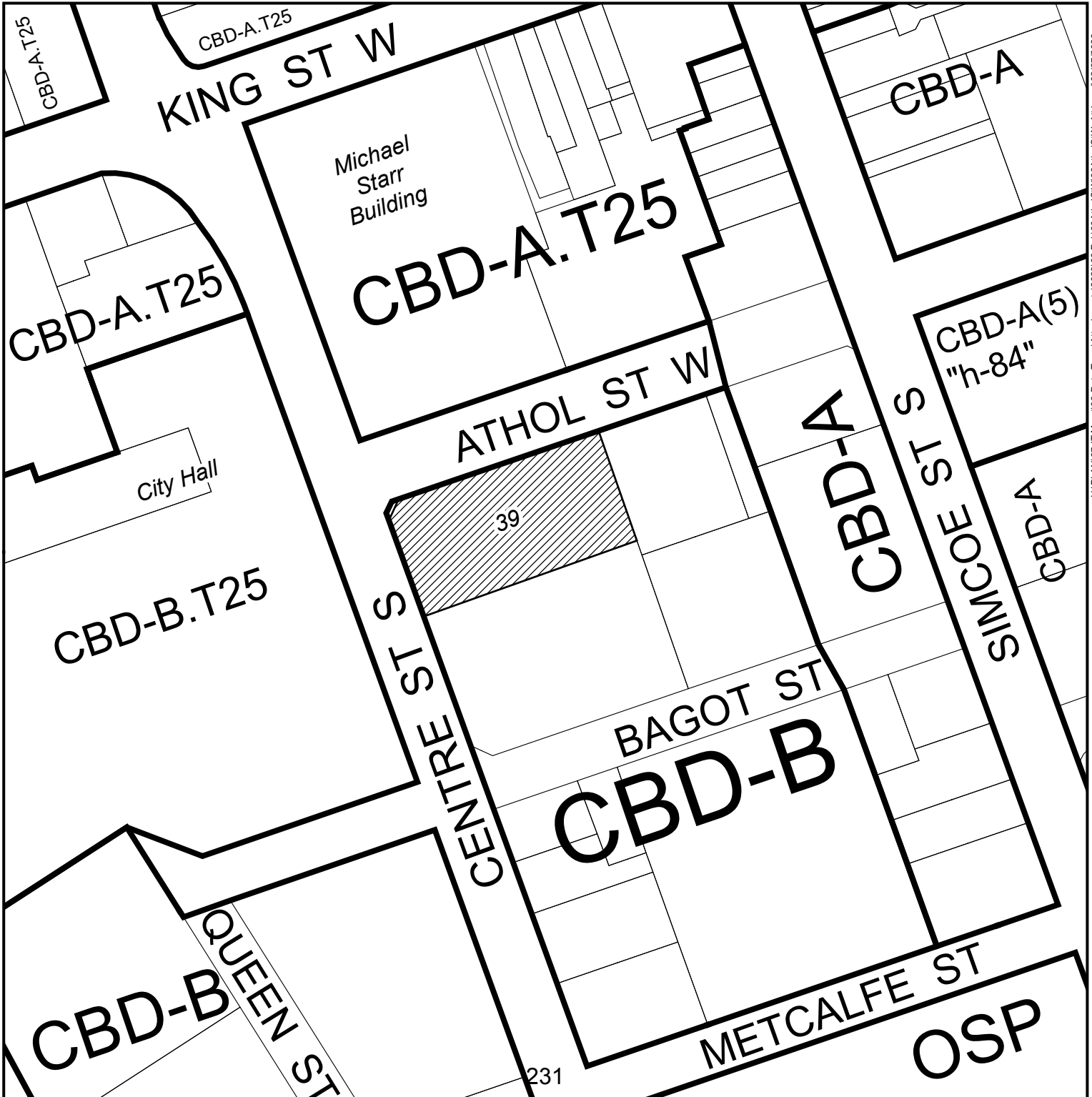
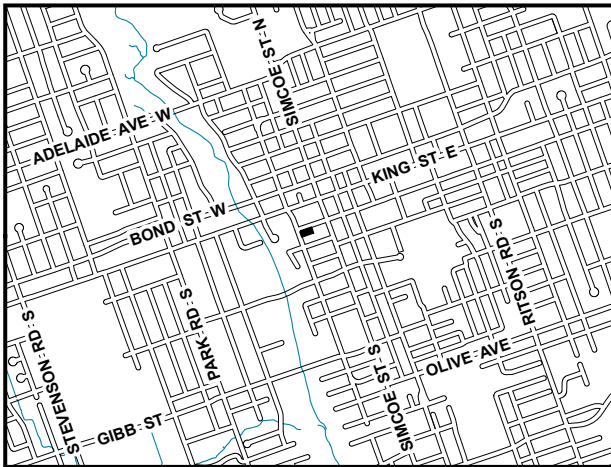


Warren Munro, HBA, MCIP, RPP, Commissioner,
Economic and Development Services

Subject: Application to Amend Zoning By-law 60-94
Address: 39 Athol Street West
Ward: Ward 4
File: Z-2023-01



Subject Site 





To: Economic and Development Services Committee

From: Warren Munro, HBA, MCIP, RPP, Commissioner,
Economic and Development Services Department

Report Number: ED-23-45

Date of Report: March 1, 2023

Date of Meeting: March 6, 2023

Subject: Proposed Part II Plan for the Columbus Planning Area, and
related amendments to the Oshawa Official Plan

Ward: Ward 1

File: 12-03-1453

1.0 Purpose

On January 30, 2023 pursuant to Report ED-23-09, Council authorized the Economic and Development Services Department to initiate the statutory public process under the Planning Act, R.S.O. 1990, c. P.13 (the “Planning Act”) for Council to consider a proposed amendment to the Oshawa Official Plan (the “O.O.P.”) to introduce a Part II Plan for the Columbus Planning Area. The proposed amendment has been developed as a key deliverable of the Integrated Columbus Part II Planning Act and Municipal Class Environmental Assessment Act Study (the “Study”).

The purpose of this Report is to provide background information for the Planning Act public meeting on the proposed amendments to the O.O.P. that are required to implement the following:

1. A Part II Plan for the Columbus Planning Area; and,
2. Reciprocal amendments to the Part I Plan to ensure appropriate integration with the new Part II Plan for the Columbus Planning Area.

The proposed amendments, if approved, will result in the adoption of a new Columbus Part II Plan. The Study process to date has proceeded in a manner that is consistent with both the Planning Act and Municipal Class Environmental Assessment (M.C.E.A.) Act requirements. The Study has followed the Master Planning process (Approach 4 – Integration with the Planning Act) and the Study addresses Phases I and II of the M.C.E.A. process. While the Study satisfies Phases I and II of the M.C.E.A. requirements for Schedule A, A+ and B projects identified by this Study (i.e. required improvements to certain municipal infrastructure such as roads), all projects identified as Schedule C will require further study through subsequent phases of the M.C.E.A. process.

The following methods were used to provide notice advertising the public meeting:

- Mail to all assessed property owners within the Study Area boundary as identified in Attachment 1;
- Mail to all assessed property owners within 120 metres (400 ft.) of the Study Area;
- Mail and e-mail to all required public bodies;
- Outdoor signage (Curbex sign) at the Columbus Community Centre (3265 Simcoe Street North);
- Publication in the Oshawa This Week newspaper;
- E-mail to those who left an e-mail address at any one of the four Public Information Centres held during the Study process or who requested to have their name added to the Study mailing list; and,
- Posting on the City's website and communicated through its Corporate Twitter and Facebook social media accounts.

Attachment 1 is a map showing the location and extent of the Study Area, including the limits of the Columbus Part II Planning Area that is subject to the proposed Columbus Part II Plan.

Attachment 2 is a proposed amendment to the O.O.P. to introduce a Part II Plan for the Columbus Planning Area.

Attachment 3 outlines proposed amendments to Part I of the O.O.P. that are needed to facilitate the introduction of a Part II Plan for the Columbus Planning Area.

Attachment 4 is a copy of the proposed Columbus Community Urban Design Guidelines that have been developed for the Columbus Part II Planning Area. Owing to the size of the document, it is not attached to this Report but can be viewed at the following link:
<https://www.oshawa.ca/en/city-hall/development-studies.aspx>.

2.0 Recommendation

That, pursuant to Report ED-23-45 dated March 1, 2023, concerning proposed City-initiated amendments to introduce a Part II Plan for the Columbus Planning Area and related amendments to Part I of the Oshawa Official Plan to facilitate the introduction of the same (File: 12-03-1453), staff be directed to further review and prepare a report and recommendation to the Economic and Development Services Department. This direction does not constitute or imply any form or degree of approval.

3.0 Executive Summary

Not applicable.

4.0 Input from Other Sources

4.1 Public

Four Public Information Centres (“P.I.C.s”) were held over the course of the Study to provide information and receive feedback on Study materials. Through the first three stages of the Study, public input has helped to shape the development of a draft preferred land use and road plan and associated draft Part II Plan policies for the Columbus Planning Area. Now that the Study is in its fourth and final stage, public input is being sought on the draft recommended plans and policies that form the basis of proposed City-initiated amendments to the O.O.P.

Public input received with respect to these proposed amendments will be considered in the further processing of the proposed amendments.

4.2 Other Departments and Agencies

The proposed Columbus Part II Plan has been circulated for comment and the identification of issues to a number of departments and agencies, including all prescribed bodies in accordance with the Planning Act requirements for consultation. These comments and issues will be considered and reported on, as appropriate, in a subsequent staff report which will provide a recommendation on the proposed Columbus Part II Plan and related City-initiated amendments to the O.O.P.

4.3 Columbus Community Advisory Committee

The Columbus Community Advisory Committee (“C.A.C.”) met on February 8, 2023 to overview the latest Study materials. Comments received from the Columbus C.A.C. members will be considered and reported on, as appropriate, in a subsequent staff report as noted above.

5.0 Analysis

5.1 Background

In 2017, the City of Oshawa initiated the Study to advance development in a manner that is consistent with both the Planning Act and Municipal Class Environmental Assessment Act requirements, as per the Council-approved Terms of Reference. As part of the Study process, the City retained Macaulay Shiomi Howson Ltd. (M.S.H.) as the lead consultant.

The Study will help guide future growth and development within the Columbus Part II Planning Area, taking into consideration the following:

- The historical context of the community;
- The cultural heritage of the area;
- Land use;
- Scale of development;
- Transportation and servicing infrastructure; and,
- The protection and enhancement of environmental and natural features.

The Study Area (see Attachment 1) is generally bounded by:

- Howden Road to the north;
- The Oshawa-Whitby boundary to the west;
- Winchester Road to the south; and,
- The east branch of the Oshawa creek to the east.

The Columbus Part II Planning Area as identified in Schedule “E” of the O.O.P. forms part of (and is located within) the Study Area (see Attachment 1).

The Study has been undertaken according to a Work Plan that consists of four stages:

- Stage One: Study Initiation and Background Analysis (completed);
- Stage Two: Land Use and Transportation Alternatives (completed);
- Stage Three: Preferred Land Use and Transportation Alternative (completed); and,
- Stage Four: Part II Plan (Planning Act process underway).

M.S.H. is currently completing Stage Four of the Study. Four P.I.C.s have been held to date during the Study process to provide information and receive feedback on Study materials.

On January 30, 2023, pursuant to Report ED-23-09, dated January 4, 2023, Council authorized Economic and Development Services staff to initiate the statutory public process under the Planning Act for Council to consider a proposed amendment to the O.O.P. to introduce a Part II Plan for the Columbus Planning Area.

5.2 Durham Regional Official Plan and Oshawa Official Plan

5.2.1 Land Use Designations in Official Plans

The subject lands (i.e. the lands comprising the Columbus Part II Planning Area) are designated Residential and Open Space and Recreation in the O.O.P. and Living Areas in the Durham Regional Official Plan.

The policies and provisions of the O.O.P. will be considered during the further processing of the proposed amendments to ensure the policy framework is appropriately integrated.

5.2.2 Environmental Management in the Oshawa Official Plan

In the O.O.P., certain parts of the Columbus Part II Planning Area are identified as:

- Natural Heritage System;
- Natural Heritage and/or Hydrologic Features Outside of the Natural Heritage System; and,
- Hazard Lands.

The Natural Heritage System refers to a connected system of environmental components including key natural heritage features, key hydrologic features, riparian corridors and areas identified for natural cover regeneration/restoration that will improve connectivity and

habitat. These components of the Natural Heritage System are shown on Schedules “D-1” and “F-1A” of the O.O.P.

Hazard Lands refer to lands having physical characteristics such as poor drainage, swamps, organic soils, flood and erosion susceptibility, steep slopes, instability or any other physical conditions which could cause property damage, loss of life or damage to the environment if developed upon.

5.2.3 Transportation Network in the Oshawa Official Plan

The O.O.P. designates a hierarchy of roads consisting of Type ‘A’, ‘B’ and ‘C’ Arterial Roads and Collector Roads.

In the O.O.P., a grid pattern of roads is currently designated in the Study as follows:

- Simcoe Street North is designated as a Type ‘B’ Arterial Road and is identified as a Regional Transit Spine;
- Columbus Road is designated as a Type ‘B’ Arterial Road and is identified as a Regional Transit Spine west of Simcoe Street North;
- Thornton Road North is designated as a Type ‘B’ Arterial Road;
- Howden Road is designated as a Type ‘A’ Arterial Road;
- Ritson Road North is designated as a Type ‘B’ Arterial Road; and,
- Winchester Road is designated as a Type ‘B’ Arterial Road.

The general function of each road type and the typical right-of-way width for existing and proposed roads in Columbus is as follows:

- Type ‘A’ Arterial Roads are to carry large volumes of traffic and have a typical right-of-way width of 36 to 45 metres (118 to 148 ft.);
- Type ‘B’ Arterial Roads are to carry moderate volumes of traffic and have a typical right-of-way width of 30 to 36 metres (98 to 118 ft.);
- Type ‘C’ Arterial Roads are to carry lower volumes of traffic and have a typical right-of-way width of 26 to 30 metres (85 to 100 ft.); and,
- Collector Roads are to carry moderate volumes of short distance travel and have a typical right-of-way width of 20 to 26 metres (66 to 85 ft.) in an urban setting or 30 metres (98 ft.) in a rural setting.

5.3 Proposed Amendments

5.3.1 Proposed Amendment to Introduce the Columbus Part II Plan to the Oshawa Official Plan

Attachment 2 is a copy of the proposed Columbus Part II Plan, which is intended to be the next major new residential community in Oshawa. The function of the Columbus Part II Plan is to identify detailed land use designations to serve as a guide for development or

redevelopment. The community structure for the Columbus Part II Plan reflects the following vision:

“Columbus will be a vibrant, healthy, and complete urban community that is focused on the historic four corners at the intersection of Columbus Road and Simcoe Street North and the approaches to the intersection.

Future growth will be sensitive to the community’s historical context and cultural heritage, considering land use compatibility, scale of development, and urban design.

The Natural Heritage System, and a system of parks, open spaces and trails, will provide the framework for the balanced, sustainable development of the community including interconnected neighbourhoods.”

Key features of the proposed Columbus Part II Plan include:

- A total Part II Plan area of approximately 557 hectares (1,377 ac.);
- A total Part II Plan developable area of approximately 369 gross hectares (911.8 gross ac.);
- The delineation of a Columbus Special Policy Area, which is approximately 48 gross hectares (118.6 gross ac.) in size. The Columbus Special Policy Area will regulate development in a manner that is sensitive to and complementary to the existing Columbus community, taking into consideration land use compatibility, scale of development and urban design;
- Predominately Low Density Residential development and Natural Heritage System components abutting the Columbus Special Policy Area;
- A proposed Community Park which is approximately 12 hectares (29.7 ac.) in size and located in the northeast quadrant of the Part II Planning Area, north of Columbus Road East, east of a proposed north-south Type ‘C’ Arterial Road located approximately midway between Simcoe Street North and Ritson Road North;
- Six proposed Neighbourhood Parks ranging from 2.1 hectares (5.2 ac.) to 4.1 hectares (10.1 ac.) in size, generally located adjacent to school sites;
- Three Mixed Use Nodes abutting existing and proposed arterial and collector roads, generally located as follows:
 - In the vicinity of the intersection of Grass Grove Lane and Columbus Road East, east of Simcoe Street North;
 - On the north side of Columbus Road West, west of Simcoe Street North; and,
 - On the east side of Simcoe Street North, south of Howden Road East;
- Eight proposed elementary schools;
- Three proposed secondary schools;

- A variety of residential land uses, consisting of 89.42 net hectares (220.96 net ac.) of Low Density Residential Areas, 67.49 net hectares (166.77 net ac.) of Medium Density I and II Residential Areas abutting existing and proposed arterial and collector roads and 9.30 net hectares (2.98 net ac.) of High Density Residential Areas located abutting the east side of Simcoe Street North, south of Howden Road East and north of Columbus Road West at the western boundary of the Part II Plan Area;
- A proposed north-south Type 'C' Arterial Road located west of Simcoe Street North, with an east-west leg connecting to Simcoe Street North at the southerly limit of the Part II Plan Area, and connected to Howden Road West at the northerly limit of the Part II Plan Area;
- A proposed east-west Type 'C' Arterial Road generally located in the southerly portion of the Study Area, outside of the Part II Plan Area, extending from Thornton Road North to an intersection with the proposed north-south Type 'C' Arterial Road located west of Simcoe Street North as noted directly above;
- A proposed north-south Type 'C' Arterial Road located approximately midway between Simcoe Street North and Ritson Road North, extending from Howden Road East to a point on Ritson Road North situated just north of Highway 407 East;
- A proposed east-west Type 'C' Arterial Road located approximately midway between Columbus Road East and Highway 407 East, extending from Simcoe Street North to an intersection with the proposed north-south Type 'C' Arterial Road located east of Simcoe Street North as noted directly above;
- A proposed east-west Type 'C' Arterial Road located approximately midway between Columbus Road and Howden Road, extending between the two proposed north-south Type 'C' Arterial Roads as noted above;
- A proposed Community Use area (e.g. community centre, library, firehall, etc.) located on the south side of Columbus Road East, approximately midway between Simcoe Street North and Ritson Road North, abutting a proposed secondary school, a Medium Density II Residential area and a proposed north-south Type 'C' Arterial Road;
- An estimated minimum of 7,053 residential dwelling units and an estimated maximum of 10,485 residential dwelling units; and,
- An estimated minimum population of 18,959 and an estimated maximum population of 27,846.

5.3.2 Proposed Amendments to Part I of the Oshawa Official Plan

To ensure the proposed Part II Plan for the Columbus Planning Area is appropriately integrated within the policy framework of the O.O.P., a number of minor reciprocal amendments to the Part I Plan are required to be made. Attachment 3 is a copy of the proposed amendments to Part I of the O.O.P.

The proposed amendments to the text of Part I of the O.O.P. generally involve the following:

- Adding a new site specific policy under Section 2.1.4, “Central Areas – Site Specific Policies”, to indicate that the lands designated as Local Central Area located north of Columbus Road West, west of Simcoe Street North in the proposed Mixed Use Node II designation shall be developed in accordance with the relevant provisions of the Columbus Part II Plan and that a retail impact study shall not be required for this specific Local Central Area;
- Removing the second occurrence of the word “future” from Policy 2.4.1.6(i2) so that the Columbus Part II Plan Area is not referred to in the future tense;
- Removing Section 2.14.3 “Columbus Special Development Area”;
- Removing Policy 8.1.3(b) (xi) concerning a reference to a future Part II Plan for the Columbus Planning Area;
- Removing Policy 8.2.2 concerning a reference to preparing a Part II Plan for the Columbus Planning Area and updating the numbering for all subsequent policies; and,
- Adding a new policy under Section 8.2, “Part II Planning Areas”, to recognize that a Part II Plan has been prepared for the Columbus Planning Area and is contained in a new section of the O.O.P.

The proposed amendments would amend Schedule “A”, Land Use, of Part I of the O.O.P. by:

- Removing the Columbus Special Development Area boundary designation;
- Adding a Local Central Area designation corresponding to the Mixed Use Node II designation on Schedule “A”, Columbus Land Use and Road Plan (located on the north side of Columbus Road West, west of Simcoe Street North); and,
- Adjusting the boundary of the lands designated Open Space and Recreation to align with the Open Space and Recreation designation boundary as shown on Schedule “A”, Columbus Land Use and Road Plan.

The proposed amendments would amend Schedule “B”, Road Network, of Part I of the O.O.P. by:

- Realigning the two future north-south Type ‘C’ Arterial Roads located east and west of Simcoe Street North to align with the road patterns as shown in Schedule “B”, Columbus Transportation Plan;
- Realigning the two future east-west Type ‘C’ Arterial Roads located north and south of Columbus Road to align with the road patterns as shown in Schedule “B”, Columbus Transportation Plan;

- Adding a new future east-west Type 'C' Arterial Road connecting Thornton Road North to the westerly north-south future Type 'C' Arterial Road noted above; and,
- Adding a number of future collector roads to align with the collector roads as shown in Schedule "B", Columbus Transportation Plan.

The proposed amendments would amend Schedule "D-1", Environmental Management, of Part I of the O.O.P. by:

- Adjusting the boundary of the Natural Heritage System lands to align with the Natural Heritage System boundary as shown on Schedule "C", Columbus Environmental Management Plan.

The proposed amendments would amend Schedule "E", Part II Planning Areas, of Part I of the O.O.P. by:

- Adjusting the boundary of the Columbus Planning Area owing to refinements made to the boundary during the Part II Planning process.

The proposed amendments would amend Schedule "F1-A", Natural Heritage System Components (Excluding High Volume Recharge Areas) of Part I of the O.O.P. by:

- Adjusting the boundary delineating Key Natural Heritage Features and Key Hydrologic Features to align with the Natural Heritage System boundary as shown on Schedule "C", Columbus Environmental Management Plan.

5.3.3 Rationale for Proposed Amendments to the Oshawa Official Plan

Consideration of the proposed amendments is appropriate for the following key reasons:

- The proposed amendments conform to the Provincial Growth Plan and are consistent with the Provincial Policy Statement;
- The proposed amendments will assist in advancing development in the City, and development in this particular area represents the orderly progression of development;
- The proposed amendments will help facilitate job creation and growth in the local economy;
- The proposed road network will address the future transportation needs of development in the Columbus Part II Plan and in north Oshawa;
- The proposed amendments will facilitate the delivery of a balanced multi-modal transportation system and recreational trail system for vehicles, pedestrians and cyclists;
- The proposed amendments will provide a complementary policy framework under which urban design considerations can be advanced through the implementation of the Columbus Community Urban Design Guidelines (see Attachment 4);

- The proposed amendments will facilitate the delivery of an appropriate range of residential housing types and densities, as well as new areas for mixed use development; and,
- The proposed amendments are key to assisting the City in achieving its housing pledge to deliver 23,000 new homes by 2031, as directed by the Province under Bill 23, More Homes Built Faster Act, 2022.

5.4 Columbus Community Urban Design Guidelines

Columbus Community Urban Design Guidelines (the “Guidelines”) have been prepared for the Study Area to provide detailed direction and design criteria for the implementation of the Columbus Part II Plan vision and related policies. The Guidelines will assist Council, City staff, landowners, developers and the public with clear directions to guide new development in Columbus.

Urban design guidelines are a critical tool to ensure that development in Columbus supports a diverse and active community, while maintaining and enhancing the existing community character. The proposed Guidelines provide direction related to best practices in community, site and building design to ensure that new development is compatible with the existing Columbus community, and provide specific guidance for the existing community, and its interface and transition to new neighbourhood areas.

While the proposed Guidelines will not form part of the amendments to the O.O.P., future development applications within the Study Area will be evaluated in accordance with both the urban design policies in the Columbus Part II Plan and the Columbus Community Urban Design Guidelines.

It should be noted that the proposed Columbus Community Urban Design Guidelines as contained in Attachment 4 remain subject to change. In the event that the proposed amendments to the O.O.P. are further revised based on review and input from stakeholders received under the statutory public process under the Planning Act, it may be necessary to undertake revisions to the Guidelines. The final recommended version of the Guidelines will be presented to Council for endorsement together with the final recommended Columbus Part II Plan and reciprocal amendments to the Part I Plan.

5.5 Columbus Private Official Plan Amendment Submission

In December 2022, the Columbus Landowners Group Inc. (C.L.O.G.) submitted a privately-initiated Official Plan Amendment (O.P.A.) application for the Columbus Planning Area, to advance a Part II Plan for Columbus separate from the City-initiated Study. Staff has reviewed this submission for completeness and note that the C.L.O.G. has provided all of the information and material required under the Planning Act for a privately initiated O.P.A. to be deemed complete.

Staff will be treating the C.L.O.G.’s submission of the privately-initiated O.P.A. as a detailed response to the City’s proposed Columbus Part II Plan. Staff will review and consider their proposal when preparing the final recommended Columbus Part II Plan in a future report.

6.0 Financial Implications

There are no financial implications associated with the Recommendation in this Report.

7.0 Relationship to the Oshawa Strategic Plan

Holding a public meeting on the proposed amendments to the O.O.P. advances the Accountable Leadership goal of the Oshawa Strategic Plan.



Tom Goodeve, M.Sc.Pl., MCIP, RPP, Director,
Planning Services



Warren Munro, HBA, MCIP, RPP, Commissioner,
Economic and Development Services Department

Subject: Proposed Part II Plan for the Columbus Planning Area, and related amendments to the Oshawa Official Plan

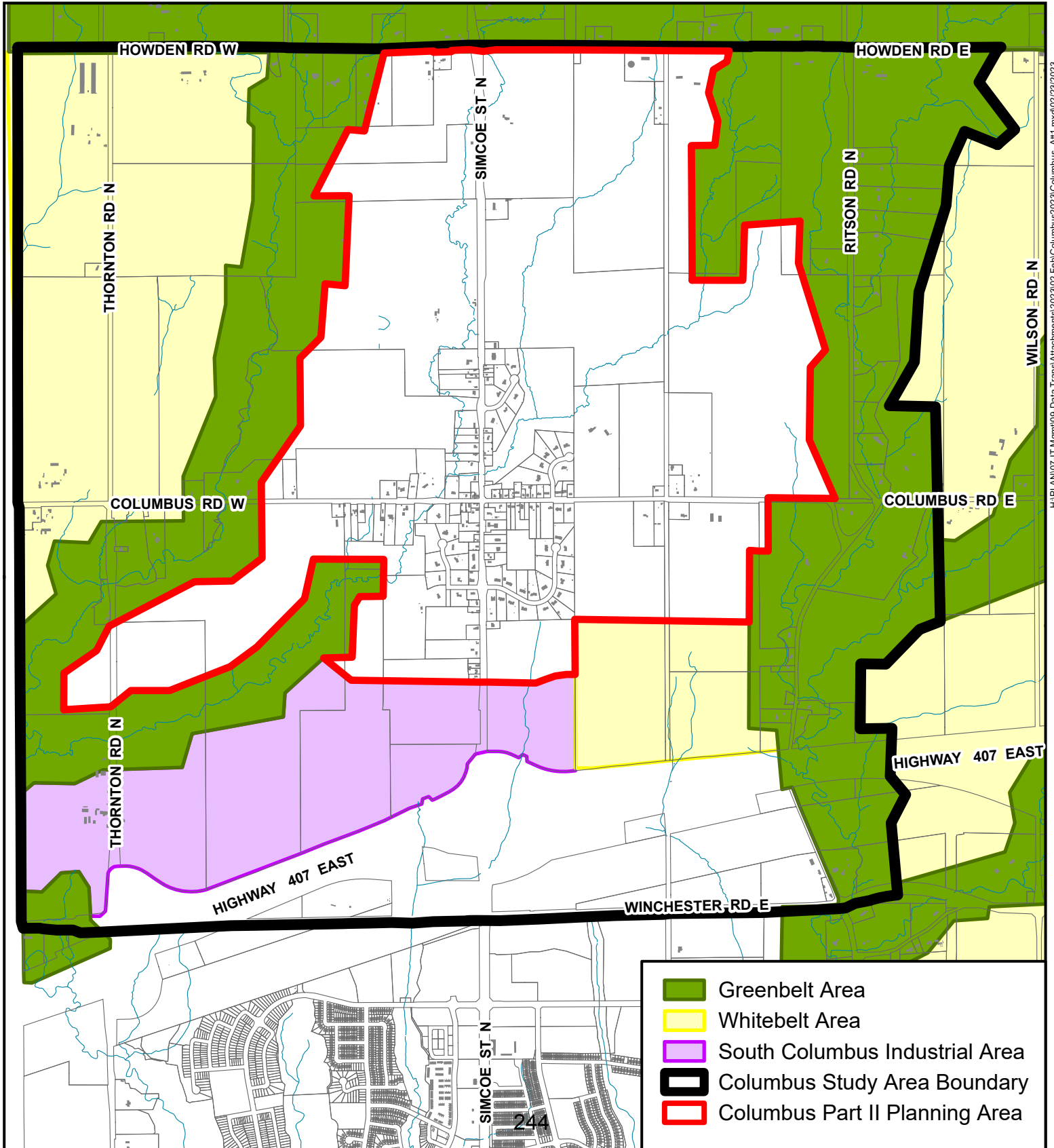
Ward: Ward 1

File: 12-03-1453

Item: ED-23-45
Attachment 1



City of Oshawa
Economic and Development Services



Proposed Amendment to the City of Oshawa Official Plan

- Purpose:** The purpose of this Amendment to the Oshawa Official Plan is to introduce a Part II Plan for the Columbus Planning Area.
- Location:** The Columbus Part II Planning Area that is subject to this Amendment is generally located between Howden Road to the North, the west branch of the Oshawa Creek to the west, the South Columbus Industrial Area to the south and the east branch of the Oshawa creek to the east. The location of the Columbus Part II Planning Area is shown on Exhibit “A” attached to this Amendment.
- Basis:** The Council of the Corporation of the City of Oshawa is satisfied that this Amendment to the Oshawa Official Plan is appropriate.
- Actual Amendment:** The Amendment to the Oshawa Official Plan consists of the following:
- The Oshawa Official Plan is hereby amended by adding a new Part II Plan for the Columbus Planning Area as Section 8.8 as set out in Exhibit “A” to this Amendment.
- Implementation:** The provisions set forth in the City of Oshawa Official Plan, as amended, regarding the implementation of the Official Plan, shall apply in regard to this Amendment.
- Interpretation:** The provisions set forth in the City of Oshawa Official Plan, as amended, regarding the interpretation of the Official Plan, shall apply in regard to this Amendment.

8.8 Part II Plan for the Columbus Planning Area

8.8.1 General Policies

- 8.8.1.1 The Part II Plan for the Columbus Planning Area, hereinafter referred to as the “Columbus Part II Plan”, forms part of the Oshawa Official Plan, hereafter referred to as the “Part I Plan”.
- 8.8.1.2 The area shown on Schedule “A” – Columbus Land Use and Road Plan, attached hereto and forming part of the Columbus Part II Plan, constitutes the Columbus Part II Plan and shall be subject to the policies of the Columbus Part II Plan.
- 8.8.1.3 The Columbus Part II Plan is consistent with the Provincial Policy Statement and conforms with A Place to Grow, the Provincial Growth Plan for the Greater Golden Horseshoe, and advances the goals of the Oshawa Strategic Plan.
- 8.8.1.4 The Columbus Part II Plan Area consists of approximately 557 hectares (1,377 ac.) of land generally bounded by the South Columbus Industrial Area to the south, the west branch of the Oshawa Creek to the west, the east branch of the Oshawa Creek to the east and Howden Road to the north.
- 8.8.1.5 Based on the Provincial requirement to achieve a minimum *gross density* of 50 units and jobs combined per hectare in *Greenfield* areas, a minimum population of approximately 18,959 is required in the Columbus Part II Plan Area. However, based on the permitted density ranges for residential land uses in the Columbus Part II Plan, it is anticipated that the Columbus Part II Plan will accommodate a planned population of approximately 23,400 people.
- 8.8.1.6 The Columbus Part II Plan shall be developed as a *complete community* that incorporates a mix of uses, including mixed use *development* and a variety of housing types. The *development* of the Columbus Part II Plan will integrate residential and commercial uses with community facilities such as schools and other community uses, as well as open space and recreation areas while recognizing and protecting natural heritage and hydrologic features and functions.

- 8.8.1.7 The Columbus Part II Plan will be developed as a stimulating, vibrant, identifiable and liveable place which recognizes the heritage of Columbus which is focused at the intersection of Simcoe Street North and Columbus Road. The built form, open space and public realm and their relationship to one another, will be structured and designed in functional, efficient and attractive ways in accordance with the urban design policies contained in Section 8.8.12 of this Part II Plan. *Development* applications will be evaluated in accordance with the urban design policies and the Columbus Community Urban Design Guidelines.
- 8.8.1.8 The Columbus Part II Plan will be developed as a sustainable community promoting a compact *development* form at transit-supportive densities with a mix of residential, commercial and community uses for the lands outside the area identified in the *Development Plan* for the Hamlet of Columbus, which generally corresponds to the area designated as “Columbus Special Policy Area” on Schedule “A”, Columbus Land Use and Road Plan. Specifically, the Part II Plan recognizes the character of the area where the existing community is generally focused and will ensure any *development* in the area identified as “Columbus Special Policy Area” will be sensitive to its historical context and cultural heritage and contextually appropriate, while encouraging the following generally throughout the Part II Plan area:
- (a) *Development* at higher densities, particularly along Type “A” and “B” arterial road corridors and potential transit routes, to support transit and reduce land consumption;
 - (b) Mixed use *developments* to minimize the amount of vehicular travel and to provide employment opportunities within the community;
 - (c) The provision of active transportation routes and linkages, and appropriate associated facilities, to minimize the reliance on the automobile, improve accessibility and promote the concept of complete streets;
 - (d) The use of green infrastructure technologies and best practices in sustainable *development* including site and building design and practices which minimize the generation of excess fill and, where practical, make use of natural topographical contours; and,
 - (e) *Development* that is consistent with programs intended to reduce the consumption of energy and water and to promote waste reduction.
- 8.8.1.9 The Columbus Part II Plan was prepared through an integrated planning and Municipal Class Environmental Assessment process that incorporated extensive public consultation. The Plan was developed through an iterative process that integrated land use planning, commercial and retail analysis,

environmental management, stormwater management, transportation and municipal servicing.

- 8.8.1.10 The Columbus Part II Plan was developed to ensure that future planned land uses in the Columbus Part II Plan reflect long term community land use needs, in the context of the Columbus Part II Plan as an integrated and complementary part of the broader City.
- 8.8.1.11 For the purposes of the Columbus Part II Plan, references made to “areas designated” shall mean the areas designated on Schedule “A” – Columbus Land Use and Road Plan.
- 8.8.1.12 The Columbus Part II Plan shall be developed generally in accordance with Schedule “A” – Columbus Land Use and Road Plan, Schedule “B” – Columbus Transportation Plan, and Schedule “C” – Columbus Environmental Management Plan.
- 8.8.1.13 The Columbus Part II Plan refines and complements the policies of the Part I Plan. In instances where a detailed policy in the Columbus Part II Plan provides direction, it shall supersede the policies in the Part I Plan. Where the Columbus Part II Plan is silent on a policy direction contained in the Part I Plan, the relevant policies of the Part I Plan shall apply to the Columbus Part II Plan Area. Where a list of permitted uses within a land use designation provided in the Columbus Part II Plan expands, contracts or further details permitted uses listed in the Part I Plan, the permitted uses shall be those contained in the Columbus Part II Plan.

8.8.2 Community Structure

- 8.8.2.1 The community structure for the Columbus Part II Plan reflects the following vision:

Columbus will be a vibrant, healthy, and complete urban community that is focused on the historic four corners at the intersection of Columbus Road and Simcoe Street North and the approaches to the intersection.

Future growth will be sensitive to the Community’s historical context and cultural heritage, considering land use compatibility, scale of development, and urban design.

The Natural Heritage System, and a system of parks, open spaces and trails, will provide the framework for the balanced, sustainable development of the community including interconnected neighbourhoods.

8.8.2.2

The community structure is based on several principles which amplify the direction in the vision and that are intended to guide all *development* in the Columbus Part II Plan area. These principles are:

- (a) Create a vibrant, complete community composed of neighbourhoods which reflect the historical context, are pedestrian oriented and pedestrian-scaled, and are integrated with, and supportive to, the natural environment.
- (b) Design a community for healthy, active living. A community which provides a mix of land uses including a diversity of housing choices at appropriate densities with appropriate municipal services to ensure long-term sustainable *development* which is fiscally responsible;
- (c) Establish a multi-modal transportation network that provides choice by facilitating active modes of transportation, public transit, and connecting neighbourhoods to each other, the surrounding rural area and the rest of the City. The transportation network will include attractive streets with an emphasis on well designed and pedestrian-oriented streetscapes, and a significant tree canopy, while incorporating elements of safety for all road users;
- (d) Create a network of parks, open spaces and trails which contribute to the overall character of the community, and provide opportunities for active and passive recreation, as well as active transportation choices throughout and beyond the Part II Plan Area;
- (e) Provide effective interfaces between different land uses, especially between existing residential uses and new uses, between residential and existing *agricultural uses*, between urban uses and the *Natural Heritage System*, including the Greenbelt Natural Heritage System, and between residential and future industrial uses south of the Columbus Part II Plan, to facilitate compatibility of land uses and a high-quality urban and natural *environment*;
- (f) Incorporate the many cultural heritage features in a sensitive manner especially in the existing community (Columbus Special Policy Area), but also in other areas of the Columbus Part II Plan;
- (g) Create a valued and liveable community which reflects the right balance between protecting and restoring the environment and fostering a healthy, equitable and complete community including economic development opportunities and opportunities for residents to live and work in the same community;
- (h) Protect, maintain, restore, and where possible, improve the *Natural Heritage System*, including the Greenbelt Natural Heritage System,

with respect to features within the system and at the interface with urban land uses and infrastructure;

- (i) Support resiliency and environmental sustainability through measures such as energy efficiency, water conservation and green infrastructure; and,
- (j) Ensure no adverse environmental impacts on surrounding lands and downstream areas.

8.8.2.3 The structure of the Columbus Part II Plan is defined by natural heritage and hydrologic features within the *Natural Heritage System*, including the legislated boundaries of the regional-scale Greenbelt Natural Heritage System established by the Province around portions of the valley corridors of the east and west branches of the Oshawa Creek. The topography, open space corridors and natural landforms in the Columbus Part II Plan Area, as well as utility corridors and the arterial road system, also contribute to defining the structure of the community, including the alignment of the local road system, and location of land uses and connections within the Columbus Part II Plan.

8.8.2.4 Where appropriate and feasible, the connectivity of the open space corridors along the existing valleys and *watercourses* within the *Natural Heritage System* shall be enhanced by establishing links to *woodlands*, parks, schools and community uses, stormwater management facilities, and residential and commercial areas by on- and off-road active transportation facilities as appropriate, as identified on Schedule “B” – Columbus Transportation Plan.

8.8.2.5 The network of arterial and collector roads, as identified on Schedule “B” – Columbus Transportation Plan, is an important feature of the Columbus Part II Plan consisting of improvements to existing Type “A” and “B” arterial roads, a network of new Type “C” arterial roads and new collector roads. These streets incorporate dedicated space for pedestrians and cyclists providing a well-connected modified grid network intended to maximize mobility choice. Given that Simcoe Street North already accommodates high volumes of traffic through the existing community, the road system is designed to provide alternative routes to Simcoe Street North which encourages access to and from the new community via Thornton Road North, Ritson Road North and the Type “C” arterial roads. The intent is to mitigate the increase in traffic on Simcoe Street North impacting the Columbus Special Policy Area in consideration of the context of the existing community.

8.8.2.6 Simcoe Street North and Columbus Road, outside of the limits of the Columbus Special Policy Area, will be a primary focus of *development* for the Columbus Part II Plan. Simcoe Street North is the main north-south corridor that links the Columbus Part II Plan to Highway 407 East and the *Built-up Area* of the City to the south, as well as communities outside of the City limits

such as Port Perry in the Township of Scugog and beyond. Simcoe Street North is a Type “B” arterial road within the Columbus Part II Plan, is identified as a Regional Transit Spine on Schedule ‘B-1’ of the Part I Plan, and forms a major multi-modal transportation corridor for the Columbus Part II Plan. It is intended that Simcoe Street North and Columbus Road and adjacent lands be developed to accommodate local traffic, transit and through traffic in a controlled manner, to optimize safety, convenience and access for pedestrians and cyclists and to create a functional, attractive and liveable streetscape, built to a pedestrian scale with a strong interface with the public right-of-way.

- 8.8.2.7 Columbus Road is a Type “B” arterial road, which is planned to be an east-west multi-modal transportation corridor. It is intended that Columbus Road and the adjacent lands be developed to sensitively and harmoniously integrate vehicular traffic, transit, and active transportation. Columbus Road will provide the primary east-west connection to the Brooklin community in the Town of Whitby from the Columbus Part II Plan for all modes of travel.
- 8.8.2.8 The Type “C” arterial road system is an important feature of the Columbus Part II Plan. It is designed to maximize mobility choice and improve safety for all modes of travel.
- 8.8.2.9 The Columbus Part II Plan is structured to provide a range of housing types and densities. Medium and high density residential land uses have been structured with the goal of being generally located within walking distance of 400 metres (1,312 ft.) (generally equivalent to a five minute walk) to transit corridors to encourage transit use.
- 8.8.2.10 The network of active transportation routes shown on Schedule “B” – Columbus Transportation Plan is intended to facilitate active modes of transportation for recreational and utilitarian purposes, and offer viable, efficient transportation alternatives to the private automobile for trips within, and to areas outside of, the Columbus Part II Plan.
- 8.8.2.11 The lands in the Columbus Whitebelt Area, located southeast of the Columbus Part II Plan Area boundary outside of the Major Urban Area boundary, are currently designated as Prime Agricultural and Open Space and Recreation. A concept plan for the Columbus Whitebelt Area was prepared to show the conceptual interface between the Columbus Part II Plan Area and the Columbus Whitebelt Area and confirm that orderly and efficient land use and transportation can be achieved in the future. The existing land use designations for the Columbus Whitebelt Area will continue to remain until planning studies are undertaken through a municipal comprehensive review to determine their potential future use.

8.8.3 Columbus Special Policy Area

8.8.3.1 General

- 8.8.3.1.1 The Columbus Special Policy Area designation on Schedule “A” – Columbus Land Use and Road Plan is intended to recognize the character of the area where the existing community is focused and will ensure any new *development* in the Columbus Special Policy Area designation will be sensitive to its historical context and cultural heritage and be contextually appropriate.
- 8.8.3.1.2 Permitted uses in the Columbus Special Policy Area, other than on lands which abut or are adjacent to Simcoe Street North or Columbus Road, shall consist primarily of single detached dwellings. In addition, subject to the relevant policies of this Plan and the inclusion of appropriate provisions in the zoning by-law, other land uses may be permitted in the Columbus Special Policy Area as follows: limited office, restaurants, retail, studios, personal service uses, bed and breakfast establishments, group homes, small scale nursing homes, homes for the aged, day care centres and libraries, that by nature of their activity, scale and design, are compatible with residential uses.
- 8.8.3.1.3 Buildings and structures designated or listed under the Ontario Heritage Act in the Columbus Special Policy Area designation shall be conserved in accordance with the requirements of the Act and adaptive re-use of buildings and structures in order to extend their longevity and purpose shall be encouraged. In addition, *development* and *site alteration* on adjacent lands to protected heritage properties shall only be permitted where the heritage attributes of the protected heritage property will be conserved.
- 8.8.3.1.4 Any new *development* will be limited, with the exception of the *development* of lands which abut or are adjacent to Simcoe Street North or Columbus Road, other than:
- (a) renovation of existing buildings or structures in a manner that is sensitive and complementary to the design, form, use and scale of the building or structure;
 - (b) the establishment of accessory apartments within single detached dwellings, semi-detached dwellings or townhouses and/or in an ancillary building or structure to an existing single detached dwelling, semi-detached dwelling or townhouse subject to the inclusion of appropriate provisions in the zoning by-law and compliance with the Ontario Building and Fire Codes; and,
 - (c) the replacement of buildings or structures damaged by fire or natural disaster.

8.8.3.1.5 Applications for new infill *development* and replacement of existing buildings and structures within the Columbus Special Policy Area will be assessed with respect to the following:

- (a) Any Heritage Conservation District and related Plan that has been approved, pursuant to Section 8.8.11.2 of this Part II Plan, under the *Ontario Heritage Act*;
- (b) Any Master Urban Design Plan that has been adopted by Council for all, or a portion of, the lands in the Columbus Special Policy Area designation in accordance with Section 8.8.13 of this Part II Plan; and,
- (c) Any comprehensive master site plan and urban design guidelines that have been prepared in conformity with the policies of Section 8.8.13 of this Part II Plan.

8.8.3.2 Simcoe Street North and Columbus Road

8.8.3.2.1 Lands which abut or are adjacent to Simcoe Street North and Columbus Road in the Columbus Special Policy Area designation, may be developed where appropriate for residential, commercial, office, institutional and community uses or a mixed use as defined in Section 8.8.4.1 of this Part II Plan. Such *development* shall also conform with the policies in Section 8.8.12, Urban Design of this Part II Plan, in particular the requirement for the preparation of a Master Urban Design Plan and implementing guidelines.

8.8.4 Mixed Use

8.8.4.1 General

8.8.4.1.1 Two mixed use land use designations are provided in the Columbus Part II Plan: Mixed Use Node I and Mixed Use Node II.

8.8.4.1.2 Areas designated as Mixed Use Node I and Mixed Use Node II on Schedule “A” – Columbus Land Use and Road Plan are intended to be developed for a combination of residential, commercial, office, institutional and community uses. Generally, in the context of these designations, the term “mixed use” can refer either to mixed use *development* (e.g. buildings that are designed to provide for commercial/retail uses at grade with residential and/or office uses above, or *development* consisting of a mix of uses in different single use buildings on the same property), or to broader areas (e.g. separate zones within areas designated as Mixed Use Node I and Mixed Use Node II) which together contain a mix of uses. “Single use” buildings refer to buildings that contain only a singular residential, commercial, office, institutional or community uses, excluding accessory uses.

- 8.8.4.1.3 Areas designated as Mixed Use Node I and Mixed Use Node II provide opportunities for a mix of residential and non-residential uses at higher densities through future intensification and evolution of the community.
- 8.8.4.1.4 Notwithstanding any other policies in this section to the contrary, there shall be no minimum density requirement for residential units within mixed use buildings.
- 8.8.4.1.5 High quality urban design is required in the *development* of areas designated as mixed use at all stages of *development*. The built form within areas designated as mixed use shall be of high architectural and urban design excellence and shall comply with the applicable policies of Section 8.8.12 of this Part II Plan.
- 8.8.4.1.6 Single detached dwellings, semi-detached dwellings and duplexes shall not be permitted within areas designated as Mixed Use Node I and Mixed Use Node II. Further, generally no more than 50% of the developable area of a site subject to a *development* application shall be comprised of street, block and/or back-to-back townhouse *development*, including roads, laneways, parking, amenity space and landscaping associated with said *development*.
- 8.8.4.1.7 A minimum ground floor ceiling height for all single use apartment buildings, other than stacked townhouses, will be established in the implementing zoning by-law to facilitate the long term achievement of mixed use buildings, through the conversion of ground floor areas to non-residential uses over time.

8.8.4.2 Mixed Use Node I

- 8.8.4.2.1 The Areas designated as Mixed Use Node I is shown on Schedule “A” – Columbus Land Use and Road Plan at the intersection of Columbus Road East and the north/south Type “C” arterial road, and along the east side of Simcoe Street North, south of Howden Road. The Mixed Use Node I that abuts Columbus Road includes cultural heritage resources subject to Policy 8.8.4.2.3 of this Part II Plan in the northeast quadrant of Columbus Road East and the north/south Type “C” arterial road.
- 8.8.4.2.2 The areas designated as Mixed Use Node I will form neighbourhood focal areas and shall be designed to provide opportunities for a mix of uses including commercial, office, limited community uses and/or personal service uses. In addition, Medium Density II Residential uses may be permitted in accordance with Table 2 of the Part I Plan, subject to the policies of Section 8.8.4 of this Part II Plan.
- 8.8.4.2.3 *Development* of areas designated as Mixed Use Node I shall be designed comprehensively as a neighbourhood focal area to accommodate the sensitive integration of medium density residential uses, cultural heritage

resources in the northeast quadrant of Columbus Road and the north/south Type “C” arterial road, and other permitted uses, in a mixed use format during the initial *development* phase or over the longer term. The cultural heritage resources, where applicable, shall be conserved in accordance with the policies of this Part II Plan, including Policy 8.8.11.3.

- 8.8.4.2.4 The areas designated as Mixed Use Node I are intended to serve as local community focal areas, however, any commercial component shall be limited in size and scale to be sensitive to the surrounding community.
- 8.8.4.2.5 The maximum height of any building in an area designated as Mixed Use Node I shall be 3 storeys north of Columbus Road East, 4 storeys south of Columbus Road East, and 6 storeys directly east of Simcoe Street North, south of Howden Road.
- 8.8.4.2.6 Notwithstanding the provisions of Table 2 of the Part I Plan, the residential component of the areas designated as Mixed Use Node I shall have a density range of 60 to 85 units per hectare subject to Section 8.8.4.1.4 of this Part II Plan.
- 8.8.4.2.7 *Development* of the lands designated as Mixed Use Node I must be planned comprehensively, together with adjacent lands in the Low Density Residential, Medium Density Residential and High Density Residential designations. In accordance with the provisions of Section 8.8.13 of this Part II Plan, a comprehensive master site plan and urban design guidelines shall be prepared as a basis for the initial *development* application for the lands designated Mixed Use Node I.

8.8.4.3 Mixed Use Node II

- 8.8.4.3.1 The area designated as Mixed Use Node II is shown on Schedule “A” – Columbus Land Use and Road Plan on the north side of Columbus Road West, east and west of a Type “C” arterial road.
- 8.8.4.3.2 The areas designated as Mixed Use Node II shall be developed with commercial, office, limited community uses and/or personal service uses. In addition, Medium Density II Residential uses may be permitted in accordance with Table 2 of the Part I Plan, subject to the policies of Section 8.8.5 of this Part II Plan.
- 8.8.4.3.3 While the areas designated as Mixed Use Node II shall be the primary focus for commercial uses in the Columbus Part II Plan, in addition to appropriate forms of commercial *development* along Simcoe Street North and Columbus Road, they shall be designed to accommodate the sensitive integration of medium density residential uses, and other permitted uses, in a mixed use format during the initial *development* phase and/or over the longer term.

- 8.8.4.3.4 The lands designated as Mixed Use Node II are intended to serve as a local community focal area. The commercial component of the Mixed Use Node II shall generally not exceed a maximum *gross floor area* of 7,432 square metres (80,000 sq. ft.) and may contain a supermarket.
- 8.8.4.3.5 The minimum height of any mixed use commercial/residential or multi-unit commercial and/or office building, or single use residential building in an area designated as Mixed Use Node II shall be 2 storeys, with the exception of standalone single use non-residential buildings (such as a standalone grocery store or restaurant pad building) which may be a single storey, but designed at a height equivalent to two storeys. The maximum height of all buildings shall be 6 storeys.
- 8.8.4.3.6 Notwithstanding the provisions of Table 2 of the Part I Plan, the residential component of the areas designated as Mixed Use Node II shall have a density range of 60 to 85 units per hectare subject to Section 8.8.4.1.4 of this Part II Plan.
- 8.8.4.3.7 *Development* of the lands designated as Mixed Use Node II must be planned comprehensively, together with adjacent lands in the Low Density Residential, Medium Density Residential and High Density Residential designations. In accordance with the provisions of Section 8.8.13 of this Part II Plan, a comprehensive master site plan and urban design guidelines shall be prepared as a basis for the initial *development* application in the lands designated Mixed Use Node II.

8.8.5 Residential

- 8.8.5.1 Areas designated as Low Density Residential, Medium Density I Residential, Medium Density II Residential and High Density I Residential shall be predominantly used for residential dwellings in accordance with the relevant policies of this Part II Plan and Section 2.3 of the Part I Plan.
- 8.8.5.2 For the purposes of the Columbus Part II Plan, gross residential density shall be calculated on the basis of gross residential area which shall include lots on which residential *development* is permitted by the Columbus Part II Plan and abutting local, collector and arterial roads, parks and schools, but shall exclude those components of the *Natural Heritage System* identified in Policy 5.4.4 of the Part I Plan and major infrastructure that is built or approved under the Environmental Assessment Act (Provincial 400-series highway rights-of-way, hydro corridors, hydro generation stations and airports). Net residential density shall be calculated on the basis of net residential area which shall include all of the developable portion of any individual site or lot on which residential *development* is permitted, after the conveyance of any required road widening.

- 8.8.5.3 Notwithstanding any other policies of this Part II Plan or the Part I Plan to the contrary, the minimum net residential density for Low Density Residential areas shall be 26 units per hectare (10.5 u/ac.) and the maximum net residential density shall be no more than 35 units per hectare (14 u/ac).
- 8.8.5.4 Notwithstanding any other policies of this Part II Plan or the Part I Plan to the contrary, the minimum net residential density for Medium Density I Residential areas shall be 35 units per hectare (14 u/ac.) and the maximum net residential density shall be no more than 65 units per hectare (26 u/ac).
- 8.8.5.5 Notwithstanding any other policies of this Part II Plan or the Part I Plan to the contrary, single detached dwellings in areas designated as Medium Density I Residential are only permitted provided the total number of such units does not exceed 25% of the total number of units in lands designated Medium Density I Residential in a plan of subdivision and, further, the minimum net residential density for such single detached dwellings shall be 26 units per hectare (10.5 u/ac) and the maximum net residential density shall be no more than 35 units per hectare (14 u/ac).
- 8.8.5.6 Notwithstanding any other policies of this Part II Plan or the Part I Plan to the contrary, the minimum net residential density for Medium Density II Residential areas shall be 65 units per hectare (26 u/ac.) and the maximum net residential density shall be no more than 90 units per hectare (36 u/ac).
- 8.8.5.7 Notwithstanding any other policies of this Part II Plan or the Part I Plan to the contrary, the minimum net residential density for High Density Residential areas shall be 90 units per hectare (36 u/ac.) and the maximum net residential density shall be no more than 150 units per hectare (60 u/ac).
- 8.8.5.8 Notwithstanding any other policies of this Part II Plan or the Part I Plan to the contrary, the calculation of net residential density may be averaged within areas designated as Low Density Residential, Medium Density I Residential or Medium Density II Residential on Schedule "A" – Columbus Land Use and Road Plan, within the same plan of subdivision.
- 8.8.5.9 Notwithstanding any other policies of this Part II Plan or the Part I Plan to the contrary, the maximum building height in the Low Density Residential and Medium Density I Residential designations shall be 3 storeys.
- 8.8.5.10 Notwithstanding any other policies of this Part II Plan or the Part I Plan to the contrary, the minimum building height in areas designated as Medium Density II shall be 2 storeys and the maximum building height shall be 4 storeys. Further, the minimum building height in areas designated as High Density I Residential shall be 3 storeys and the maximum building height shall be 6 storeys.

- 8.8.5.11 Certain lands designated as Residential on Schedule “A” – Columbus Land Use and Road Plan, may be constrained by road alignments, the *Natural Heritage System*, stormwater management facilities and/or utility corridors or to other physical constraints. The proponent of *development* on such lands shall be required to demonstrate that *development* of the site as proposed is feasible when more precise information about road alignments, the *Natural Heritage System* and the applicable required minimum buffers to natural hazards and Vegetation Protection Zones to the *Natural Heritage System* features, stormwater management facility sizing and/or other constraints is available. If *development* is not feasible due to such constraints, Schedule “A” – Columbus Land Use and Road Plan may be interpreted such that the road segment or other facility in question is considered to abut the *Natural Heritage System*, utility corridor or stormwater management facility, without requiring an amendment to the Columbus Part II Plan.
- 8.8.5.12 The residential densities and mix and distribution of residential types are intended to provide a broad range of residential accommodation by housing type, tenure, size, location and cost which is suitable for different income groups, age levels, and household structures, in order to meet the housing needs of the future residents of the Columbus Part II Plan and allow opportunities for residents to age in the community.
- 8.8.5.13 Affordable housing types will be encouraged to contribute to the City’s goal of a minimum of twenty-five percent (25%) affordable housing, in accordance with Section 6.2.2 of the Part I Plan. The provision of a range of housing types, including integrated affordable housing options, shall be a consideration in the *development* approvals process. Additional residential units shall be permitted in single detached dwellings, semi-detached dwellings or townhouses and/or in an ancillary building or structure to an existing single detached dwelling, semi-detached dwelling or townhouse in accordance with Policy 6.4 of the Part I Plan, notwithstanding any policy in Section 6.4 of the Part I Plan to the contrary, subject to the inclusion of appropriate provisions in the zoning by-law.
- 8.8.5.14 *Group homes* shall be permitted in accordance with the policies of Section 6.5 of the Part I Plan.
- 8.8.5.15 *Home occupation* uses shall be permitted in Residential designations, or integrated into residential *developments*, in accordance with Policy 2.3.1.4 of the Part I Plan.
- 8.8.5.16 Nursing homes, homes for the aged, retirement homes, day care centres and libraries may be permitted in areas designated as Medium Density II Residential and High Density I Residential in accordance with the policies of the relevant land use designations, provided that such uses are compatible

with surrounding residential uses, and subject to the inclusion of appropriate provisions in the zoning by-law.

8.8.5.17 Convenience stores may be permitted in areas designated as Medium Density I Residential, Medium Density II Residential and High Density I Residential in accordance with the policies of the relevant land use designations, provided that such uses are compatible with surrounding residential uses, and subject to the inclusion of appropriate provisions in the zoning by-law.

8.8.5.18 Reverse lot frontages shall only be permitted where other design approaches are not considered by the City to be technically or functionally feasible. In such instances, the extent/length of reverse lot frontages shall be minimized as much as possible to promote a highly visible, connected, safe and attractive public realm along, and in priority order, arterial, collector and local roads.

8.8.5.19 *Development* applications for lands designated as Residential shall demonstrate that the *development* is sensitively integrated by using appropriate building orientation, design, heights, location and setbacks, landscaping, fencing and/or buffering, as well as heights and lot configuration, to ensure compatibility with adjacent land uses, particularly adjacent lands designated as Columbus Special Policy Area, Open Space and Recreation, Community Use, lands in a lower residential density category, or lands designated for mixed use purposes. *Development* shall comply with the relevant policies of Section 8.8.12, Urban Design, of this Part II Plan and the Columbus Urban Design Guidelines.

8.8.6 Community Use

8.8.6.1 Areas designated as Community Use on Schedule “A” – Columbus Land Use and Road Plan may be used for social, educational, cultural, health and religious land uses such as schools, places of worship, day care centres, libraries, health service offices/clinics and nursery schools that, by nature of their activity, scale and design, are compatible with surrounding land uses. In addition, residential development may be permitted in conjunction with the development of public and separate elementary schools and public secondary schools as a mixed use development without requiring an amendment to the Columbus Part II Plan, provided that such development is compatible with surrounding land uses, is subject to the inclusion of appropriate provisions in the zoning by-law, and meets the approval of the relevant school board.

8.8.6.2 The precise locations of Community Uses are flexible within the area shown as bounded by arterial roads and/or areas designated as Open Space and Recreation, and the location may be shifted without amendment to the Plan, provided the intent of the Plan is maintained as determined at the City’s sole

discretion. Where a Community Use is shifted from the location shown on Schedule “A” – Columbus Land Use and Road Plan, the land use designation for the lands presently shown as Community Use shall be assumed to be Low Density Residential, Medium Density I Residential or Medium Density II Residential in accordance with the relevant policies of Section 8.8.5 of this Part II Plan for the relevant community use. For clarity in this regard, Low Density Residential *development* shall only be permitted where the Community Use site in question abuts lands already designated for Low Density Residential purposes.

- 8.8.6.3 Public and separate elementary schools and public and French public secondary schools are shown on Schedule “A” – Columbus Land Use and Road Plan. If not required for these specific uses, other community uses may be permitted in such areas without requiring an amendment to the Columbus Part II Plan provided that such uses are compatible with surrounding land uses and subject to the inclusion of appropriate provisions in the zoning by-law.
- 8.8.6.4 The size of elementary and secondary school sites shall be determined through the subdivision approval process. The land area required for school sites should be minimized in order to promote compact *development* and conserve land. School Boards are encouraged to build more compact facilities.
- 8.8.6.5 The Columbus Part II Plan includes six public elementary schools based on a student allocation of approximately 600 students per school.
- 8.8.6.6 Unless otherwise agreed to by any of the applicable school boards, public elementary school sites will have a size and configuration that accommodates a school for 600 students, and a broader range of services, including but not limited to, all day kindergarten and child care facilities.
- 8.8.6.7 The size and configuration of school sites will be determined through the *development* approval review process by a preliminary site plan and facility fit analysis that considers site design issues, including vehicular access, parking and grading and may include the provision of eight elementary school sites (ranging in size from 2.4 hectares (5.9 ac.) to 3.2 hectares/7.9 acres), two 6.0 hectare (15 ac.) public secondary school sites and one 4.0 hectare (9.9 ac.) French public secondary school site.
- 8.8.6.8 Where a Community Use is identified with a “Cu” symbol on Schedule “A” – Columbus Land and Road Use Plan, the maximum site area shall not exceed 2 hectares (5.0 ac.) in size. The *development* of a Community Use identified with a “Cu” symbol having a site area in excess of 2 hectares (5.0 ac.) shall be subject to an amendment to the Columbus Part II Plan and the zoning by-law. The documentation submitted in support of the amendment shall address transportation impacts (including traffic impacts on the surrounding

road and active transportation network), parking and other matters deemed appropriate by the City.

- 8.8.6.9 In the event that a site designated as Community Use and intended for a public or separate elementary school or a public or French public secondary school is not needed for that use, the maximum site area of any alternate community use shall generally not exceed 2 hectares (5.0 ac.).
- 8.8.6.10 Notwithstanding Policy 8.8.6.3 of this Part II Plan, in the event that a site designated as Community Use and identified for a public or separate elementary school is not needed for that use or other community uses, in whole or in part, such site may alternatively be used for Low Density Residential or Medium Density I Residential uses without requiring an amendment to the Columbus Part II Plan.
- 8.8.6.11 Notwithstanding Policy 8.8.6.3 of this Part II Plan, in the event that a site designated as Community Use and identified for a public or French public secondary school is not required for a secondary school or other community uses, in whole or in part, the site may alternatively be used for Low Density Residential uses, Medium Density I Residential or Medium Density II Residential uses without requiring an amendment to the Columbus Part II Plan.
- 8.8.6.12 In the event that a site designated as a Community Use and identified with a “Cu” symbol is not needed for a community use, the site may alternatively be used for Medium Density I Residential or Medium Density II Residential uses without requiring an amendment to the Columbus Part II Plan. During the *development* approvals process, consideration shall be given to ensuring that areas designated as a Community Use with a “Cu” symbol are of a size and configuration suitable for an alternative use should they not be needed for a community use.
- 8.8.6.13 Proposals for the *development* of Community Use sites shall optimize the integration of active transportation and associated amenities and transit connections and demonstrate a flexible design that reflects the heritage character of the community and can be adjusted as the needs of the community evolve over time.
- 8.8.6.14 In the event that a site for a public library is needed in the Columbus Part II Plan, consideration shall be given to a central location that is readily accessible by transit, active transportation, and that is integrated with other community or public facilities wherever possible.

8.8.7 Open Space and Recreation

8.8.7.1 General

- 8.8.7.1.1 Areas designated as Open Space and Recreation consist of sites designated for a Community Park, Neighbourhood Parks, and lands for Open Space and Recreation purposes. For the purposes of this Part II Plan, references to parks and parkland shall include Community Park and Neighbourhood Parks. Lands designated as Open Space and Recreation include lands within the *Natural Heritage System* and lands subject to environmental or other constraints to *development*.
- 8.8.7.1.2 Areas designated as Open Space and Recreation shall be subject to the relevant policies of this Part II Plan and Sections 2.6 and 5.0 of the Part I Plan.
- 8.8.7.1.3 The acquisition of lands by the City for parks and related recreation and open space purposes and any other lands necessary to achieve an integrated and continuous parkland and open space system shall be subject to the requirements of the Planning Act and the relevant policies of this Part II Plan.
- 8.8.7.1.4 The City shall require the conveyance of other lands shown as Open Space and Recreation on Schedule “A” – Columbus Land Use and Road Plan. Such conveyance shall be at no cost to the City and include land related to the *Natural Heritage System*, *Hazard Lands* and associated buffers and *Vegetation Protection Zones*. These lands shall not be included as part of the dedication of parkland pursuant to the Planning Act. For clarity, parkland dedication includes lands for a Community Park and Neighbourhood Parks as shown on Schedule “A” – Columbus Land Use and Road Plan and may include Parkettes in accordance with Section 8.8.7.1.10 of this Part II Plan.
- 8.8.7.1.5 During the *development* approval process, adjustments to the satisfaction of the City, in consultation with the Central Lake Ontario Conservation Authority, may be permitted to the Open Space and Recreation designations associated with the *watercourses* in the Columbus Part II Plan, without amendment to the Part II Plan, in accordance with the policies of Section 8.8.8.2 of this Part II Plan.
- 8.8.7.1.6 Notwithstanding the provisions of Table 4 of the Part I Plan to the contrary, the classification, size and area supply standards for parks in the Columbus Part II Plan shall be in accordance with Sections 8.8.7.2 and 8.8.7.3 of this Part II Plan.
- 8.8.7.1.7 Parks shall be located and designed to maximize visibility to and safety within the park. In this regard, parks shall generally be fronted by a public street on at least two complete sides, and abut residential *development* on no more than one side unless the abutting residential *development* consists

of dwelling units having frontal quality facades directly facing onto the park, in which case such *development* should abut no more than two sides. Parks may incorporate active transportation linkages that connect to active transportation facilities shown on Schedule “B” –Columbus Transportation Plan.

- 8.8.7.1.8 Where services and/or stormwater management facilities and associated infrastructure are proposed to be located in whole or in part within or adjacent to an area intended to function as a park, such services and infrastructure shall be designed and located in a manner to the satisfaction of the City so as not to impact the functionality and optimal programming of the park. In the event that the City deems at its sole discretion that the functionality and programming of the park is adversely affected, the affected area will generally not be considered acceptable as lands for park purposes and not be accepted for parkland dedication in accordance with the Planning Act.

For example, if grading for a stormwater management facility located adjacent to a park is proposed by a developer to encroach into the park, the area of the encroachment shall not be considered acceptable as parkland dedication. Similarly, in the event that an easement through a park is required to accommodate services proposed by a developer, the area of the easement as well as any additional park area deemed by the City, at its sole discretion, that would otherwise be able to be programmed to accommodate a facility (e.g. sports field) but is precluded as a result of the easement, shall not be considered acceptable as parkland dedication.

- 8.8.7.1.9 The Open Space and Recreation system is intended to achieve a linked open space and *Natural Heritage System*. In certain locations this will be achieved through the use of linear park connections to link wooded areas and other lands proposed for Open Space and Recreation purposes.
- 8.8.7.1.10 Through the *development* approval process, provision may also be made for the *development* of parkettes without requiring an amendment to the Part II Plan in accordance with the Section 8.8.7.4. Any parkettes shall be considered part of the parkland and open space system and the acquisition of such lands shall be in accordance with Section 8.8.7.1.3 of this Part II Plan.
- 8.8.7.1.11 Naturalized parkland that is also appropriate for passive recreation may be permitted at the sole discretion of the City, in consultation with the Central Lake Ontario Conservation Authority, in the Greenbelt Natural Heritage System, provided that:
- (a) The lands are not within areas identified as *Hazard Lands* or *Natural Heritage System* on Schedule “C” – Columbus Environmental

Management Plan, or the *Vegetation Protection Zones* or buffers associated with *Hazard Lands* or the *Natural Heritage System*; and,

- (b) There are no adverse impacts on surrounding natural heritage features, and associated buffers and functions.

For the purposes of this policy, determination of what constitutes naturalized parkland appropriate for passive recreation shall be at the City's sole discretion, in consultation with the Central Lake Ontario Conservation Authority.

8.8.7.2 Community Park

- 8.8.7.2.1 The general location of the Community Park is indicated on Schedule "A" – Columbus Land Use and Road Plan. The Community Park shall be developed in accordance with the relevant policies of the Part I Plan and this Part II Plan.
- 8.8.7.2.2 The Community Park is intended to address the community level recreational needs of the Columbus Part II Plan as well as to contribute to the recreational opportunities of the City.
- 8.8.7.2.3 The Community Park is intended to contribute to the planned character of the City as a whole and the Columbus Part II Plan, as well as act as a key community focus area and destination by providing recreational facilities and programming at a City and community scale.
- 8.8.7.2.4 The Community Park shall have a minimum site area of approximately 12 hectares (29.6 ac.).

8.8.7.3 Neighbourhood Parks

- 8.8.7.3.1 The general locations of the Neighbourhood Parks are shown on Schedule "A" – Columbus Land Use and Road Plan. However, the precise locations are flexible within the area shown as bounded by arterial roads, utility corridors and/or areas designated as Open Space and Recreation. Through the *development* approval process the location can be shifted within such areas without requiring an amendment to the Part II Plan. However, the location must be satisfactory to the City, shall be within the same ownership (unless the configuration and/or location of the park is deemed by the City, at its sole discretion, to be better served by being designed/situated in a manner that involves lands under multiple ownership) and the intent of the Plan shall be maintained. Where a Neighbourhood Park is shifted from the site shown on Schedule "A" – Columbus Land Use and Road Plan, the land use designation for the lands presently shown as Neighbourhood Park shall be assumed to be Low Density Residential or Medium Density I Residential.

The Neighbourhood Parks shall be developed in accordance with the relevant policies of the Part I Plan and the Columbus Part II Plan.

- 8.8.7.3.2 Neighbourhood Parks designated as NP I shall have a minimum site area of approximately 2.1 hectares (5.2 ac.). Neighbourhood Parks designated as NP II shall have a minimum site area of approximately 4.1 hectares (10.1 ac.).

8.8.7.4 Parkettes

- 8.8.7.4.1 The locations of Parkettes shall be determined through the *development* approval process without requiring an amendment to the Part II Plan, provided the location is satisfactory to the City, the parkette is conveyed to the City as a donation or acquired by the City on the basis of a demonstrated need, is within the same ownership and the intent of the Plan is maintained.

- 8.8.7.4.2 Parkettes are intended to serve local neighbourhoods and may include playgrounds and passive recreation areas. In addition, the City recognizes that community gardens contribute to sustainability and neighbourhood cohesion and may consider the use of Parkettes for community gardens where interest is expressed by the local residents.

- 8.8.7.4.3 Parkettes acquired by the City on the basis of a demonstrated need shall generally have a minimum site area of approximately 0.6 hectares (1.5 ac.). However, parkettes may be greater than 0.6 hectares (1.5 ac.) in size if the density of planned *development* in the vicinity supports the conveyance of parkland in accordance with Policy 2.6.3.2 of the Part I Plan. Conversely, parkettes may also be less than 0.6 hectares (1.5 ac) in size in the event that the City, in consultation with the developer, considers it appropriate to provide a smaller parkette to serve a particular development.

- 8.8.7.4.4 The location of Parkettes shall be coordinated where possible with the location of stormwater management facilities, *woodlands*, and other lands proposed for open space and recreation purposes, as well as to provide connections between these features and other land uses, including roads and utility corridors.

- 8.8.7.4.5 Parkettes may be linear in form in order to provide appropriate connectivity, and this function shall be reflected in the submission of *development* applications for the affected lands.

8.8.8 Municipal Services and Utilities

8.8.8.1 General

- 8.8.8.1.1 *Development* within the Columbus Part II Plan shall be subject to Section 9.7 of the Part I Plan with respect to servicing.

- 8.8.8.1.2 *Development* shall be phased in accordance with the availability and provision of services and phasing shall reflect a cost-efficient and sequential extension of infrastructure.
- 8.8.8.1.3 Where feasible, electrical, cable, telecommunications infrastructure and other utilities shall be required to be located underground and the design and location of associated at-grade service boxes shall have regard for the pedestrian environment, vehicular sight-lines, landscaping and urban design.
- 8.8.8.1.4 Water and sewage trunk services shall be located in accordance with the recommendations of the Columbus Subwatershed Study (C.S.W.S.) and the Columbus Servicing Study.
- 8.8.8.1.5 Functional servicing reports shall be required at the *development* approvals stage to identify capacity and required improvements, and mitigation measures to minimize impacts. Such reports will reflect the recommendations of the C.S.W.S., the Master Environmental Servicing Plan (M.E.S.P.) and the Columbus Servicing Study.
- 8.8.8.1.6 The City encourages the planning and installation of all public and private utilities approved for installation by the municipality on an integrated basis, including consideration to the use of joint utility poles and buried hydro facilities, at the cost of the proponent. The City encourages the use of joint trench(es) and concurrent installations wherever feasible. The City will also consider clustering or grouping of private utilities within the public realm, where feasible, such as on or within streetscape features such as: gateways; lamp posts; transit shelters; and when determining appropriate locations for large utility equipment and utility cluster sites.
- 8.8.8.1.7 The City encourages the installation of private and public utilities as early as possible in the *development* approvals process, and in a coordinated fashion taking into consideration the siting of street trees, in order to maximize urban tree canopy coverage and minimize disruption to the community.
- 8.8.8.2 Master Environmental Servicing Plan**
- 8.8.8.2.1 Before any *development* of land within the Columbus Part II Plan including the processing of any proposed draft plans of subdivision or a substantial *development* application, a Master Environmental Servicing Plan (M.E.S.P.) shall be prepared which will reflect the recommendations of the C.S.W.S., the Columbus Servicing Study and the Master Storm Servicing Plan.
- 8.8.8.2.2 The proponent of any proposed draft plans of subdivision or a substantial *development* application within the Columbus Part II Plan shall complete an M.E.S.P. prior to the processing of any proposed draft plans of subdivision or a substantial *development* application, unless one has already been completed, to the satisfaction of the City of Oshawa and the Region of

Durham, in consultation with the Central Lake Ontario Conservation Authority. The M.E.S.P. shall include all lands within the Columbus Part II Plan and shall consider any other land, both inside and outside the Columbus Part II Plan, necessary to adequately address the matters being dealt with in the M.E.S.P.

8.8.8.2.3 The M.E.S.P. shall address, but not necessarily be limited to, the following issues, to provide greater precision and direction to the analysis contained in the C.S.W.S., the Columbus Servicing Study and the Master Storm Servicing Plan:

- (a) Hydrogeology/Groundwater Management: The investigation will provide a sufficient level of understanding of the hydrogeological conditions of the subject area and identify areas, if any, within the Columbus Part II Plan where the soil and groundwater conditions are conducive for promoting groundwater recharge in an urban setting. The groundwater management analysis will address water budget, groundwater quality and quantity and protection of recharge and discharge functions. It will address pre- and post-*development* analysis of recharge, infiltration, runoff and evapotranspiration conditions as well as the calculated change in water balance due to *development*. Pre-*development* infiltration conditions should be maintained and/or enhanced to preserve groundwater function and linkages to natural features. Mitigative measures should also be described to maintain the recharge function, including identifying suitable locations for and types of Low Impact Development techniques. The analysis will also either establish a minimum basement elevation or a recommended approach to determine a minimum basement elevation. Finally, the analysis will determine appropriate design criteria for a foundation drainage system for *development*, if applicable.
- (b) Aquatic/Terrestrial Environmental Management: The environmental management analysis will apply the minimum required width of vegetation protection zones, in order to determine if a greater width is appropriate pursuant to Section 5 of the Part I Plan, to address *fish habitat* protection and management, aquatic setback requirements, and key natural and hydrologic features protection and setbacks, including natural channel design considerations.”. It will also determine the appropriate specific location of off-road active transportation facilities and linkages within or adjacent to *Hazard Lands* and/or the *Natural Heritage System*.
- (c) Stormwater Management: The stormwater management analysis will not only establish the target flows along riparian corridors as shown on Schedule “F1-A” of the Part I Plan within the Columbus Part II Plan

area (to be used and how to be used) and the minor and major flow routes within the Columbus Part II Plan area, but also identify the general characteristics for stormwater management facilities, including pond sizing, location and type, as well as a preliminary design that includes accommodation on-site for the deposition of sediment resulting from maintenance activities. The use of Low Impact Development techniques/alternative stormwater management designs and practices shall be considered.

- (d) **Biology:** The biological investigation will provide sufficient input to the location, type and method for the road and utility crossings of the *watercourses*, as well as to the implementation of stormwater management facilities and valleyland and *woodland* edge management.
- (e) **Municipal Servicing:** The municipal engineering investigation will identify significant cut and fill areas, and will provide a preliminary water supply strategy and water distribution model, the preliminary design of major trunks and sub-trunks for the sanitary, storm drainage and foundation drain collector system, and the identification of overland flow routes. The municipal engineering investigation will also include one or more sanitary servicing drawings and one or more water supply servicing drawings based on Schedule “A” – Columbus Land Use and Road Plan, and these servicing drawings shall include details showing how existing development within the Columbus Special Policy Area could be serviced.
- (f) **Transportation:** The transportation investigation will be undertaken in accordance with the City’s and Region’s transportation impact study guidelines and the Columbus Part II Plan Transportation Master Plan. The investigation will identify the transportation infrastructure, facilities and design elements needed to appropriately address and support each mode of travel, including walking, biking and transit, as well as vehicular travel, such that the transportation system functions as a balanced, integrated network and operates on the premise of a balanced approach to *Level of Service* that considers all modes. The investigation should make recommendations regarding neighbourhood traffic management. It will also determine the approximate location of the arterial and collector road crossings of *watercourses*.

8.8.8.3 Stormwater Management

- 8.8.8.3.1 Stormwater management facilities shall be permitted in any land use designation on Schedule “A” – Columbus Land Use and Road Plan but are not permitted on lands identified as *Hazard Lands* or *Natural Heritage System* on Schedule “C” – Columbus Environmental Management Plan,

including *Vegetation Protection Zones* or buffers associated with *Hazard Lands* or the *Natural Heritage System*. For clarity, naturalized stormwater management facilities or naturalized components thereof may be permitted at the sole discretion of the City, in consultation with the Central Lake Ontario Conservation Authority, in the Greenbelt Natural Heritage System, provided that:

- (a) They are not within areas identified as *Hazard Lands* or *Natural Heritage System* on Schedule “C” – Columbus Environmental Management Plan, or the *Vegetation Protection Zones* or buffers associated with *Hazard Lands* or the *Natural Heritage System*; and,
- (b) There are no adverse impacts on surrounding natural heritage features, and associated buffers and functions.

For the purposes of this policy, determination of what constitutes an appropriate naturalized design for stormwater management facilities or components thereof shall be at the City’s sole discretion, in consultation with the Central Lake Ontario Conservation Authority.

8.8.8.3.2 The City shall require the use of Urban Stormwater Management Practices, which reflect the recommendations of the Master Storm Servicing Plan, and as defined by current best practices of the Ministry of the Environment, Conservation and Parks, the Ministry of Natural Resources and Forestry, the City of Oshawa, and the Central Lake Ontario Conservation Authority, in every *development* application where feasible and appropriate, in order to promote environmental objectives consistent with sound engineering practices which maintain or enhance the health of the receiving *watercourse*. All *development* applications shall be accompanied by information/studies as required by the City in the context of the C.S.W.S. and/or the Master Storm Servicing Plan, demonstrating that the impact of the proposed *development* can be dealt with to the satisfaction of the City in consultation with the Central Lake Ontario Conservation Authority.

8.8.8.3.3 In accordance with Policy 8.8.8.3.2 of this Part II Plan, the information/studies that accompany *development* applications must address as required by the City in the context of the C.S.W.S. and/or Master Storm Servicing Plan, but not necessarily be limited to the following:

- (a) Water quality and quantity control requirements;
- (b) Major and minor flow routes;
- (c) Underground services requirements (e.g. storm sewer and foundation drains);
- (d) Erosion and sediment control requirements;

- (e) Downstream *development* impacts;
- (f) Groundwater condition of the land and its implications to the *development* (e.g. Calcium carbonate formation, pond design and location and the establishment of basement elevations);
- (g) Application of Low Impact Development techniques;
- (h) *Watercourse* improvement requirements;
- (i) Floodplain and/or hazard limit requirements;
- (j) Slope stability requirements;
- (k) Potential impact to and from significant natural feature(s) (e.g. woodlots and *wetlands*);
- (l) Road crossing hydraulic design and stability requirements; and,
- (m) Financial implications to the City.

- 8.8.8.3.4 Stormwater management plans shall be designed to maintain and/or improve the pre-*development* stream temperature regime to the receiving waterbody in accordance with the recommendations of the C.S.W.S. and/or Master Storm Servicing Plan.
- 8.8.8.3.5 Stormwater flow should be managed to take into account the entire watershed including potential downstream impacts in accordance with the recommendations of the C.S.W.S. and/or Master Storm Servicing Plan.
- 8.8.8.3.6 The City shall require the application of sustainable stormwater management/Low Impact Development techniques such as bioswales, green roofs, rainwater harvesting and permeable pavement, to manage stormwater flows where appropriate and financially sustainable in accordance with the recommendations of the C.S.W.S. and/or Master Storm Servicing Plan.
- 8.8.8.3.7 The detailed design and location of stormwater management facilities shall be determined through the preparation of an M.E.S.P. and/or stormwater management engineering studies and drawings undertaken as part of the *development* approval process in accordance with the recommendations of the C.S.W.S. and/or Master Storm Servicing Plan.
- 8.8.8.3.8 Stormwater management facilities shall be designed and constructed based on the best practices and technology available and applicable at the time of *development* and shall satisfy all the requirements of the City in consultation with the Central Lake Ontario Conservation Authority.

8.8.8.3.9 Schedule “A” – Columbus Land Use and Road Plan shows the general location of stormwater management facilities. The design, configuration, size and location of these stormwater management facilities and the drainage areas that they serve will be determined as part of the M.E.S.P. and detailed stormwater management engineering studies/environmental studies undertaken as part of the *development* approvals process in accordance with the recommendations of the C.S.W.S. and/or Master Storm Servicing Plan. In the preparation of such studies, consideration shall be given to the following:

- (a) The potential integration with stormwater management facilities outside the Columbus Part II Plan where feasible and where it can be demonstrated that there will be no adverse impacts on downstream areas;
- (b) Potential reduction in the number of facilities, where feasible, while maintaining adequate stormwater management quality and quantity control;
- (c) The location of facilities outside of Hazard Lands, natural heritage and hydrologic features and their required Vegetation Protection Zones;
- (d) The impact of groundwater elevations/conditions on the design of stormwater management facilities;
- (e) The design requirements and liability implications of the facility based on the expected future ownership (public versus private);
- (f) Provision of a dedicated sediment drying area in the design of the facility to accommodate the natural deposition of sediment in stormwater management facilities over time;
- (g) Erosion control and stabilization of the downstream watercourse.
- (h) The use of Low Impact Development techniques and/or other new acceptable stormwater management measures available at the time of development to further the objective of improved water quality and quantity of the receiving water body;
- (i) Use of stormwater management best practices to encourage baseflow enhancement and to maintain and/or enhance pre-development stream temperatures within the watershed of the receiving watercourse;
- (j) Safety aspects of the stormwater management facility in terms of its slope, depth and visibility to the general public;

- (k) The structural stability of the surrounding lands/features;
- (l) The easy and safe access to the stormwater management facility for maintenance purposes;
- (m) Efficient operation and maintenance of the facility;
- (n) Design of stormwater management facilities which minimize the creation of dead drainage zones to mitigate potential health risks potentially associated with these facilities such as West Nile virus; and,
- (o) The location of stormwater management facilities inboard from arterial roads, where feasible, in order to create transit supportive built form along arterial roads. The studies shall explore how grading and infrastructure can be designed to accommodate the inboard location of these facilities.

- 8.8.8.3.10 Variations in the number and location of stormwater management facilities shown on Schedule “A” – Columbus Land Use and Road Plan may be permitted in accordance with Policy 2.12.1.4 of the Part I Plan on the basis of the Master Stormwater Servicing Plan and/or a stormwater management study, prepared as part of the *development* approval process to the satisfaction of the City in consultation with the Central Lake Ontario Conservation Authority, without requiring an amendment to the Columbus Part II Plan. With respect to the issue of location, stormwater management facilities shall generally be sited to avoid being situated adjacent to Type ‘B’ arterial roads.
- 8.8.8.3.11 The siting of stormwater management facilities adjacent to parks and other open space areas shall be encouraged to complement surrounding land uses, where feasible and appropriate, provided the stormwater management facilities are located outside of the *Natural Heritage System* and/or associated *Vegetation Protection Zones* and buffers from natural hazards, and provided there are no adverse impacts on surrounding natural heritage features, and associated buffers and functions. Where stormwater management facilities cannot be sited with these uses, the facility shall be designed to complement and integrate with adjacent land uses with emphasis on safety, attractiveness and appropriate landscaping.
- 8.8.8.3.12 If the City, in consultation with Central Lake Ontario Conservation Authority, determines that a stormwater management facility shown on Schedule “A” – Columbus Land Use and Road Plan is not required, the underlying land use designation shall apply without amendment to the Columbus Part II Plan.
- 8.8.8.3.13 Stormwater management facilities conveyed to the City shall not be accepted as parkland dedication in accordance with the Planning Act.

- 8.8.8.3.14 Stormwater management facilities conveyed to the City shall be dedicated in conjunction with the *development* approval process. The dedication of these facilities shall be at no cost to the City. The City may not necessarily accept ownership of stormwater management facilities which serve commercial and/or institutional and/or other non-residential land uses. If conveyance of such facilities is proposed, the rationale for City ownership must be demonstrated and the requirements of the City, financial and otherwise, must be satisfied.

8.8.9 Transportation

8.8.9.1 General

- 8.8.9.1.1 The City's intention is to achieve a balanced, multi-modal transportation environment in the Columbus Part II Plan. The transportation corridors shall be designed to safely accommodate a range of viable travel options, including automobile, transit, and active transportation modes, together with street trees, other landscaping and street furniture. Such facilities shall conform to the classification, functions and design requirements outlined in Schedule "B" – Columbus Transportation Plan, the Columbus Part II Plan Transportation Master Plan (C.T.M.P.), and, with respect to Regional roads, the Durham Regional Official Plan, while having regard for Table 5 of the Part I Plan, and shall be subject to the approval of the relevant agencies.

- 8.8.9.1.2 To achieve a balanced, multi-modal transportation environment, the City supports a balanced approach to *Level of Service measures* for all transportation modes and may be prepared to use a variety of traffic calming measures depending on the function of the road such as those referenced in the City's Neighbourhood Traffic Management Guide. These include, but are not limited to the following:

- (a) Appropriate lane widths;
- (b) Provision of landscaped centre medians;
- (c) Provision of on-street parking, including laybys;
- (d) Provision of transit priority measures;
- (e) Provision, where appropriate, of regular intersections of local roads with regional and other major roads to allow for the creation of a modified grid network;
- (f) Provision, where appropriate, of roundabouts, pursuant to Policy 8.8.9.2.6 of this Part II Plan; and,
- (g) Use of alternative road geometrics and materials at active transportation crossing areas.

- 8.8.9.1.3 In addition to other approaches to support transit and active transportation, the transit network identified on Schedule "B" – Columbus Transportation Plan incorporates Ecomobility Hubs. These can range in scale based on their function with respect to the transit system and similar to the services

they provide from a major transit hub for local and regional transit service with a full range of facilities from bike/scooter share, e-car sharing, and ridesharing to a bus stop with integrated bike/scooter share or a bus stop with bike parking and an enclosed shelter.

8.8.9.1.4 Schedule “A” - Columbus Land Use and Road Plan features a mix of uses at higher densities outside of the Columbus Special Policy Area along existing and potential transit routes to support transit infrastructure, facilitate transit-supportive *development* and optimize conditions for the usage and efficient provision of transit, with a goal of providing convenient and safe access to transit service within a 400 metre (1,312 ft.) (generally equivalent to a five minute walk) walking distance for the majority of residents, employees and visitors in the Columbus Part II Plan.

8.8.9.1.5 The City recognizes the important role Transportation Demand Management efforts play in using transportation infrastructure more efficiently, using private vehicles in a more sustainable fashion and encouraging increased transit use and active transportation. *Development* proponents shall employ Transportation Demand Management strategies, as may be identified in the City’s Integrated Transportation Master Plan (2015) or any future updated Integrated Transportation Master Plan developed by the City and the C.T.M.P., in support of these objectives. Such strategies shall form an important component of any proposed *development* and will be addressed through a transportation impact study.

8.8.9.1.6 The City may require, at no additional cost to the City, the conveyance of additional lands for road rights-of-way beyond the requirements of the C.T.M.P. and Table 5 of the Part I Plan to appropriately accommodate active transportation facilities, either within the paved portion of the road or in the boulevard area, and/or medians. In particular, a minimum 3 metre wide vegetated median will be provided to the satisfaction of the City on Columbus Road outside of the Columbus Special Policy Area, on Simcoe Street North outside of the Columbus Special Policy Area and along Howden Road. With respect to the median to be provided along Howden Road, appropriate design consideration shall be given to accommodate the movements of farm vehicles, including access to farm properties.

8.8.9.1.7 Where feasible and appropriate, consideration shall be given to the incorporation of existing hedgerows and Low Impact Development features into the planned rights-of-way of roads.

8.8.9.2 Road Network

8.8.9.2.1 The alignment of the arterial and collector road system as shown on Schedule “A” – Columbus Land Use and Road Plan and Schedule “B” – Columbus Transportation Plan generally reflects a grid-based road pattern, which has been modified due to *watercourses*, topography, utility corridors,

and natural features such as valleylands, and to ensure appropriate intersection spacing and connections to established arterial or collector road alignments in and outside the Columbus Part II Plan.

8.8.9.2.2 The alignment of the arterial and collector roads, as indicated on Schedule “A” – Columbus Land Use and Road Plan and Schedule “B” – Columbus Transportation Plan will be more precisely defined during the preparation of a M.E.S.P. and functional alignment studies and the completion of the Municipal Class Environmental Assessment process, and through the preparation of detailed engineering and environmental studies undertaken during the *development* approval process, incorporating the requirements of the Greenbelt Plan. These studies shall identify community or environmental impacts, such as impacts to natural heritage and hydrologic features including *watercourse* crossing locations, and recommend any necessary mitigation measures required prior to, during and after construction as per relevant phases of the Municipal Class Environmental Assessment process. The studies will also have regard for the need to protect the potential Bridle Road/Highway 407 East overpass and the following potential future east-west corridor extensions identified on Schedule “B” – Columbus Transportation Plan:

- (a) The westerly extension to Thornton Road North of the planned east-west Type ‘C’ arterial road located approximately midway between Columbus Road West and Howden Road West;
- (b) The easterly extension to Ritson Road North of the planned east-west collector road or, if required pursuant to Policy 8.8.9.2.3, a Type ‘C’ arterial road located adjacent to the north limit of the planned Community Park; and,
- (c) The westerly extension to the Oshawa-Whitby boundary of either the planned east-west Type ‘C’ arterial road located north of Highway 407 East in the South Columbus Industrial Area or the westerly extension from Thornton Road North to the Oshawa-Whitby boundary of the planned extension, in the form of an east-west Type ‘C’ arterial road, of the collector road located approximately midway between Columbus Road West and Highway 407 East. The selection of the final route for the alignment of the extension to the Oshawa-Whitby boundary shall be determined through further study, to the satisfaction of the City and the Region of Durham.

8.8.9.2.3 Notwithstanding any other policies of this Part II Plan or the Part I Plan to the contrary, the collector road located adjacent to the north limit of the planned Community Park may be required, at the City’s sole discretion in consultation with the Region of Durham, to be reclassified as a Type ‘C’ arterial road in the event that it is determined through further study that such a

reclassification is warranted, to ensure the appropriate functionality of the overall road network for the area. This reclassification from a collector road to a Type 'C' arterial road may occur without an amendment to this Plan. To protect for the potential reclassification of the collector road to a Type 'C' arterial road, development adjacent to the collector road shall be designed in a manner that accommodates the City's design requirements for a Type 'C' arterial road, including driveway restrictions pursuant to Policy 8.8.9.2.7 of this Part II Plan, in the event that the collector road is constructed in advance of the studies required pursuant to Policy 8.8.9.2.2 of this Part II Plan.

- 8.8.9.2.4 Notwithstanding any other policies of this Part II Plan or the Part I Plan to the contrary, should the northerly of the two route options described in Policy 8.8.9.2.2(c) be selected as the route for a future east-west corridor extension to the Oshawa-Whitby boundary, the collector road located approximately midway between Columbus Road West and Highway 407 East shown east of and connecting to Thornton Road North may be required, at the City's sole discretion in consultation with the Region of Durham, to be reclassified as a Type 'C' arterial road in the event that it is determined through further study that such a reclassification is warranted, to ensure the appropriate functionality of the overall road network for the area. This reclassification from a collector road to a Type 'C' arterial road may occur without an amendment to this Plan.

To protect for the potential reclassification of the above noted collector road to a Type 'C' arterial road, development adjacent to the collector road shall be designed in a manner that accommodates the City's design requirements for a Type 'C' arterial road, including driveway restrictions pursuant to Policy 8.8.9.2.7 of this Part II Plan, in the event that the collector road is constructed in advance of the studies required pursuant to Policy 8.8.9.2.2 of this Part II Plan.

- 8.8.9.2.5 Local roads and laneways are not designated in the Columbus Part II Plan. Their location shall be determined through the *development* approval process and shall be designed to provide a highly accessible network based on a fine-grained modified grid arrangement. The design shall incorporate, where appropriate, traffic calming measures to alleviate negative effects of motor vehicle uses by altering driver behaviour, improving conditions for non-motorized street users and discouraging traffic infiltration, particularly through residential areas.

- 8.8.9.2.6 Outside of and along the perimeter of the Columbus Special Policy Area, the City will consider the use of roundabouts as a form of intersection control, where deemed appropriate by the authority or authorities having jurisdiction over the roads involved. Intersections of Type "C" arterial roads with another Type "C" arterial road or a collector road, or the intersection of two collector

roads may be designed to be controlled by a roundabout, if required by the City, as informed by the requirements of Section 8.8.9.3 of this Part II Plan.

- 8.8.9.2.7 Direct access onto Type “C” arterial roads is generally not permitted. Direct access may be permitted where all other *development* options are impractical or unfeasible. Driveway access to all non-block residential *development* shall generally be provided through laneways, internal local roads or window roads to optimize traffic flow and safety, and provide comfortable and attractive opportunities for active transportation.
- 8.8.9.2.8 Generally, access driveways shall be located in accordance with the City’s most recent Engineering Design Standards.
- 8.8.9.2.9 Where residential development on public laneways is proposed, such development shall generally be limited to narrow lot residential dwellings whose primary front façade faces onto an arterial or collector road, or onto parkland. In cases where residential dwellings front onto parkland rather than an arterial or collector road, the design of laneways may be required, at the sole discretion of the City, to provide a wider cross section to appropriately accommodate services and utilities. In addition, where waste management is considered on public laneways supporting residential development, consultation with the Region’s Waste Management Division shall be undertaken to determine the minimum public laneway width required to appropriately support waste receptacle vehicles.
- 8.8.9.2.10 Laneways shall generally have a minimum cross section width of 8.5 metres (29 ft.) and a minimum 6.5 metre (21.5 ft.) pavement width, subject to the need to potentially provide a wider cross section as noted in Policy 8.8.9.2.9 of this Part II Plan.
- 8.8.9.2.11 Laneways shall generally have a maximum length of 150 metres (493 ft.) to facilitate designs that minimize the need for internal storm sewers, where feasible, by draining to catchbasins located at the end of the laneway at the intersecting municipal street. In cases where block lengths exceed 150 metres (493 ft.), an additional access point should be provided for laneways in a central location.
- 8.8.9.2.12 Where residential development on public laneways is proposed, areas shall be set aside for snow storage, such as by including wider lots at periodic intervals along the laneway to increase the separation distance between adjacent garages, as well as wider corner lots at the end of laneways to allow for wider exterior side yards for storage of snow pushed by snow removal vehicles out of the laneway. To ensure appropriate periodicity of wider lots along the laneway, generally no more than 6 side-by-side dwelling units facing a laneway shall be permitted in a building.

- 8.8.9.2.13 An easement generally 2.5 metres (8.5 ft.) in width on either side of the public laneway shall be granted to the City for the purposes of snow storage. These easements are to be kept free and clear of all encumbrances such as, but not limited to, fences, gates and hedges. For clarity, the area of the easement intended for snow storage relates to landscaped areas in between driveways and/or garages, the size of which shall generally be maintained by limiting the number and size of parking spaces in and outside of a garage to the minimum requirements specified in the City's Zoning By-law for the associated use.

8.8.9.3 Transportation Impact Assessment

- 8.8.9.3.1 A Transportation Impact Assessment study, updating and refining the work undertaken in Policy 8.8.8.2.3 (f) of this Part II Plan, shall be required as part of the *development* approvals process in accordance with the City's and Region's Transportation Impact Study Guidelines, the C.T.M.P., the M.E.S.P. and the Municipal Class Environmental Assessment. The Transportation Impact Assessment shall be conducted in accordance with an approved Terms of Reference to be developed in consultation with City and Regional staff and shall include, but not necessarily be limited to, the following tasks:
- (a) Identify the demand, and identify efficient and effective supply solutions and right-of-way requirements for transit, pedestrian, bicycle, road and parking facilities (automobile and bicycle) necessary to support the proposed *development* application;
 - (b) Confirm the adequacy and cost-effectiveness of the proposed road network and provide functional designs for road improvement plans and access management strategies to accommodate the *development* (include land-use phasing plan if necessary); and,
 - (c) Identify issues or conflicts between the goals and objectives of the Part II Plan and the results of these transportation studies and recommended solutions.
- 8.8.9.3.2 The City will consult with the Town of Whitby, where applicable, during the preparation of Terms of Reference for a Transportation Impact Assessment Study to ensure the Town's requirements for Columbus Road West and other roadways are considered, including any financial implications related to road improvements required in Whitby.
- 8.8.9.3.3 Where appropriate, the City may require other technical studies such as a safety study, traffic calming study, parking study, access management plan, traffic control feasibility study, Traffic Management Plan and/or transportation demand management checklist and report.

8.8.9.4 Active Transportation Routes and Linkages

8.8.9.4.1 General

The active transportation network for the Columbus Part II Plan shall conform to the active transportation routes shown on Schedule “B” – Columbus Transportation Plan to provide a continuous, connected system throughout the Columbus Part II Plan and connecting to areas outside of the Columbus Part II Plan. The specific types of facilities to be provided on the main routes (excluding sidewalks) are identified on Schedule “B” – Columbus Transportation Plan, and are described in Policies 8.8.9.4.2 and 8.8.9.4.3 of this Part II Plan.

In addition to the active transportation network shown on Schedule “B” – Columbus Transportation Plan, additional active transportation linkages shall be provided, where appropriate, to facilitate efficient and convenient connections between land uses and/or streets. In this regard, the potential provision of additional active transportation linkages may include opportunities for such linkages to be provided for public access through common elements of condominium developments. These additional linkages are intended to provide easy access to main active transportation routes, schools, parks, community uses, the open space system and, where appropriate, commercial uses. In particular, additional active transportation linkages may be required to be provided to facilitate active transportation access to all school sites and transit stops where a route exclusively using the road network would be excessively circuitous. These additional active transportation linkages may not be indicated on Schedule “B” – Columbus Transportation Plan, and the precise location and implementation of the linkages shall be determined through the *development* approval process.

The implementation of active transportation facilities, including sidewalks, shall comply with the latest City engineering standards and design requirements.

Active transportation routes and linkages shall be located, and associated facilities designed, to ensure pedestrian and cyclist safety and comfort, with consideration to Crime Prevention Through Environmental Design (C.P.T.E.D.) principles, lighting, maintenance and passive surveillance.

Where an active transportation linkage takes the form of a walkway block such as in a plan of subdivision, the linkage shall generally have a minimum width of 9.0 metres (29.5 ft.) to support a 3.0 metre (9.8 ft.) wide walkway with a 3.0 metre (9.8 ft.) wide landscape strip on either side, sufficient to support healthy tree growth.

In the event that an active transportation route shown on Schedule “B” – Columbus Transportation Plan is associated with part of the *Natural Heritage*

System shown on Schedule “C” – Columbus Environmental Management Plan, and the *Natural Heritage System* is refined, the location of the active transportation route shall be reviewed and may be modified as appropriate without requiring an amendment to the Part II Plan.

8.8.9.4.2 Off-Road Active Transportation Facilities

An extensive, integrated system of off-road active transportation facilities has been identified in the C.T.M.P., and as shown on Schedule “B” – Columbus Transportation Plan. The extensive system will result in a network of active transportation routes and linkages and provide connections between valleylands, parks, utility corridors, stormwater management facilities, the open space system and adjacent land uses and along the boulevards of road rights-of-way. The system will facilitate active transportation for recreational and utilitarian purposes and provide access to major activity centres, as appropriate, while addressing issues such as but not limited to grading and access control. Off-road active transportation facilities along routes shown on Schedule “B” – Columbus Transportation Plan will consist of Class I and Class II Trails, which are identified on Schedule “B” – Columbus Transportation on the basis of ultimate anticipated level of usage. Both classes of trail are paved multi-use paths with a marked centre-line and signage. However, barring physical constraints, Class I Trails are intended to be located within the boulevard of the road right-of-way and shall have a minimum pavement width of 3.0 metres (9.8 ft.) and Class II Trails are intended to be located outside the road right-of-way and shall have a minimum pavement width of 3.0 metres (9.8 ft.).

Further opportunities for off-road active transportation facilities should be explored in the M.E.S.P., and subsequent plans of subdivision.

Off-road active transportation facilities will be developed in accordance with the standards in the City’s Active Transportation Master Plan (2015), and Provincial standards and guidelines (e.g. Ontario Traffic Manual Book 15 and 18).

Off-road facilities associated with active transportation routes and linkages are permitted within an environmental buffer, including a *Vegetation Protection Zone* associated with part of the *Natural Heritage System* in accordance with Section 5 of the Part I Plan. In circumstances where an off-road facility is located within an environmental buffer or *Vegetation Protection Zone*, the facility shall be sited along the outside edge of the buffer or *Vegetation Protection Zone*. Further, in the event that siting an off-road facility in a buffer or *Vegetation Protection Zone* would otherwise adversely affect the functionality of the relevant Natural Heritage System feature, the required minimum width of the buffer or *Vegetation Protection Zone* shall be widened to the satisfaction of the City, in consultation with the Central Lake

Ontario Conservation Authority, to ensure adequate protection for the feature.

Generally, off-road facilities associated with active transportation routes and linkages shall be located outside of the identified *Hazard Lands* and *Natural Heritage System* shown on Schedule “C” – Columbus Environmental Management Plan, but may be considered within their associated buffers and/or *Vegetation Protection Zones*. The M.E.S.P. and/or an Environmental Impact Study (E.I.S.) will more precisely determine the location of the off-road active transportation facilities. Where off-road facilities associated with active transportation routes or linkages are accommodated within a buffer or *Vegetation Protection Zone* of *Hazard Lands* and the *Natural Heritage System* as shown on Schedule “C” – Columbus Environmental Management Plan, the off-road facilities shall generally be designed and located with consideration to environmental sensitivity, flood and/or erosion-prone areas, existing vegetation, wildlife habitat, and user safety.

Where possible, off-road facilities associated with active transportation routes and linkages should be designed/aligned to include existing hedgerows.

8.8.9.4.3 On-Road Cycling Facilities

Cycling facilities associated with active transportation routes and linkages along arterial or collector road corridors may be separately accommodated on-road within the paved portion of road rights-of-way on both sides of the roadway. Such facilities may be provided in lieu of cycling facilities normally located off-road in boulevards.

Schedule “B” – Columbus Transportation Plan indicates the location of on-road cycling facilities, which include on-road cycling lanes and on-road cycling routes.

On-road cycling lanes may include the following:

- (a) Separate, dedicated bicycle lanes and/or paved shoulders marked/signed for cyclists where on-street parking that occupies any portion of the bicycle lane is prohibited; and,
- (b) Separate, dedicated buffered bicycle lanes and/or paved shoulders marked/signed for cyclists where on-street parking that occupies any portion of the buffered bicycle lane is prohibited, and which include a curb to further separate cyclists from vehicular traffic.

On-road cycling routes may include the following:

- (a) Lined and signed bicycle routes where on-street parking that occupies the area lined and signed for bicycles is permitted; and,

- (b) Painted decals (“sharrows”) within widened travel lanes to indicate designed joint use of the travel lane by motorists and cyclists.

8.8.9.4.4 Notwithstanding the classifications on Schedule “B” – Columbus Transportation Plan, or any policy of this Plan to the contrary, the City may accommodate on-road cycling routes on lands where on-road cycling lanes are identified and vice-versa or as Class I Trails, without an amendment to this Plan, if it is determined that it is in the best interest of the City to do so.

8.8.10 Environmental Management

8.8.10.1 *Hazard Lands* and *Natural Heritage System* areas shown on Schedule “C” – Columbus Environmental Management Plan shall be subject to the relevant policies of Section 5.0 of the Part I Plan and the policies of the Columbus Part II Plan.

8.8.10.2 The *Natural Heritage System* is intended to be protected, pursuant to the policies under Section 8.8.10 of this Part II Plan and the relevant policies in Section 5.0 of the Part I Plan. Enhancing and restoring natural heritage and hydrologic features and functions will be undertaken through site-specific planning, design and/or conditions of approval as part of the *development* review process where *development* proposals interface with or contain components of the *Natural Heritage System* or natural heritage or hydrologic features that are not part of the *Natural Heritage System*. Enhancement and restoration measures shall include the establishment of appropriate native, self-sustaining vegetation within buffers, including *Vegetation Protection Zones*, and in particular, the portions of the Greenbelt Natural Heritage System that interface with the boundary of the Columbus Part II Plan Area, to the satisfaction of the City, in consultation with the Central Lake Ontario Conservation Authority.

8.8.10.3 Before any proposed draft plans of subdivision or substantial development applications are processed, a more precise determination of the location and extent of the *Natural Heritage System*, including a determination of the appropriate required minimum width and extent of buffers, shall be undertaken pursuant to the requirements of Section 5.0 of the Part I Plan. The exact location and extent of the *Natural Heritage System* including a determination of the appropriate required minimum width and extent of buffers will be determined by applying the requirements of Section 5.0 of the Part I Plan at a precise and site-specific level through detailed Environmental Impact Studies (E.I.S.), in accordance with the supporting analysis contained within the C.S.W.S, M.E.S.P. and/or Master Storm Servicing Plan, as part of the review of *development* proposals and shall be detailed in the zoning by-law. Refinements to the extent of the *Natural Heritage System*, including the associated buffers and *Vegetation Protection Zones*, resulting from the M.E.S.P./E.I.S. prepared in conformity with Section 5.0 of the Part I Plan to

the satisfaction of the City in consultation with the Central Lake Ontario Conservation Authority, may occur without an amendment to this Plan. Where boundaries are adjusted, the abutting land use designation shall apply, provided the intent of the Plan is maintained.

- 8.8.10.4 The City will encourage the creation and maintenance/protection of active transportation linkages, where feasible and appropriate, between *Hazard Lands* and the *Natural Heritage System* and the surrounding community, provided there are no negative impacts to the natural heritage features and their functions.
- 8.8.10.5 Retention of other existing natural heritage and hydrologic features not shown on Schedule “C” – Columbus Environmental Management Plan such as specimen trees, tree stands and hedgerows is encouraged. These features shall be identified and considered during the *development* review process and may be retained and incorporated where appropriate into the design of roads, parks, site plans and plans of subdivision in consultation with the City and Central Lake Ontario Conservation Authority. In this regard, the City may require that a Tree Preservation Plan be submitted in conjunction with a *development* application. Features found to be suitable and feasible for retention shall be detailed and implemented in the *development* agreement. Mitigation measures such as tree protection fencing, silt fence/sedimentation control, dust control and protection of soil moisture regime shall be utilized before, during and after construction.
- 8.8.10.6 The City shall require a minimum 7 metre (23 ft.) allowance for municipal trail facilities/maintenance access to *Hazard lands* to be conveyed along the landward limit of the applicable erosion hazard limit.
- 8.8.10.7 Notwithstanding Policy 8.8.10.6 of this Part II Plan, the allowance for municipal trail facilities/maintenance access may be located within the applicable erosion hazard limit only if it may be safely accommodated and is approved by the City and the Central Lake Ontario Conservation Authority.
- 8.8.10.8 The City shall require a minimum 7 metre (23 ft.) allowance for municipal trail facilities/maintenance access to the *Natural Heritage System* to be accommodated within the identified *Vegetation Protection Zone* or buffer measuring from the outside edge of the *Vegetation Protection Zone* or buffer, furthest away from the feature.
- 8.8.10.9 As a condition of *development*, proponents may be required to enhance the natural state of an adjacent *watercourse*, *wetland* and/or *woodland*. This may include re-vegetation including the planting of trees, shrubs, and herbaceous material where appropriate, in consideration of enhancing fisheries and wildlife habitat potential.

- 8.8.10.10 Where determined to be appropriate by the City in consultation with the Central Lake Ontario Conservation Authority, natural channel design features shall be incorporated to preserve, regenerate and/or enhance areas identified as *Natural Heritage System*. A greater width for the *Natural Heritage System* may be required to accommodate natural channel design features, stable slopes, vegetation and buffer areas.
- 8.8.10.11 *Development* involving proposed draft plans of subdivision or applications for site plan approval on sites adjacent to lands having private drilled wells shall ensure that there will not be any adverse impacts on the supply of water or the soil and groundwater conditions of such adjacent properties. In this regard, a plan to ensure pre *development* testing of the well water on adjacent sites shall be developed in consultation with the City, and execution of said plan shall be with the consent of the owner to establish baseline well water quality conditions. During the *development* process, regular and frequent testing shall be undertaken in accordance with the Region of Durham's well water sampling protocols. If such adverse effects occur, they shall be rectified by the developer in a timely manner, at their sole expense, based on an approach developed in consultation with the City and/or Region of Durham and carried out to the satisfaction of the same.
- 8.8.10.12 Significant restoration projects in the Columbus Part II Plan Area, as identified in the C.S.W.S, are to be implemented pursuant to the M.E.S.P. through the development process, including restoration of previously unauthorized removed vegetation communities and the restoration of lands identified as forming natural heritage linkage areas.
- 8.8.11 Heritage and Archaeological Features**
- 8.8.11.1 The built *heritage resources* in the Columbus Part II Plan, as documented in the Cultural Heritage Resource Assessment Study Existing Conditions Report prepared for the area by ASI, dated February 2019 (revised April 2019), are integral components of the area's historical community and rural legacy and their maintenance, conservation and preservation is of primary importance.
- 8.8.11.2 A Heritage Conservation District Study shall be undertaken by the City in consultation with Heritage Oshawa to consider the potential implementation of a Heritage Conservation District Plan for the Columbus community. Regardless, unless it is demonstrated to the satisfaction of the City that it is not otherwise feasible, *development* shall conserve built *heritage resources* and be designed to integrate such resources into the community so that the scale, form and character supports and complements the heritage values, attributes and integrity of the resources.
- 8.8.11.3 When considering a *development* application, the preferred approach to the conservation and preservation of any built *heritage resources* documented in

the Cultural Heritage Resource Assessment Study Existing Conditions Report shall be their retention in situ, through integration and/or adaptive re-use. However, if it is demonstrated to the satisfaction of the City that retention in situ is not feasible, the preferred secondary approach shall be relocation to a different location on the same property for adaptive re-use or, if such is not feasible, relocation off-site for adaptive re-use. Only after it is demonstrated to the City's satisfaction that these approaches are not feasible should an application to demolish a built heritage resource be submitted, whereupon appropriate opportunities for salvage should be pursued.

- 8.8.11.4 The City may take appropriate actions including imposing conditions of approval on the *development* application to ensure the continued protection of identified built *heritage resources*.
- 8.8.11.5 A Heritage Impact Assessment, prepared by a qualified heritage professional, shall be submitted with any *development* application containing a built *heritage resource* documented in the Cultural Heritage Resource Assessment Study Existing Conditions Report. It shall likewise be an expectation of the City that any application to demolish a built *heritage resource* documented in the Cultural Heritage Resource Assessment Study Existing Conditions Report submitted in the absence of a *development* application will be accompanied by a Heritage Impact Assessment. In addition, any planning application for *development* or permit for site alteration to facilitate development that includes, or is adjacent to, an identified built *heritage resource* shall require submission of a Heritage Impact Assessment which will evaluate the proposed *development* and demonstrate that the heritage attributes of the built *heritage resources* will be conserved.
- 8.8.11.6 A Heritage Impact Assessment, as referenced in Policy 8.8.11.5 of this Part II Plan shall provide a detailed analysis and evaluation of the built heritage resource, identify options for conserving the resource – including preservation of the resource in conjunction with any related proposed *development* in accordance with Policy 8.8.11.3 of this Part II Plan– and recommend a preferred approach based on a balanced, detailed justification and rationale.
- 8.8.11.7 Before a *development* is approved for lands having archaeological potential within the Columbus Part II Plan, a Stage 2 Archaeological Assessment will be conducted by a qualified archaeologist, in consultation with Indigenous Communities. Further, specific lands identified in the Stage 1 Archaeological Assessment prepared by ASI, dated April 2019 shall require a Stage 3 Archaeological Assessment. Any sites found containing archaeological resources are to be preserved or these resources are to be removed, catalogued and analyzed prior to *development*, in consultation with the Ministry of Citizenship and Multiculturalism. Any Stage 3 or 4 Archaeological Assessment will be conducted in consultation with Indigenous Communities.

8.8.12 Urban Design

8.8.12.1 General

8.8.12.1.1 An emphasis on urban design will be an essential component of the implementation of the Columbus Part II Plan. High quality urban design in the public realm shall be provided in the *development* of all public parks and open spaces, roads, facilities in support of active transportation routes and linkages, buildings and engineering projects. In addition, high quality urban design shall be achieved in the *development* of private properties by giving specific attention to building design, height, siting, orientation, massing, landscape and streetscape design, as well as attention to ensure that *development* appropriately relates to and interacts with the public realm, adjacent lands and the broader neighbourhood. *Development* applications will be evaluated in accordance with these urban design policies and the Columbus Part II Plan Urban Design Guidelines.

8.8.12.1.2 The following urban design principles shall guide *development* and define the specific character of the Columbus Part II Plan:

(a) Respect and Embrace the Columbus Context

The design of buildings and sites shall consider the existing context, giving special consideration to the rural heritage of the Columbus community. *Development* in the Columbus Planning Area should enhance the special attributes and character of Columbus and conserve cultural heritage resources and natural heritage features. Site features such as landscape features shall be considered and conserved where possible through sensitive site design.

(b) Protect and Enhance the *Natural Heritage System*

Recognize the importance of the *Natural Heritage System* and the need to protect the air, water, and land resources for future generations. Properties abutting the *Natural Heritage System* shall consider the sensitivity of the natural area while conserving views and access to the *Natural Heritage System* where appropriate.

(c) Design for the Pedestrian Scale

Create pedestrian-scaled streetscapes and public realm elements including wide sidewalks, street trees, pedestrian seating and amenities, and street-fronting buildings with publicly accessible at-grade uses. Ensure safe, convenient ease of travel within the community through enhanced, well connected active transportation connections.

(d) Encourage Sustainable Design

Promote sustainable community, site and building design, including Low Impact Development (L.I.D.) techniques, consideration for solar orientation, and measures to promote energy efficiency.

8.8.12.2 Urban Design Studies and Comprehensive Master Site Plan Requirements

8.8.12.2.1 The urban design policies contained in the Columbus Part II Plan provide the framework within which the Columbus Part II Plan Urban Design Guidelines (Urban Design Guidelines) have been developed, and more detailed urban design studies will subsequently be prepared for certain areas. The urban design policies, together with the Urban Design Guidelines, also provide design direction for the *development* of areas that have not been specifically identified for an urban design study.

8.8.12.2.2 One or more urban design studies shall be undertaken by the City, and funded by the affected landowners, to prepare Master Urban Design Plans and implementing guidelines for key areas in the Columbus Part II Plan, using the relevant Part II Plan policies and Urban Design Guidelines identified in Policy 8.8.12.2.1 of this Part II Plan as a framework. The Master Urban Design Plans will guide comprehensive *development* to ensure a high quality and coordinated urban environment. Urban design studies shall be undertaken for the following areas within the Columbus Part II Plan:

- (a) The Columbus Special Policy Area – This designation recognizes the special character of the area where the existing community is focused, which contains many heritage features. A Heritage Conservation District Plan or a Master Urban Design Plan and implementing guidelines shall be prepared prior to any substantial new *development* in this designation.
- (b) The Simcoe Street North Corridor outside of the Columbus Special Policy Area – Simcoe Street North is the major north-south street corridor and transit spine in the Columbus Part II Plan Area. The street corridor is defined by its right-of-way and the adjacent land uses. The design of Simcoe Street North, north and south of the Columbus Special Policy Area, serves an important gateway function for the existing Columbus community and will have a significant influence on the community's image. A Master Urban Design Plan and implementing guidelines shall be prepared for this corridor prior to substantial *development* of lands abutting Simcoe Street North outside of the Columbus Special Policy Area. If this Plan is prepared prior to the Columbus Special Policy Area Master Urban Design Plan, the Simcoe Street North Corridor Master Urban Design Plan, if required

by the City, shall include the portion of the Corridor in the Columbus Special Policy Area.

- (c) The Columbus Road Corridor outside of the Columbus Special Policy Area – Columbus Road is a major east-west street corridor and transit spine in the Columbus Part II Plan Area. The street corridor is defined by its right-of-way and the adjacent land uses. The design of Columbus Road particularly west of the Columbus Special Policy Area, serves an important gateway function for the existing Columbus community and will have an important influence on the community's image. A Master Urban Design Plan and implementing guidelines shall be prepared for this corridor prior to substantial *development* of lands abutting Columbus Road outside of the Columbus Special Policy Area. If this Plan is prepared prior to the Columbus Special Policy Area Master Urban Design Plan, the Columbus Road Corridor Master Urban Design Plan, if required by the City, shall include the portion of the Corridor in the Columbus Special Policy Area.

8.8.12.2.3 The Master Urban Design Plans and implementing urban design guidelines identified in Policy 8.8.12.2.2 of this Part II Plan shall build on the Urban Design Guidelines identified in Policy 8.8.12.2.1 of this Part II Plan, and address on an area specific basis, considerations such as the following, recognizing the character of Columbus:

- (a) The provision of a high quality streetscape that is pedestrian oriented, coordinated on both sides of the street, and emphasizes the importance of a seamless, integrated relationship between the public and private realms;
- (b) The provision of appropriate traffic calming measures along Simcoe Street North and Columbus Road within the Columbus Special Policy Area, including those identified in Policy 8.8.9.1.2.
- (c) The promotion of a higher order of built form and intensity along Simcoe Street North outside of the Columbus Special Policy Area in recognition of its functionality as a transit corridor and northern and southern gateway to the Columbus Special Policy Area, as well as a northerly gateway to the City, while still recognizing the special character of Columbus, particularly in the Columbus Special Policy Area designation;
- (d) Consideration of the character of Columbus Road outside the Columbus Special Policy Area in recognition of its functionality as a western and eastern gateway to the Columbus Special Policy Area, while still recognizing the special character of Columbus, particularly the Columbus Special Policy Area designation.

- (e) The location and distribution of all land uses and general building envelopes, including establishing guidance with respect to setbacks and built frontage requirements which reinforce the street edge and provide spatial definition to the public realm;
- (f) Guidance with respect to the design and siting of parking and loading and service areas to minimize the visual impact of such areas from the street;
- (g) The provision of a high quality design in all buildings, including design which reflects the character of Columbus for those areas in proximity to the Columbus Special Policy Area;
- (h) The location of road intersections, the location and coordination of all access points (including active transportation access locations) and necessary road and signalization improvements as informed by the requirements of Section 8.8.9 of this Part II Plan;
- (i) The identification of gateway sites/areas, such as those identified under items (b) and (c) above, and their appropriate design and landscape treatment;
- (j) The incorporation of public art in both the private and public realms;
- (k) The provision of convenient, accessible, and attractive active transportation routes and linkages, convenient transit routes and bus stops, and the convenient location of trailheads and walkway linkages to minimize walking distances to destinations;
- (l) Safe, attractive and convenient access from the private realm to sidewalks and active transportation routes and linkages;
- (m) Road operating criteria including right-of-way width requirements, access spacing and placement of raised medians, consistent with the intended function of the road as informed by the requirements of Section 8.8.9 of this Part II Plan; and,
- (n) The consideration of safety and Crime Prevention through Environmental Design (C.P.T.E.D.) principles in the design of the streetscape and abutting lands.

8.8.12.2.4 Notwithstanding any other policy of this Part II Plan to the contrary, *development* of individual sites within areas for which urban design studies are to be prepared may occur, at the City's sole discretion, prior to the preparation of such studies subject to the preparation of a comprehensive master site plan and urban design guidelines for the site, with consideration to how the *development* integrates with abutting lands. However, lands

proposed by a school board to be developed for a school shall not be subject to the above noted requirements to prepare a comprehensive master site plan and urban design guidelines for the site.

- 8.8.12.2.5 A comprehensive master site plan and urban design guidelines for individual sites within areas for which urban design studies are to be prepared shall indicate the built form, siting, massing, heights, layout, streetscape, architectural fabric and relationship of buildings, parking, service and loading areas, landscaped areas and access points, such that *development* on individual properties may be integrated with that of adjacent properties, including the public realm, in accordance with the provisions of the Columbus Part II Plan, and particularly the policies of Section 8.8.13 of this Part II Plan.

8.8.12.3 Design Principles for Development Applications

Development applications will be evaluated in accordance with these urban design principles and the Columbus Part II Plan Urban Design Guidelines.

8.8.12.3.1 Road and Block Pattern

The design of public and private roads and blocks shall provide easy access and permeability for pedestrians, cyclists and motorists, and promote a continuous, grid-like road network.

The arrangement and size of blocks shall be designed to minimize walking and cycling distances to schools, parks, community uses, shopping areas, trails and public transit. Where reasonable walking and cycling distances are not possible along road rights-of-way and through parks and open space, active transportation linkages through blocks shall be provided, generally in the form of walkways as described in Policy 8.8.9.4.1 of this Part II Plan.

The road pattern shall contribute to the efficient provision of public transit services and convenient, safe active transportation. Transit stops along arterial and collector roads should be located to provide safe, direct and convenient access to buildings or uses at those locations and should be integrated into site plans.

Street medians in rights-of-way and, where appropriate, roundabouts, shall be provided in accordance with Policies 8.8.9.1.6 and 8.8.9.2.6 of this Part II Plan to reduce traffic speed and provide opportunities for street trees and mature tree canopies that ultimately frame the streets.

Streets, including Columbus Road and Simcoe Street North in the Columbus Special Policy Area in particular, should be designed to reduce traffic speed and provide opportunities for street trees and mature tree canopies that ultimately frame the streets.

Where possible, common access arrangements shall be made to minimize the number and location of vehicular access points.

The road pattern should avoid the need for permanent secondary emergency access locations and should instead support routes in favour of direct road connections.

Where possible, new transportation and infrastructure projects should avoid wildlife corridors, and/or demonstrate that there will be no barrier to wildlife crossing functions.

8.8.12.3.2 Site Development and Built Form

Site design and the location and orientation of buildings shall be informed by site characteristics and adjacent land uses to ensure that *development*, particularly in the Columbus Special Policy Area, is well integrated with the existing or planned context.

Major contributors to the character of the Columbus Special Policy Area are the generous yards and well-established mature tree canopy. Site design for new *development* in the Columbus Special Policy Area and abutting areas should be in keeping with this existing character. In addition, new construction should be visually compatible with, while still being distinguishable from, existing heritage buildings and properties to allow heritage assets to be readily recognizable.

Throughout Columbus, the preservation of view corridors and the termination of views with attractive features, buildings or open spaces is encouraged. In particular, prominent community use buildings such as schools, places of worship and libraries should be strategically sited to serve as landmarks at the termination of view corridors and as orienting elements within the community.

The design of individual buildings can shape the look and feel of the community. New buildings should be traditional in expression and complementary to existing *development* inside and adjacent to the Columbus Special Policy Area, particularly abutting land uses and building forms. In addition, to respect the natural heritage of Columbus, building designs should prioritize sustainability, and aesthetics.

Buildings should, wherever possible, frame streets with a comfortably scaled primary front wall, and appropriate access to light, view and privacy. As the portion of the building that influences the pedestrian experience most directly, the primary street wall should create a pedestrian-scaled experience that relies on high quality materials and active facades that complement the historical character of the community.

Building scale and massing should be modulated and articulated through the use of stepping, projections, canopies, trellises, fenestration, proportions, materials and finishes. For buildings taller than three storeys, the upper storeys shall be stepped back to ensure a pedestrian scale at the street.

In areas designated as Mixed Use Node I or II or located along Simcoe Street North or Columbus Road, the provision of active uses with a high proportion of transparent windows, display windows, and/or accessory outdoor amenity areas (e.g. patios) at grade adjacent to roads and open space areas is generally required, to provide visual interest, promote the use of sidewalks, support retail continuity and viability, and contribute to a safer and more vibrant pedestrian environment.

Architectural variety is encouraged through subtle variations in the façade treatment, street walls and built edges, particularly where buildings are adjacent to arterial and collector roads, parks, and active transportation routes and linkages. In addition, a variety of rooflines and shapes should occur within each residential block.

The design of housing shall reflect the principle of private garages as a subordinate element of residential *development* and a range of approaches will be utilized to achieve this objective including providing for garages to be recessed from the front wall and minimizing the width of the private garages relative to the width of the associated dwelling unit.

Building and landscape designs for gateway sites/areas, identified through an urban design study, shall have the highest level of architectural detailing, a distinct architectural appearance and shall accentuate adjacent intersections through massing, height, architectural detail, and framing of the intersection.

8.8.12.3.3 Sustainability

Sustainability shall inform all elements of site design. The City shall encourage sustainable building design by:

- (a1) Being responsive to new technologies in building construction which contribute to sustainability, while appropriately addressing the relevant urban design guidelines and policies of this Part II Plan, including those related to building scale and massing;
- (b1) Encouraging energy conservation and efficiency, as well as identifying opportunities for clean energy generation (e.g. geothermal, photovoltaic panels); and,
- (c1) Encouraging site and building design that contributes to improved air quality and reduced water consumption.

In particular, the City will encourage:

- (a2) Site design that prioritizes alternative modes of transportation;
- (b2) Consideration to orienting buildings, where possible, to maximize solar gain through windows and openings;
- (c2) Low Impact Development measures as part of site landscaping;
- (d) The use of green building design, such as green roofs;
- (e) Permeable surfaces (e.g. permeable pavers, landscaping treatments) shall be used wherever feasible and appropriate to reduce stormwater runoff and increase water recharge of aquifers;
- (f) The incorporation of the necessary infrastructure into site plans and/or buildings to support and accommodate electric vehicle charging;
- (g) The incorporation of bioretention areas into site design; and,
- (h) The protection of natural heritage and hydrological features and functions to support sustainable communities.

8.8.12.3.4 Barrier-free Access

Barrier-free access features shall be integrated into the design components of public sites and/or buildings.

Development proponents are encouraged to give consideration to the City's Accessibility Design Standards and best practices, wherever possible.

Site designs for residential and non-residential uses shall incorporate barrier-free paths of travel within the site and, where appropriate, between the site and adjacent lands.

8.8.13 Implementation and Interpretation

8.8.13.1 The Columbus Part II Plan shall be subject to Sections 9.0 and 10.0 of the Part I Plan relating to implementation and interpretation.

8.8.13.2 All *development* in proximity to oil and natural gas pipelines and hydro corridors shall comply with the requirements of the agencies having jurisdiction, including the applicable required setbacks. Applicants are encouraged to consult early in the *development* approval process with the relevant agencies.

- 8.8.13.3 The City will encourage the provision of major community uses, transportation and transit, stormwater, water and wastewater servicing at the earliest feasible stage of community development.
- 8.8.13.4 Because *development* will occur over many years and the timing and phasing of transportation and infrastructure improvements will depend on the rate of *development* and future travel characteristics, the City shall monitor transportation demand.
- 8.8.13.5 Comprehensive *development* of land in separate ownerships within the Columbus Part II Plan will be encouraged through the *development* approval process in order to achieve well-designed and integrated *development*. The following shall be examined, as guided by the relevant policies of Section 8.8.13 of this Part II Plan, to ensure that individual proposals are properly integrated with adjacent lands:
- (a) The distribution of lots and blocks;
 - (b) Public road and active transportation connections, including all on- and off-road facilities associated with active transportation routes and linkages;
 - (c) Integration of internal circulation systems for pedestrians, cyclists, automobiles and, where appropriate, transit vehicles;
 - (d) Co-ordination of access points in order to minimize the total number of access points to abutting roads;
 - (e) Integration of parking, loading and service areas;
 - (f) Compatibility of building design and location, in order to achieve a consistent streetscape, a balanced, defined edge to the public realm, and a harmonious relationship between different buildings and land uses;
 - (g) Complementary grading and landscaping;
 - (h) Co-ordination and integration of site servicing and stormwater management for the area; and,
 - (i) Consideration, through the *development* approval process, to requiring designs that facilitate the severance of excess lands on abutting lots, where appropriate.
- 8.8.13.6 The City shall require that the lands required for a Community Park be dedicated to the City in accordance with the requirements of the Planning Act.

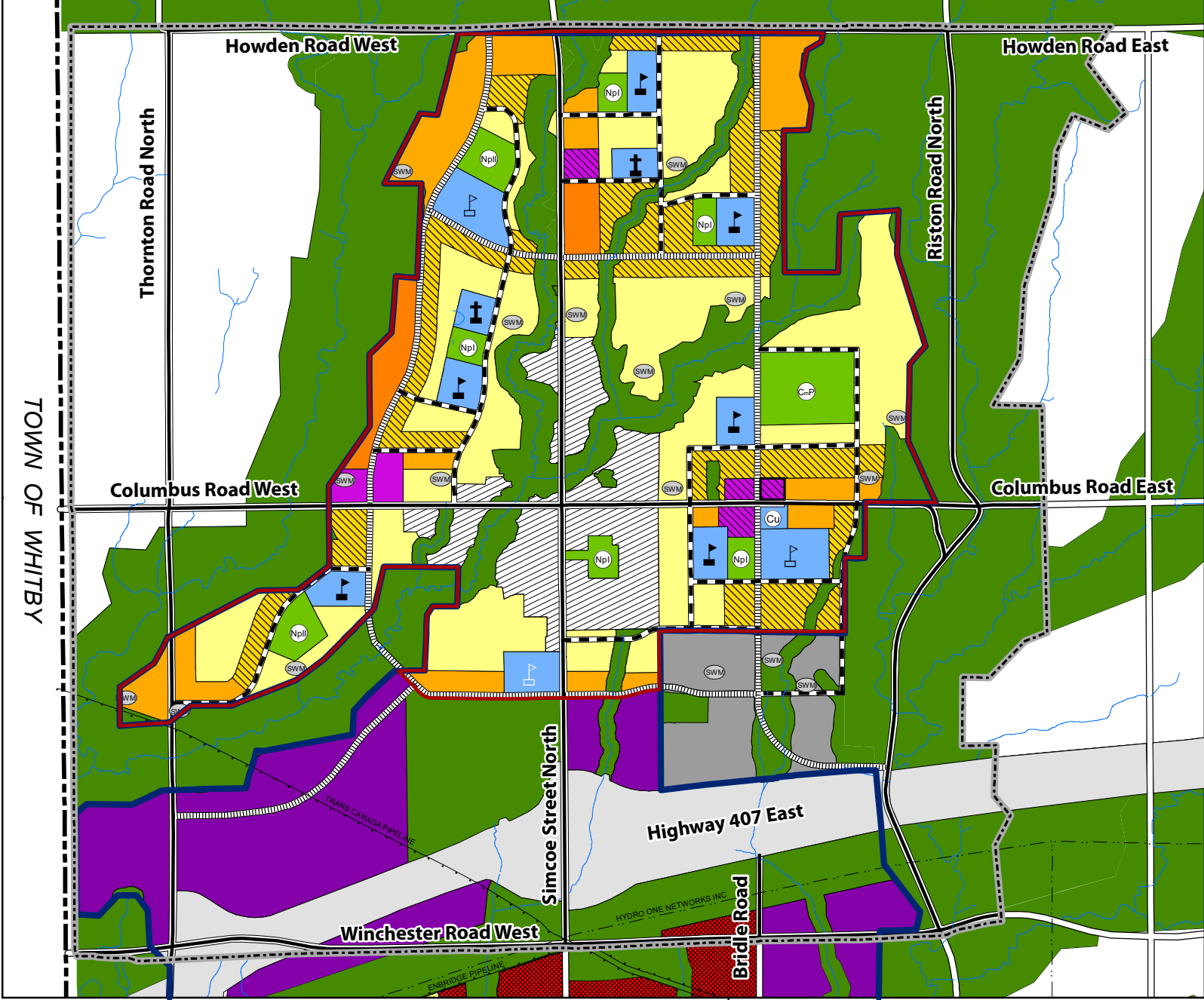
8.8.13.7 The City shall require that any planned Type “C” Arterial Roads be provided to the City through the registration of plans of subdivision.

8.8.13.8 The City shall investigate funding opportunities for the provision of infrastructure and programs that promote sustainability.

8.8.14 Site Development Phasing Plan

8.8.14.1 A Site Development Phasing Plan may be required by the City for lands that require phasing to achieve the ultimate build-out conditions anticipated by the Columbus Part II Plan. Each phase of the *development* undertaken by the proponent shall protect for future phases in accordance with the Site Development Phasing Plan. The phasing of *development* in accordance with the approved Site Development Phasing Plan shall be a requirement of any related Site Plan Agreement.

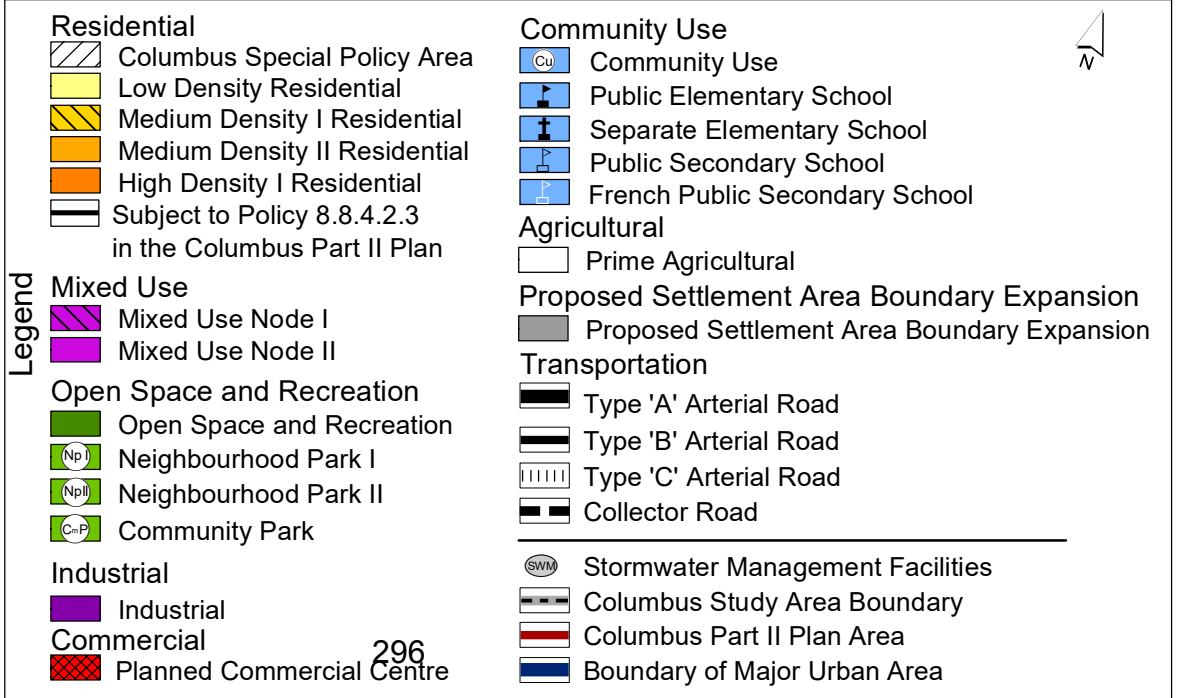
8.8.14.2 It is understood that the Site Development Phasing Plan may be amended from time to time. However, all such amendments shall continue to demonstrate, to the satisfaction of the City, the ability to ultimately achieve *development* in a fashion that maintains the intent of the Part I Plan, the Columbus Part II Plan and the Zoning By-law.

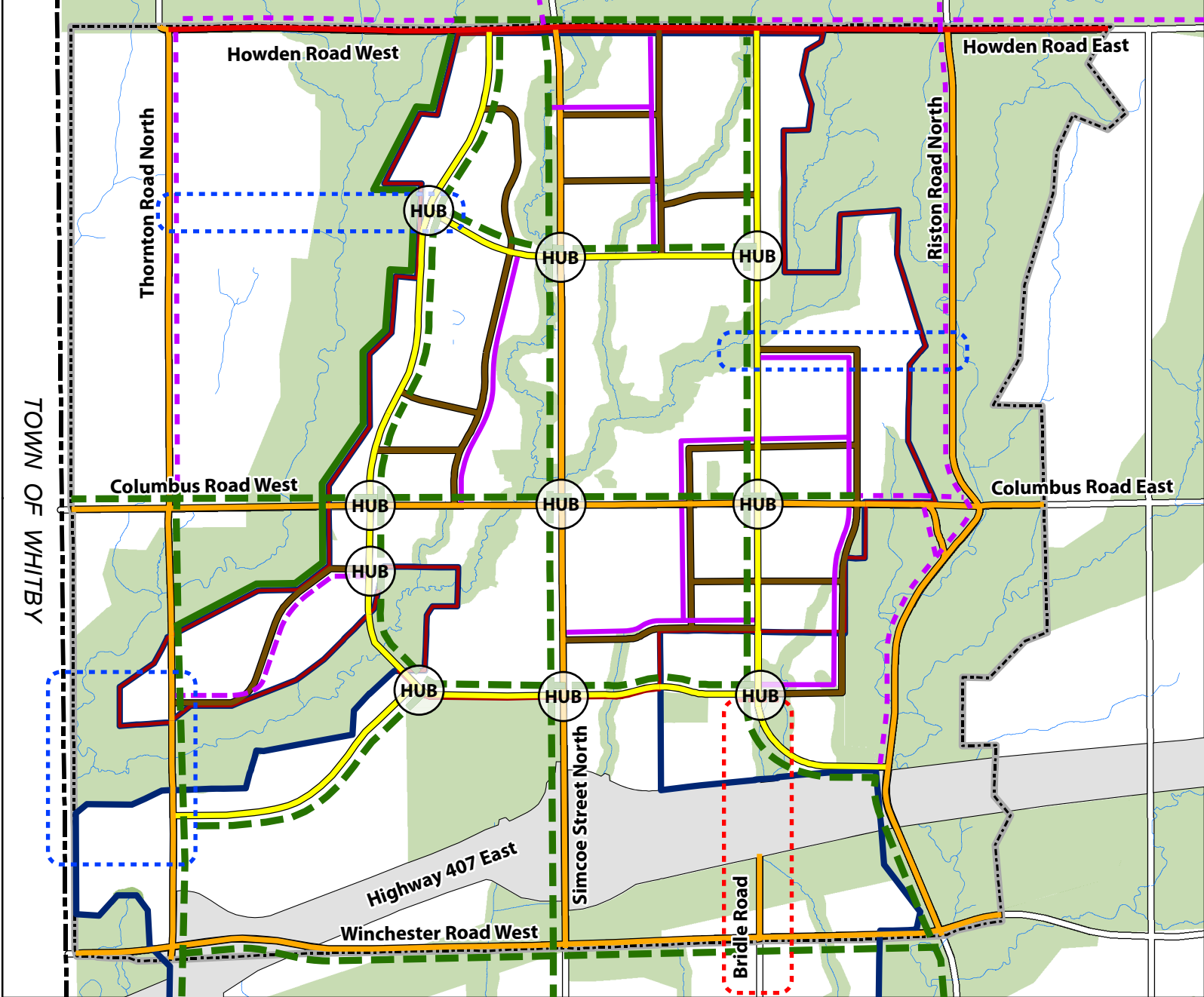


Schedule 'A' **Columbus Land Use** **and Road Plan** Part II Plan for the Columbus Planning Area

February 2023

Economic and
 Development Services
 Department





Schedule 'B'

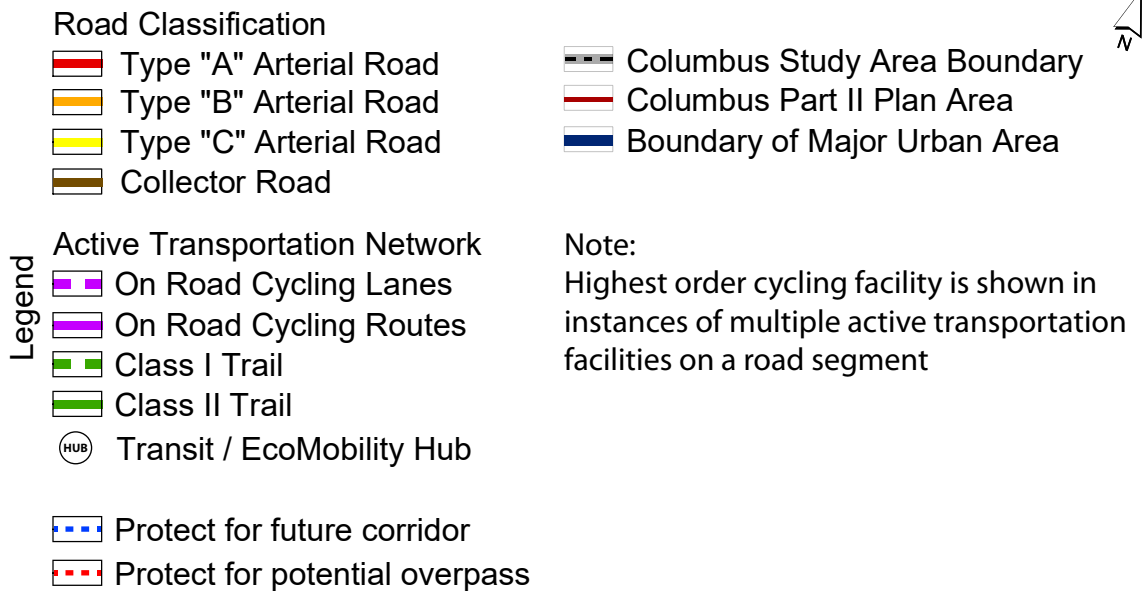
Columbus

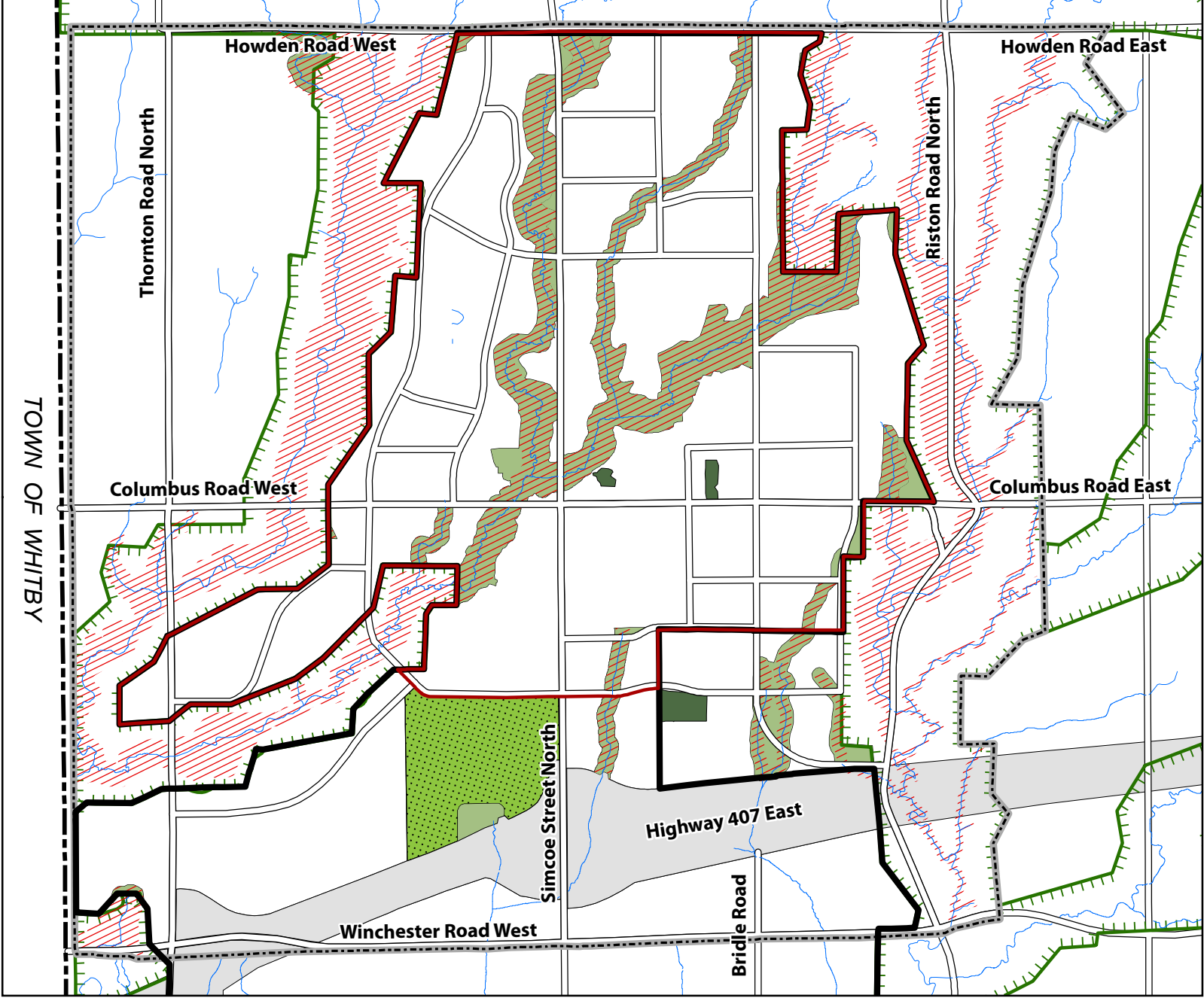
Transportation Plan

Part II Plan for the
Columbus Planning Area

February 2023

Economic and
Development Services
Department





Schedule 'C' **Columbus** **Environmental** **Management** **Plan**

Part II Plan for the
Columbus Planning
Area

February 2023

Economic and
Development Services
Department

- Legend**
- Natural Heritage System
 - Greenbelt Protected Countryside Area Boundary*
 - Natural Heritage System
 - Natural Heritage Features Outside of the Natural Heritage System
 - M.T.O. S.A.R. Compensation Lands
 - Hazard Lands
 - Columbus Planning Area Boundary
 - Columbus Part II Plan Area
 - Boundary of Major Urban Area

*Outside of the Columbus Part II Plan Area, all lands shown located within the Greenbelt Protected Countryside Area Boundary correspond to the Greenbelt Natural Heritage System.

Proposed Amendment to the City of Oshawa Official Plan

Purpose: The purpose of this Amendment to the Oshawa Official Plan is to introduce amendments to the Part I Plan as a result of the introduction of the Part II Plan for the Columbus Planning Area.

Location: The Columbus Part II Planning Area that is subject to this Amendment is generally located between Howden Road to the North, the west branch of the Oshawa Creek to the west, the South Columbus Industrial Area to the south and the east branch of the Oshawa Creek to the east.

Basis: The Council of the Corporation of the City of Oshawa is satisfied that this Amendment to the Oshawa Official Plan is appropriate.

Actual Amendment: The Amendment to the Oshawa Official Plan consists of the following text and the attached Exhibits “A”, “B”, “C”, “D”, “E”, “F”, “G”, “H”, “I”, and “J” to this Amendment.

1. The Oshawa Official Plan is hereby amended by amending Section 2.1.4, “Central Areas – Site Specific Policies”, to add a new Site Specific Policy as Policy 2.1.4.X as follows:

“2.1.4.X The lands designated as Local Central Area and located north of Columbus Road West, west of Simcoe Street North shall be developed in accordance with the relevant provisions of the Columbus Part II Plan. Notwithstanding the provisions of Policies 2.1.2.1 and 2.2.7.1 to the contrary, a retail impact study shall not be required for the Local Central Area located north of Columbus Road West, west of Simcoe Street North.”

2. The Oshawa Official Plan is hereby amended by amending Policy 2.4.1.6 (i2) to remove the word “future” preceding the words “Columbus Part II Plan Area” such that it reads as follows:

“2.4.1.6 (i2) South Columbus Industrial Area, generally bounded by Highway 407 to the south, the Oshawa/Whitby boundary to the west, a future Type “C” arterial road to the north (separating the South Columbus Industrial Area from the Columbus Part II Plan Area), and the Major Urban Area boundary to the east; or”

3. The Oshawa Official Plan is hereby amended by deleting Section 2.14.3, Columbus Special Development Area, in its entirety.
4. The Oshawa Official Plan is hereby amended by deleting Policy 8.1.3(b) (xi) in its entirety.

5. The Oshawa Official Plan is hereby amended by deleting Policy 8.2.2 in its entirety, and updating the numbering for all subsequent policies.
6. The Oshawa Official Plan is hereby amended by amending Section 8.2, Part II Planning Areas to add a new policy as Policy 8.2.X as follows:

“A Part II Plan has been prepared for the Columbus Planning Area and is contained in Section 8.8.”

7. The Oshawa Official Plan is hereby amended by amending Schedule “A”, Land Use, as shown on the attached Exhibit “A” by:
 - Removing the Columbus Special Development Area boundary designation;
 - Adding a Local Central Area to align with the Mixed Use Node II designation on Schedule “A”, Columbus Land Use and Road Plan (located on the north side of Columbus Road West, west of Simcoe Street North); and,
 - Adjusting the boundary of the Open Space and Recreation lands to align with the Open Space and Recreation boundary as shown on Schedule “A” Columbus Land Use and Road Plan,

such that Schedule “A”, Land Use, is amended as shown on Exhibit “B” to this Amendment.

8. The Oshawa Official Plan is hereby amended by amending Schedule “B”, Road Network, as shown on the attached Exhibit “C” by:
 - Realigning the two future north-south Type ‘C’ Arterial Roads located east and west of Simcoe Street North;
 - Realigning the two future east-west Type ‘C’ Arterial Roads located north and south of Columbus Road;
 - Adding a new future east-west Type ‘C’ Arterial Road connecting Thornton Road North to the westerly north-south future Type ‘C’ Arterial Road; and,
 - Adding a number of future collector roads,

such that Schedule “B”, Road Network, is amended as shown on Exhibit “D” to this Amendment.

9. The Oshawa Official Plan is hereby amended by amending Schedule “D-1”, Environmental Management, as shown on the attached Exhibit “E” by:
 - Adjusting the boundary of the Natural Heritage System lands by adding certain Natural Heritage System lands and deleting certain Natural Heritage System lands,

such that Schedule “D-1”, Environmental Management, is amended as shown on Exhibit “F” to this Amendment.

10. The Oshawa Official Plan is hereby amended by amending Schedule “E”, Part II Planning Areas, as shown on the attached Exhibit “G” by:

- Removing two minor areas from within the Columbus Planning Area boundary,

such that Schedule “E”, Part II Planning Areas, is amended as shown on Exhibit “H” to this Amendment.

11. The Oshawa Official Plan is hereby amended by amending Schedule “F1-A”, Natural Heritage System Components (Excluding High Volume Recharge Areas), as shown on the attached Exhibit “I” by:

- Adjusting the boundary of the Key Natural Heritage Features and Key Hydrologic Features by adding certain Key Natural Heritage Features and Key Hydrologic Features lands and deleting certain Key Natural Heritage Features and Key Hydrologic Features lands,

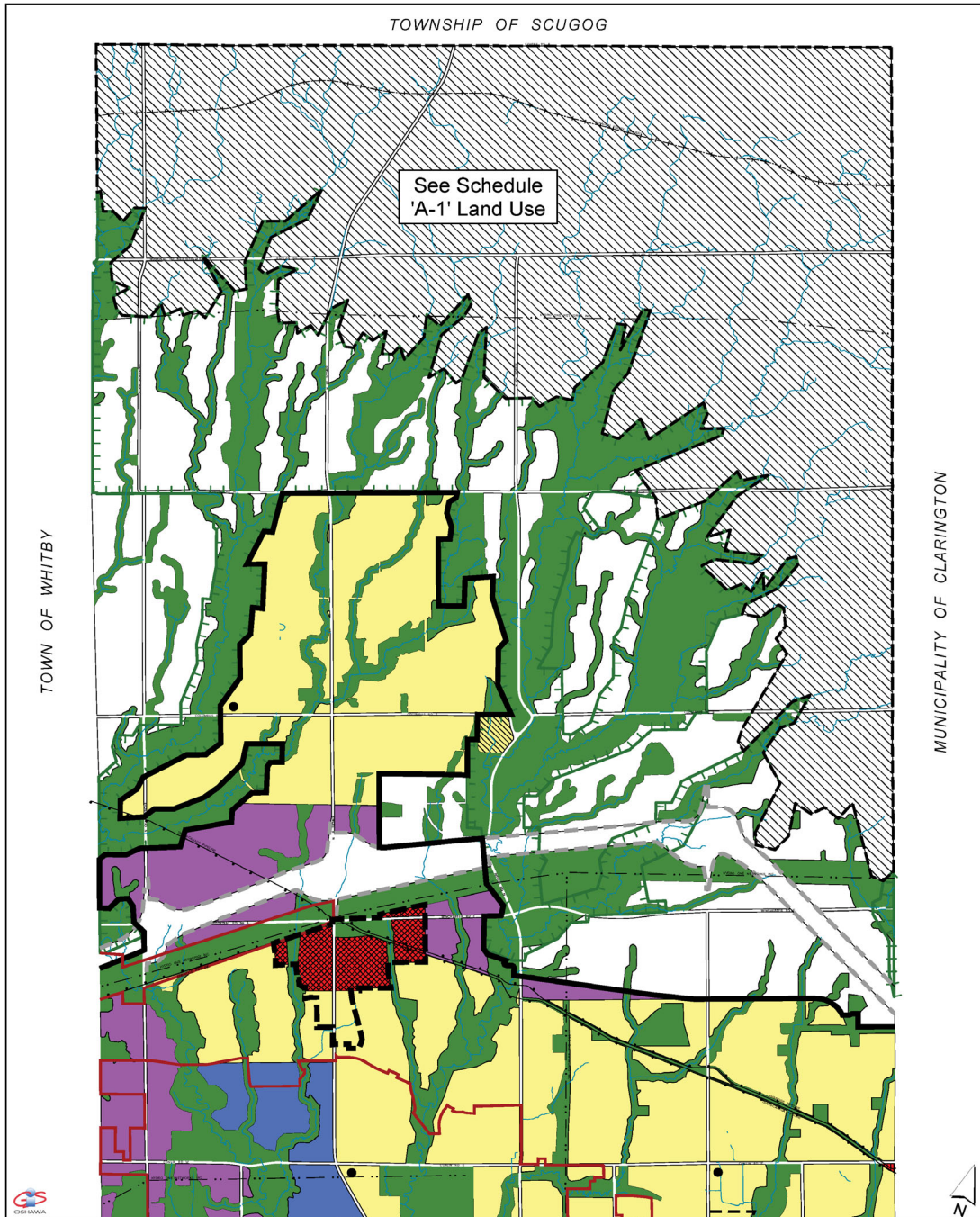
such that Schedule “F1-A”, Natural Heritage System Components (Excluding High Volume Recharge Areas), is amended as shown on Exhibit “J” to this Amendment.

Implementation: The provisions set forth in the City of Oshawa Official Plan, as amended, regarding the implementation of the Official Plan, shall apply in regard to this Amendment.

Interpretation: The provisions set forth in the City of Oshawa Official Plan, as amended, regarding the interpretation of the Official Plan, shall apply in regard to this Amendment.



Exhibit 'B' to Amendment No. ____ to the Oshawa Official Plan Schedule 'A' Land Use



Schedule 'A' Land Use City of Oshawa Official Plan

North Half

July 2022

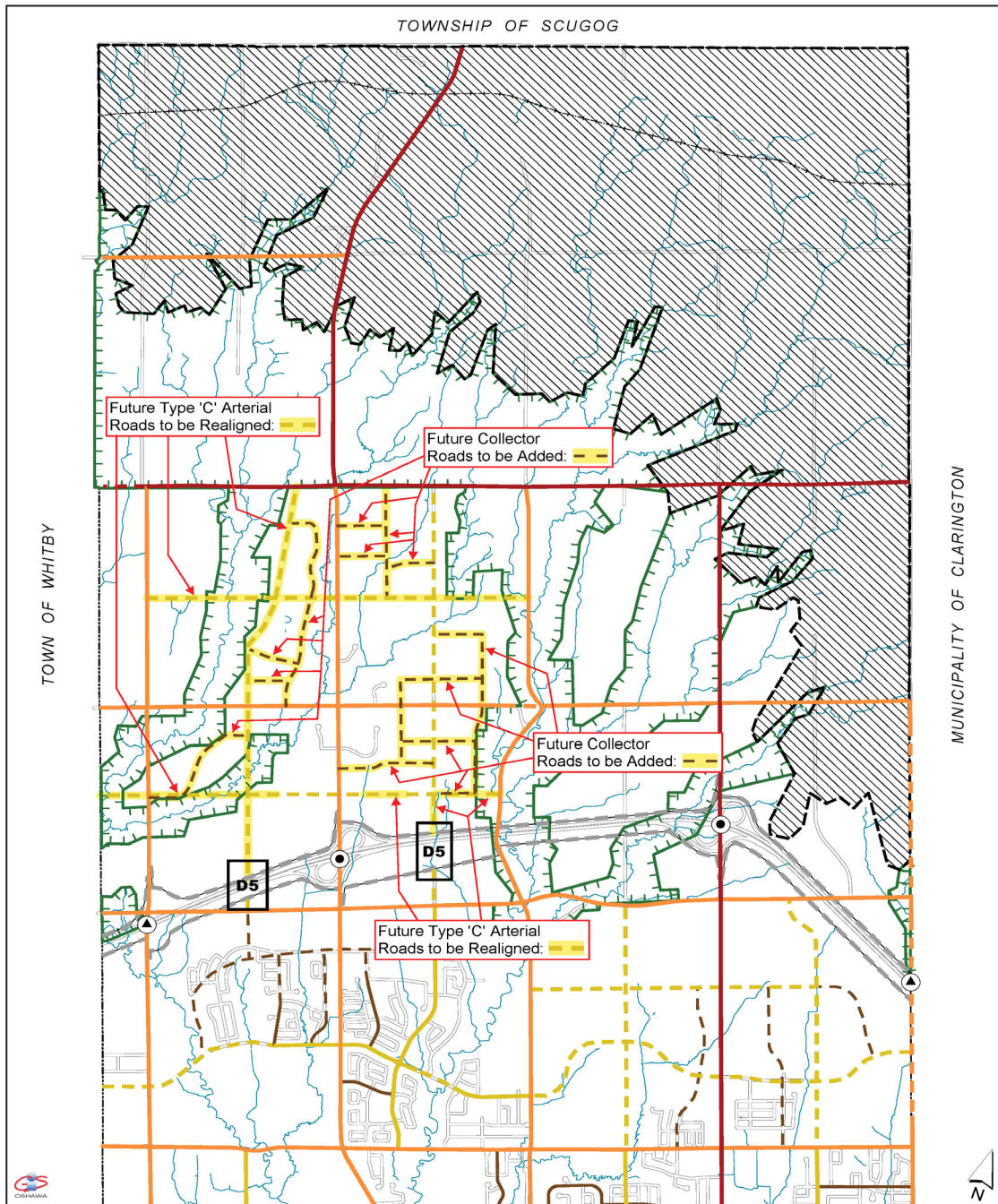
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Development Services Department

Notes:
1. This Schedule should be read in conjunction with the text

Legend	Urban Areas	Special Development Area
	Residential	Main Central Area Boundary
	Downtown Oshawa Urban Growth Centre	Sub-Central Area Boundary
	Planned Commercial Centre	Community Central Area Boundary
	Planned Commercial Strip	Marina Node
	Special Purpose Commercial	Recreational Node
	Institutional	Tourist Node
	Industrial	Rural Areas
	Regeneration Area	Estate Residential (refer to section 2.7.3.1)
	Airport	Prime Agricultural
	Special Waterfront Area	Oak Ridges Moraine
	Utilities	Limits of Approved Highway 407 Corridor
	Local Central Area	Greenbelt Protected Countryside Area Boundary
	Boundary of Major Urban Area	Greenland Areas
	Built Boundary	Open Space and Recreation

Exhibit 'C' to Amendment No. ____ to the Oshawa Official Plan Schedule 'B' Road Network



Schedule 'B' Road Network

City of Oshawa
Official Plan

North Half

January 2021

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Development Services Department

Notes:

1. This Schedule should be read in conjunction with the text.
2. Future roads on the Schedule are shown conceptually and may be subject to further planning study under the Environmental Assessment Act and/or Planning Act to determine the need, alternatives to the road, and precise alignments. This schedule is not intended to predetermine the outcome in instances where additional study is required.

Legend

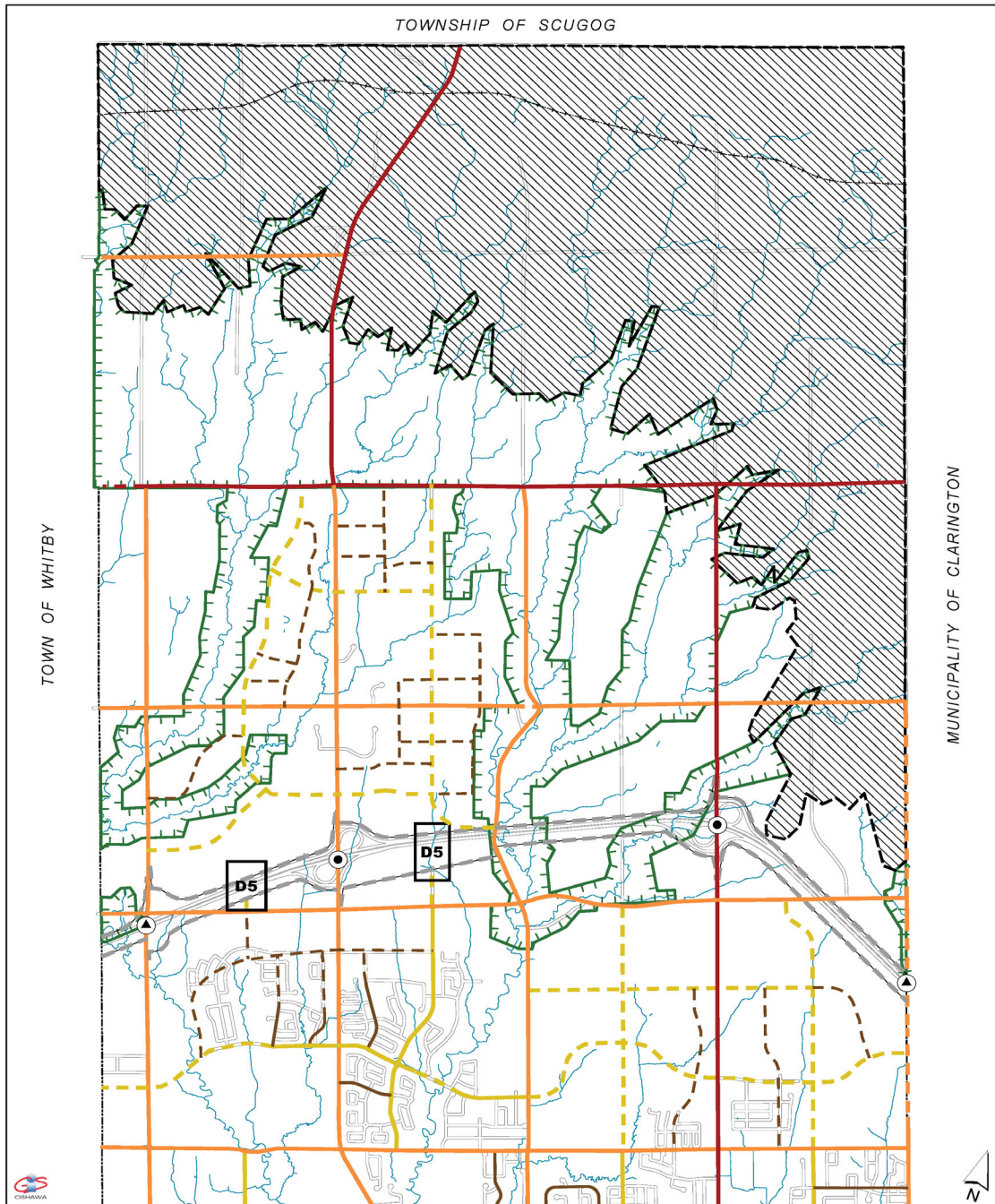
Existing

- Type 'A' Arterial Road
- Type 'B' Arterial Road
- Type 'C' Arterial Road
- Collector Road
- Interchange

Future

- Provincial Highway 401
- Limits of Approved Highway 407 Corridor
- Oak Ridges Moraine
- Greenbelt Protected Countryside Area Boundary
- Rail Line
- Existing Interchange to be Deleted
- Deferred by Regional Council

Exhibit 'D' to Amendment No. ____ to the Oshawa Official Plan Schedule 'B' Road Network



Schedule 'B' Road Network

City of Oshawa
Official Plan

North Half
January 2021

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Development Services Department

Notes:

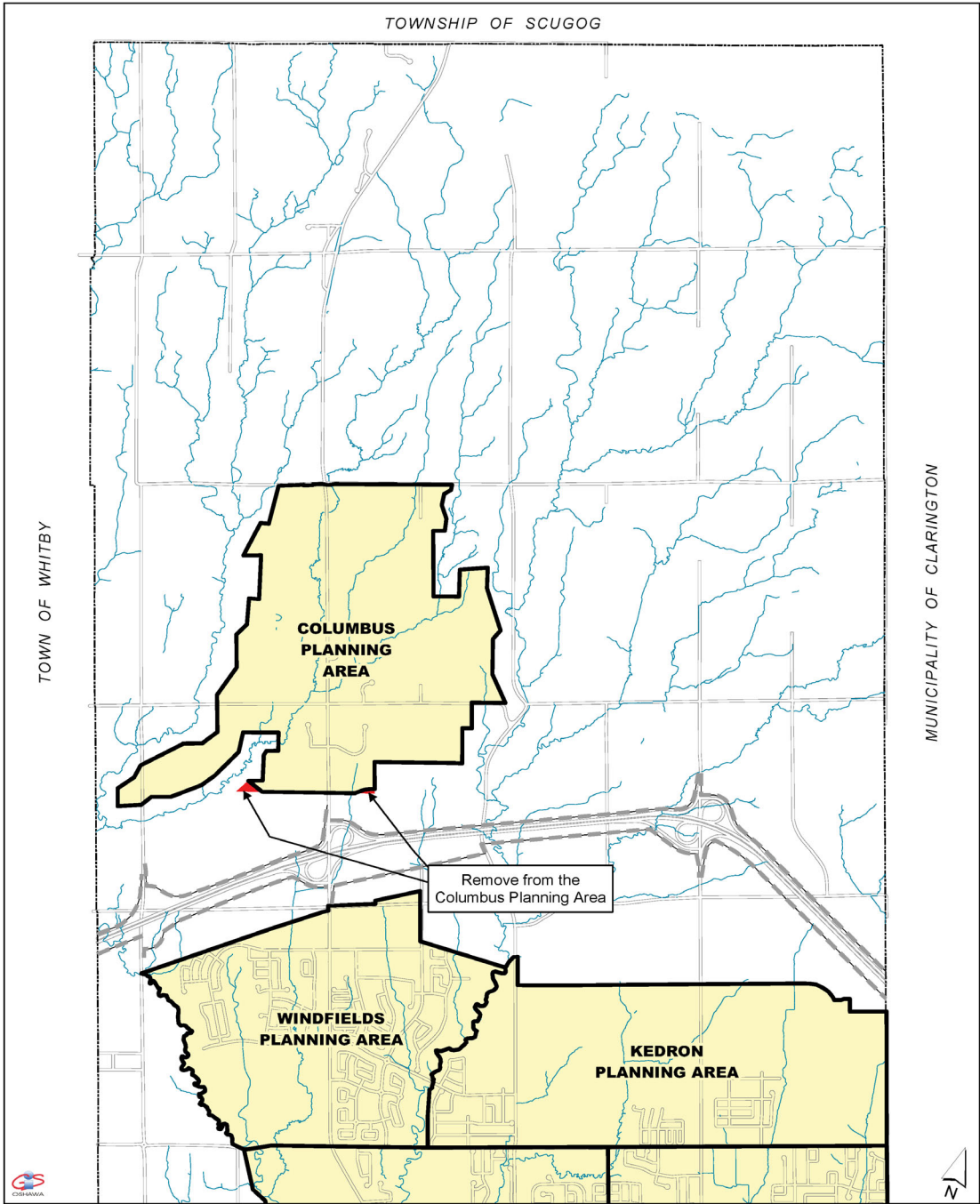
1. This Schedule should be read in conjunction with the text.
2. Future roads on the Schedule are shown conceptually and may be subject to further planning study under the Environmental Assessment Act and/or Planning Act to determine the need, alternatives to the road, and precise alignments. This schedule is not intended to predetermine the outcome in instances where additional study is required.

Existing	Future	
— Type 'A' Arterial Road	- - -	Provincial Highway 401
— Type 'B' Arterial Road	- - -	Limits of Approved Highway 407 Corridor
— Type 'C' Arterial Road	- - -	Oak Ridges Moraine
— Collector Road	- - -	Greenbelt Protected Countryside Area Boundary
Interchange		Rail Line
		Existing Interchange to be Deleted
		Deferred by Regional Council

City of Oshawa
Economic and Development Services

City of Oshawa
Economic and Development Services





Schedule 'E'
Part II Planning Areas
City of Oshawa
Official Plan

North Half

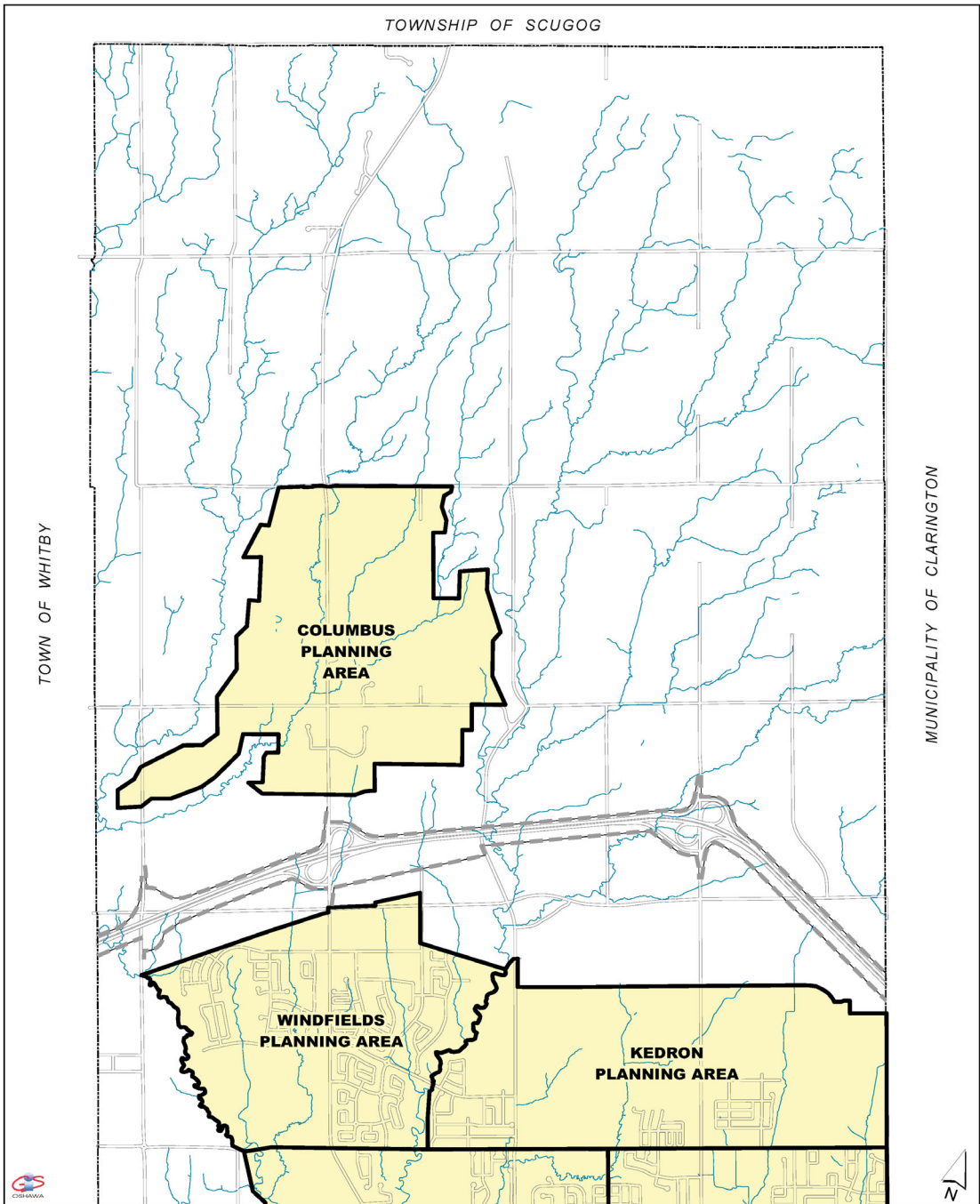
January 2021

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Development Services Department

Notes:
1. This Schedule should be read in conjunction with the text

- Legend
-  Part II Planning Area Boundary
 -  Part II Planning Area
 -  Limits of Approved Highway 407 Corridor



Schedule 'E'
Part II Planning Areas
City of Oshawa
Official Plan

North Half

January 2021

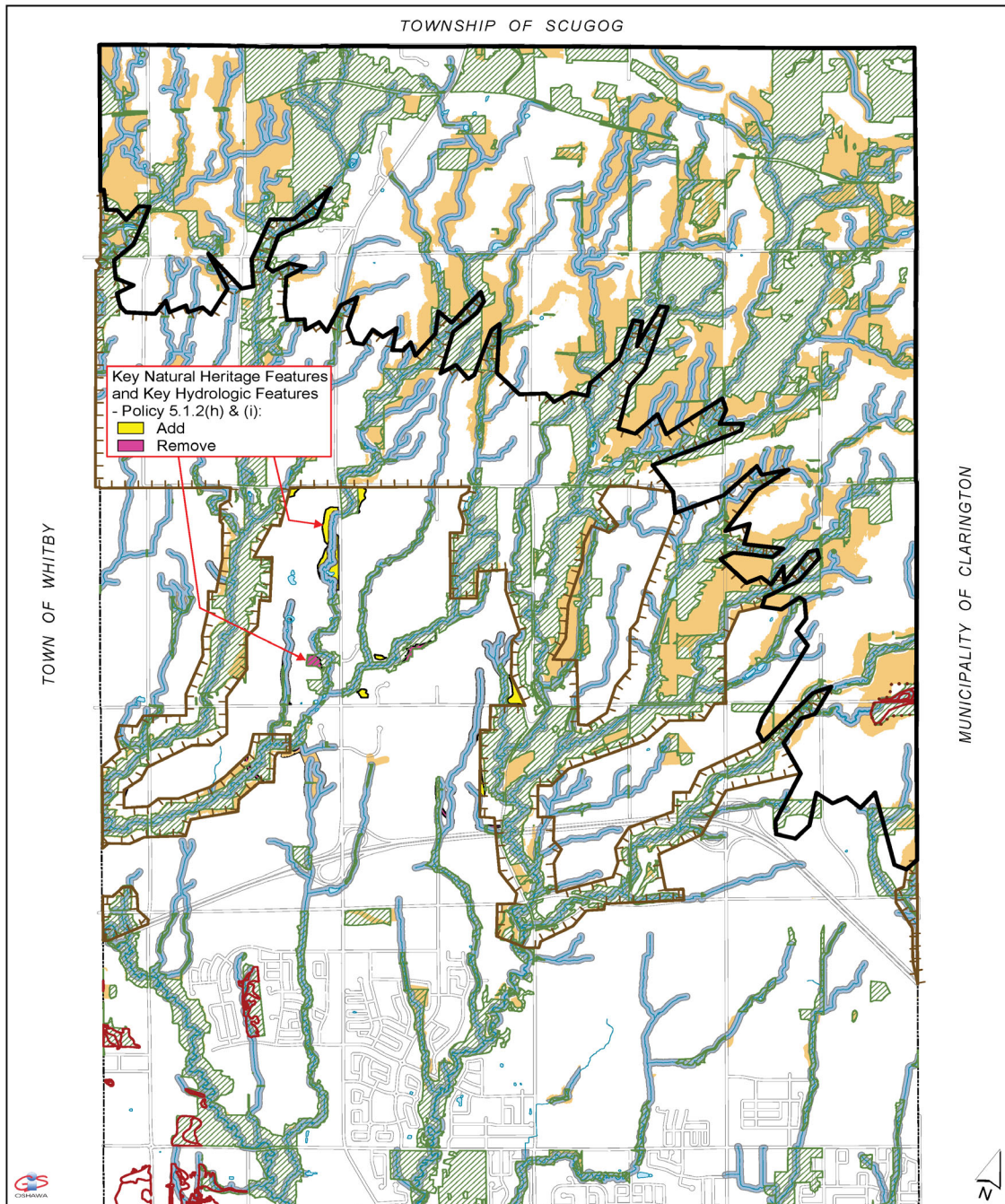
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Development Services Department

Notes:
1. This Schedule should be read in conjunction with the text

- Legend
- Part II Planning Area Boundary
 - Part II Planning Area
 - Limits of Approved Highway 407 Corridor

Exhibit 'I' to Amendment No. ____ to the Oshawa Official Plan Schedule 'F1-A' Natural Heritage System Components (Excluding High Volume Recharge Areas)



Schedule 'F1-A' Natural Heritage System Components (Excluding High Volume Recharge Areas)

City of Oshawa
Official Plan
North Half
January 2021

0 250 500 1,000 1,500 Meters
Development Services Department

Notes:
1. This Schedule should be read in conjunction with the text
*Denotes features evaluated up to the time of production of
this Schedule. The delineation of features on this schedule
does not imply that all such features within Oshawa have
been evaluated.

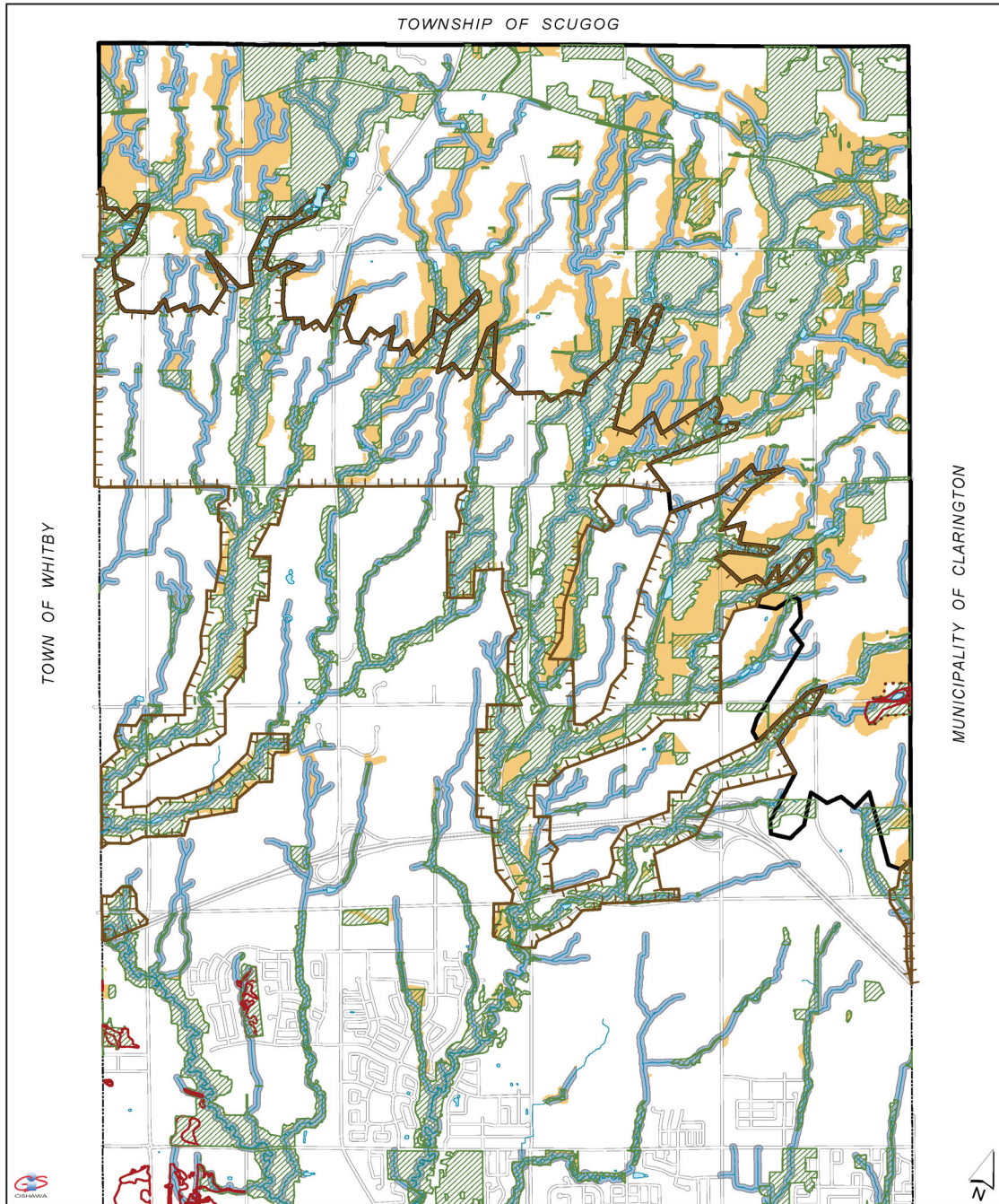
Legend

- Natural Cover Regeneration/
Restoration Areas
- Key Natural Heritage Features and Key
Hydrologic Features - Policy 5.1.2(h) & (i)
- Provincially Significant Wetland*
- Greenbelt Protected Countryside
Area Boundary
- Oak Ridges Moraine Boundary
- Areas of Natural and Scientific
Interest (Life Science)*
- Riparian Corridors
- Waterbody
- Watercourse

Exhibit 'J' to Amendment No. ____ to the Oshawa Official Plan Schedule 'F1-A'
Natural Heritage System Components (Excluding High Volume Recharge Areas)



City of Oshawa
Economic and Development Services



Schedule 'F1-A'
Natural Heritage System
Components (Excluding High
Volume Recharge Areas)

City of Oshawa
Official Plan
North Half
January 2021

0 250 500 1,000 1,500 Meters

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