



Economic and Development Services Committee (1:30 PM) and Planning Act Public (6:30 PM) Meeting Agenda

Monday, September 11, 2023, 1:30 p.m.

Council Chamber

Members of the Committee:

Councillor Marimpietri, Chair
Councillor Chapman, Vice-Chair
Councillor Giberson
Councillor Gray
Councillor Kerr
Mayor Carter, Ex Officio

The personal information contained in your correspondence to Oshawa City Council or its committees is collected under the Municipal Act, 2001. Any personal information you choose to disclose in your correspondence will be used to receive your views on the relevant issue(s) to enable the City to make its decision on the matter. This information will become part of the public record. If you have accessibility needs and require alternate formats or other accommodations please contact Legislative Services by telephone 905-436-3311 or by e-mail at clerks@oshawa.ca or in person.

For inquiries about this agenda please contact Legislative Services at 905-436-3311 or by email at clerks@oshawa.ca.

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

George Lysyk - Item ED-23-167

George Lysyk requesting to address the Economic and Development Services Committee concerning Item ED-23-167 regarding the results of Stage 2 of the Integrated Major Transit Station Area Study for Central Oshawa.

Jacob Hamayda and Diana Cerovich - Item ED-23-171

Jacob Hamayda and Diana Cerovich requesting to address the Economic and Development Services Committee concerning the Biltmore Theatre's application for retroactive funding through the CIP program.

Robert Clapp - Item ED-23-146

Robert Clapp requesting to address the Economic and Development Services Committee concerning the disposal of certain City-owned Lands at the Northwest corner of Delpark Homes Centre site at 1661 Harmony Rd North

Referrals from Council

CNCL-23-84 - Notice of Motion - Grass Cutting by City Staff on Unassumed Roads (All Wards)

[At its meeting of June 26 2023, Oshawa City Council referred CNCL-23-84 concerning grass cutting on unassumed roads to the Economic and Development Services Committee]

Recommendation

Whereas the city picks up waste and clears snow on unassumed roads, but does not cut boulevards and court circles; and,

Whereas there are Oshawans living on unassumed roads in subdivisions for five plus years that have repeatedly called when the boulevard and court circle grass and weeds are so high the fire hydrants are not visible;

Now therefore, staff investigate the current process and the benefit of the cutting of grass on unassumed roads and being reimbursed by the developer.

Reports from Advisory Committees

The Oshawa Environmental Advisory Committee respectfully reports and recommends to the Economic and Development Services Committee:

ED-23-172 - Durham Environment and Climate Advisory Committee - Request to Nominate an Individual and/or Organization for the 2023 Environmental Achievement Awards (Previously OEAC-23-35) (All Wards)

21

Recommendation

That pursuant to Correspondence OEAC-23-35 from the Durham Environment and Climate Advisory Committee inviting nominations for an individual and/or organization for the 2023 Environmental Achievement Awards, staff be authorized to submit Friends of Second Marsh be nominated for the Dr. J. Murray Speirs Restoration Award.

ED-23-173 - Mind Your Plastic Working Group Report - Inquiry regarding a Policy Banning Single-Use Plastics (Previously OEAC-23-34) (All Wards)

25

[At the May 8, 2023 Economic and Development Services Committee meeting, this item was referred to the Oshawa Environmental Advisory Committee for input.]

Recommendation

That Report OEAC-23-34 be submitted as the Oshawa Environmental Advisory Committee's comments and input concerning Correspondence ED-23-108 regarding a Policy banning single-use plastics.

Items Requiring Direction

ED-23-170 - Proposal to Rename Ortono Avenue (Ward 5)

27

Recommendation

That the Economic and Development Services Committee select an appropriate option as set out in Section 5.3 of Report ED-23-170 dated September 6, 2023.

Public Consent Agenda

Correspondence with recommendations

ED-23-171 Letter to the City of Oshawa in regards to the Biltmore Theatre and the application for retroactive funding through the CIP program (Ward 4)

35

Recommendation

That Correspondence ED-23-171, dated September 1, 2023, concerning the Biltmore Theatre and the application for retroactive funding through the CIP program be referred to staff for a report.

Staff Reports/Motions with recommendations

ED-23-140 - Declaration of Certain City-owned Land as Surplus, Known Municipally as the Christine Crescent Right-of-Way (Ward 5)

49

(Also See Pages C307 to C314 - Closed Pursuant to Section 239 (2)(c) of the Municipal Act)

Recommendation

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

1. That, pursuant to Report-ED-23-140 dated September 6, 2023, the City-owned land known municipally as the Christine Crescent right-of-way be declared surplus to municipal requirements and that the requirement to declare a City-owned property first as potentially surplus in accordance with By-law 178-2022, be waived given the localized nature of the matter.
2. That, pursuant to Report-ED-23-140 dated September 6, 2023, all notice

requirements in accordance with By-law 178-2022 be waived given the localized nature of Council's decision to declare the subject City-owned land known municipally as the Christine Crescent right-of-way as surplus.

ED-23-141 - Declaration of Certain City-owned Lands as Surplus: Portion of the Cromwell Avenue Road Allowance, north of Provincial Highway 401, east of Park Road South (Ward 5)

57

(Also See Pages C315 to C316 - Closed Pursuant to Section 239 (2)(c) of the Municipal Act)

Recommendation

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

1. That pursuant to Report ED-23-141 dated September 6, 2023, a portion of the City-owned Cromwell Avenue road allowance located north of Highway 401, east of Park Road South, be declared surplus to municipal requirements and that the requirement to declare a City-owned property first as potentially surplus in accordance with By-law 178-2022, be waived given the localized nature of the matter.
2. That pursuant to Report ED-23-141 dated September 6, 2023, all notice requirements in accordance with By-law 178-2022 be waived given the localized nature of Council's decision to declare the subject portion of the City-owned Cromwell Avenue road allowance as surplus.

ED-23-163 - Economic and Development Services Committee's Outstanding Items Status Report - Third Quarter, 2023 (All Wards)

65

Recommendation

That Report ED-23-163, dated September 6, 2023 being the Economic and Development Services Committee Outstanding Items Status Report for the third quarter of 2023 be received for information

ED-23-154 - Application for a Sign Variance: Pattison Outdoor Advertising on behalf of Bryston Holdings Limited Regarding Signage at 1220 Simcoe Street North (Ward 2)

77

Recommendation

That the Economic and Development Services Committee recommend to City Council that pursuant to Report ED-23-154 dated September 6, 2023, the Commissioner of Economic and Development Services or Director of Planning Services be authorized to approve the sign variance application submitted by Pattison Outdoor Advertising (File: SV-2023-01) to permit the alteration of the southeast face of the existing non-accessory roof sign at 1220 Simcoe Street North to provide a read-o-graph as a display surface.

Recommendation

That the Economic and Development Services Committee recommend to City Council that Report ED-23-155 dated September 6, 2023 concerning the infrastructure needs for the Pedestrian Bridge MS-4-2023 located in Knights of Columbus Park be recommended to the Mayor for consideration in the 2024 Budget deliberations.

ED-23-165 - Proposed Revision to Draft Approved Plan of Subdivision (S-O-2016-06, Phase 2) – Downing Street (1015 King Street) Inc. – North of Queensdale Avenue, west of Keewatin Street South (Ward 3)

Recommendation

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

Whereas, pursuant to City Council's June 26, 2017 direction related to Report DS-17- 129 dated June 15, 2017, on July 4, 2017, the Director of Planning Services approved, subject to conditions, a draft plan of subdivision (File: S-O-2016-06) submitted by Downing Street (1015 King Street) Inc. (the "Applicant") for an extension of Queensdale Avenue and 6 single detached dwelling lots on the north side of the extended Queensdale Avenue and 11 single detached dwelling lots on the south side of the extended Queensdale Avenue [see Attachment 1 (location of Phase 2) and Attachment 2 (draft approved plan)]; and,

Whereas, on September 3, 2021, the Applicant submitted applications to amend Zoning By-law 60-94 (File: Z-2021-07) for the Applicant's lands between King Street East and Queensdale Avenue to permit 34 block townhouse units and 9 street townhouse units (see Attachment 3); and,

Whereas, draft plan of subdivision S-O-2016-06 included lands on the north side of Queensdale Avenue that were now subject to a new development proposal under the application to amend Zoning By-law 60-94 (File: Z-2021-07); and,

Whereas, on September 3, 2021, the Applicant also submitted applications for approval of a draft plan of subdivision (File: S-O-2021-02), a common elements draft plan of subdivision (File: C-O-2021-01) and removal of part lot control (File: PLC-2021-11) related to the proposed 34 block townhouses; and,

Whereas, on September 3, 2021, the Applicant also submitted an application for removal of part lot control (File: PLC-2021-08) to create the 9 street townhouse lots for the Phase 2 lands; and,

Whereas, on November 29, 2021, the Development Services Committee held a Planning Act public meeting for the applications; and,

Whereas, on September 23, 2022, the Applicant filed an appeal of the applications to amend Zoning By-law 60-94 (File: Z-2021-07) and for approval of the draft plan of subdivision (File: S-O-2021-02) to the Ontario Land Tribunal (“O.L.T.”) for failure of the City to make a decision within the timelines prescribed by the Planning Act; and,

Whereas, through the O.L.T. appeal the Applicant revised their proposal to 32 block townhouse units and 10 street townhouse units (see Attachment 3); and,

Whereas, on April 21, 2023, the Applicant registered Phase 1 of draft plan of subdivision S-O-2016-06 which included the extension of Queensdale Avenue and the 11 single detached dwelling lots on the south side of Queensdale Avenue; and,

Whereas, on August 18, 2023, the O.L.T. issued a decision approving the revised zoning by-law amendment and draft plan of subdivision S-O-2021-02 for the proposed townhouses on the basis of a settlement reached between the City and the Applicant; and,

Whereas, on August 25, 2023, the Applicant requested that the City approve a revised draft plan for Phase 2 of draft approved plan of subdivision S-O-2016-06 to convert Lots 4, 5 and 6 from 3 lots for 3 single detached dwellings to two blocks for 10 street townhouse dwellings (see Attachment 4); and,

Whereas, the Planning Act specifies that an approval authority is not required to give written notice of a change to the conditions of approval if, in the opinion of the approval authority, the changes are minor in nature; and,

Whereas, the proposed revisions to the draft plan comply with Zoning By-law 60-94, as amended as a result of the O.L.T. decision; and,

Whereas, the proposed changes are considered to be minor in nature and are consistent with the development proposal presented as part of the consideration of revised development proposal by the City, the public and the O.L.T.; and,

Whereas, a revision to the approved draft plan is reasonable given the planning approvals process undertaken to date;

Therefore be it resolved:

That, pursuant to ED-23-165 dated September 11, 2023, the proposed revisions to Phase 2 of Draft Approved Plan of Subdivision S-O-2016-06 to accommodate two blocks for 10 street townhouse dwelling lots previously proposed for three single detached dwellings lots be approved, and the revisions be shown on the final 40M Plan for registration to the satisfaction of the Director of Planning Services.

Recommendation

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

1. That, pursuant to Report ED-23-167, dated September 6, 2023, Council endorse Land Use Alternative 3, in principle, as the basis for the development of the preferred solution in Stage 3 of the Integrated Major Transit Station Area Study.
2. That, pursuant to Report ED-23-167, dated September 6, 2023, staff be authorized to schedule Public Information Centre Number 3 to be held in the fourth 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 a Preferred Design Concept and related Preliminary Design for the Preferred Design Concept for the Integrated Major Transit Station Area Study.
3. That, pursuant to Report ED-23-167, dated September 6, 2023, staff be authorized to provide notice of the public consultation process for Stage 3 of the Integrated Major Transit Station Area Study as generally outlined in Section 5.5.2 of said Report.
4. That, pursuant to Report ED-23-167, dated September 6, 2023, Parsons Inc. provide a presentation to the Economic and Development Services Committee giving an update on the progress of Stage 3 of the Integrated Major Transit Station Area Study, prior to the holding of Public Information Centre Number 3.
5. That, pursuant to Report ED-23-167, dated September 6, 2023, upon concluding the public consultation process for Stage 3 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-23-153 - Application under the Urban Growth Centre Community Improvement Plan, 87 Simcoe Street North, 2736516 Ontario Inc (Ward 4)

145

Recommendation

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

1. That, pursuant to Report ED-23-153 dated September 6, 2023, the application submitted by 2736516 Ontario Inc. under the City's Urban Growth Centre Community Improvement Plan for an Increased Assessment Grant be approved in accordance with the comments in said Report.
2. That, pursuant to Report ED-23-153 dated September 6, 2023, 2736516

Ontario Inc. enter into an agreement with the City under the City's Urban Growth Centre Community Improvement Plan in a form and content satisfactory to the Commissioner of Economic and Development Services and the City Solicitor.

Public Discussion Agenda

Matters Excluded from the Consent Agenda

Items Introduced by Council Members

Items Pulled from the Information Package

None.

Closed Consent Agenda

Closed Correspondence with recommendations

ED-23-168 - Letter to City of Oshawa regarding real estate matters related to the Bowmanville GO Rail Service Extension (Ward 5)

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

(See Pages C317 to C318)

Recommendation

That Correspondence ED-23-168, dated August 29, 2023, concerning real estate matters related to the Bowmanville GO Rail Service Extension be referred to staff for a report.

ED-23-169 - Letter to City of Oshawa regarding an Expression of Interest for Public Parking Lot (Lot 4) located on the North side of Athol Street East, between Centre Street South and Simcoe Street South (Ward 4)

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

(See Pages C319)

Recommendation

That Correspondence ED-23-169, dated August 31, 2023, concerning an Expression of Interest for Public Parking Lot (Lot 4) located on the North side of Athol Street East, between Centre Street South and Simcoe Street South be referred to Closed Report ED-23-149.

Closed Staff Reports/Motions with recommendations

ED-23-139 - Request from Fontur International Inc. on behalf of Signum Wireless to enter into a lease agreement with the City of Oshawa for the installation of a telecommunication tower located at 760 King Street West (Union Cemetery) (Ward 4)

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

(See Memo released on August 24, 2023 - Pages C1 to C9)

Recommendation

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

That, pursuant to Closed Item ED-23-139, the Closed Correspondence ED-23-135 concerning a request from Fontur International Inc. on behalf of Signum Wireless to enter into a lease agreement with the City for the installation of a telecommunication tower location at 760 King Street West be received for information.

ED-23-142 - Disposal Strategy: City-owned Land on the West Side of Park Road South, Known Municipally as 134 Park Road South (Ward 4)

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

(See Memo released on August 24, 2023 - Pages C10 to C19)

Recommendation

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

That, pursuant to Closed Report ED-23-142 dated August 24, 2023, staff be authorized to execute the disposal strategy outlined in Section 5.3 of said Closed Report for the City-owned land located on the west side of Park Road South and known municipally as 134 Park Road South, that was declared surplus to municipal requirements by City Council on June 26, 2023.

ED-23-144 - Proposed Lease Agreement with Rogers Communications Inc. for a New Telecommunication Tower at 171 Harmony Road South (Donevan Recreation Complex) (Ward 3)

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

(See Memo released on August 24, 2023 - Pages C20 to C54)

Recommendation

That, pursuant to Closed Report ED-23-144 dated August 24, 2023, the Commissioner, Economic and Development Services Department be authorized to enter into a lease agreement with Rogers Communications Inc. for a new telecommunication tower and related at grade equipment and fencing at 171 Harmony Road South consistent with the terms and conditions as generally set out in Section 5.4 of said Closed Report, and in form and content satisfactory to the Commissioner, Economic and Development Services Department and City Solicitor

ED-23-146 - Update on the Recommended Disposal of Certain City-owned Lands: Portion of the Grassed Area in the Northwest Corner of the Delpark Homes Centre Site at 1661 Harmony Road North (Ward 1)

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

(See Memo released on August 24, 2023 - Pages C55 to C71)

Recommendation

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

That, pursuant to Closed Report ED-23-146 dated August 24, 2023, the Commissioner, Economic and Development Services Department be authorized to enter into an agreement of purchase and sale for a portion of the grassed area situated in the northwest corner of the Delpark Homes Centre site at 1661 Harmony Road North, generally in accordance with key terms as set out in Section 5.5 of said Report, together with such documents as are required to complete the transaction in the opinion of the City Solicitor, and further that the agreement and other required documents be in a form and content satisfactory to the City Solicitor and the Commissioner, Economic and Development Services Department.

ED-23-150 - Proposed Amendments to Existing Agreements between Her Majesty the Queen in Right of the Province of Ontario Operating as NAV Canada and the City of Oshawa at the Oshawa Executive Airport (Ward 2)

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

(See Memo released on August 24, 2023 - Pages C72 to C159)

Recommendation

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

That, pursuant to Closed Report ED-23-150 dated August 24, 2023, the Commissioner, Economic and Development Services Department be authorized to execute amendments to the Aviation Services and Facilities Agreement and Sublease for Land Agreement dated October 30, 1996 between the City of Oshawa and NAV Canada for certain lands at the Oshawa Executive Airport, consistent with the proposed amendments as generally set out in Section 5.2 of said Report and in a form and content satisfactory to the Commissioner, Economic and Development Services Department and the City Solicitor.

ED-23-151 - Update on the Recommended Disposal of Certain City-owned lands: 0 Haig Street (Ward 4)

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

(See Memo released on August 24, 2023 - Pages C160 to C177)

Recommendation

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

That pursuant to Closed Report ED-23-151 dated August 24, 2023, the Commissioner, Economic and Development Services Department be authorized to enter into agreements of purchase and sale for portions of the City-owned lands municipally known as 0 Haig Street, generally in accordance with key terms as set out in Sections 5.4.1 and 5.4.2 of said Report, together with such documents as are required to complete the transactions in the opinion of the City Solicitor, and further that the agreements and other required documents be in a form and content satisfactory to the City Solicitor and the Commissioner, Economic and Development Services Department.

ED-23-156 - Disposal Strategy: Part of the Keith Ross Drive Road Allowance (Ward 2)

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

(See Memo released on August 24, 2023 - Pages C178 to C193)

Recommendation

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

1. That, pursuant to the 1997 Operating and Options Agreement between the City and Transport Canada, the lands described as a portion of Part 15 of Reference Plan 40R-25332, as shown on Attachment 3 of Closed Report ED-23-156 dated August 24, 2023, be deemed not necessary for the management, maintenance or operation of the Oshawa.
2. That, pursuant to Closed Report ED-23-156 dated August 24, 2023, staff be authorized to execute the disposal strategy outlined in Section 5.3 of said Report for the City-owned lands described as a portion of Part 15 of Reference Plan 40R-25332, as shown on Attachment 3 of said Report, that were declared surplus to municipal requirements by City Council on May 24, 2011.

ED-23-162 - Results of Request for Proposals Process (Reference Number C-2023-057) to Operate a Golf Course on City-owned Land (Ward 2)

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

(See Pages C320 to C379)

Recommendation

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

1. That, pursuant to Closed Report ED-23-162 dated September 6, 2023,

the recommended proponent be endorsed as the successful proponent of the Request for Proposals (Reference Number C-2023-057) to operate a golf course on City-owned land at 1145 Thornton Road North currently occupied by the Oshawa Airport Golf Club.

2. That, pursuant to Closed Report ED-23-162 dated September 6, 2023, and in accordance with Delegation of Authority By-law 29-2009, as amended, the Commissioner of Economic and Development Services Department be authorized to execute a lease agreement with the successful proponent for part of the City-owned land located at 1145 Thornton Road North, as shown on Attachment 1 and 2 of said Report, together with any other required documents to advance said lease agreement, generally consistent with the key terms outlined in Section 5.3 of said Report and in a form and content satisfactory to the Commissioner of Economic and Development Services and the City Solicitor.
3. That, pursuant to Closed Report ED-23-162 dated September 6, 2023, the Commissioner of Economic and Development Services be authorized to execute, on behalf of the City of Oshawa, the Owner's Authorization required for any application or permit submitted by the successful proponent for the purposes of advancing any proposed leasehold improvements to the subject site including, but not limited to, the existing clubhouse, accessory buildings, grounds and irrigation system, subject to said improvements being to the satisfaction of the Commissioner of Economic and Development Services Department in consultation with the City Solicitor.

ED-23-166 - Second Update on the Appeal of the Notice of Intention to Designate 195 Simcoe Street North (Ward 4)

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

(See Pages C380 to C394)

Recommendation

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

Whereas, the dwelling located at 195 Simcoe Street North, known as the "Robert McLaughlin House", is a "listed, non-designated" property on the City's Register of Properties of Cultural Heritage Value or Interest under Section 27 of the Ontario Heritage Act, R.S.O. 1990, Chapter O.18 (the "Heritage Act") but is not currently designated; and,

Whereas, by letter dated February 2, 2021, Nantuck Investments Inc. (the "Owner") submitted a notice of their intention to demolish the Robert McLaughlin

House to City staff; and,

Whereas, on March 29, 2021, Council directed staff to undertake, among other matters, the process to designate the Robert McLaughlin House as a property of cultural heritage value or interest under the Heritage Act; and,

Whereas, on April 1, 2021, staff issued notice of the City's intention to designate the Robert McLaughlin House, advising that any person may, on or before May 3, 2021, file a Notice of Objection to the proposed designation; and,

Whereas, on April 30, 2021, the Owner submitted a Notice of Objection to the City with respect to the proposed designation, which was subsequently referred by City staff to the then Conservation Review Board [now referred to as the Ontario Land Tribunal ("O.L.T.")] for a hearing and recommendation to City Council concerning the designation; and,

Whereas, on November 30, 2021, at the request of the O.L.T., the City's notice of intention to designate was revised on consent from the City and the Owner in order to more appropriately reflect the notice requirements of the Heritage Act (see Attachment 1 – Notice of Intention to Designate); and,

Whereas, on March 16, 2023, the Owner submitted an application under Section 34 of the Heritage Act requesting to demolish the Robert McLaughlin House; and,

Whereas, on June 26, 2023, City Council denied the Owner's Section 34 application to demolish the Robert McLaughlin House; and,

Whereas, on July 6, 2023, the Owner was provided Notice of Council's Decision to deny the Section 34 application (the "Notice"); and,

Whereas, on July 6, 2023, the Notice was also provided to the Ontario Heritage Trust, and published in the Oshawa This Week newspaper; and,

Whereas, on August 8, 2023, the Owner submitted a Notice of Appeal to Council's decision to deny the Section 34 application (see Attachment 2 – Notice of Appeal); and,

Whereas, on August 23, 2023, the Owner submitted notice to both the City and the O.L.T. that they are withdrawing their April 2021 Notice of Objection to the proposed designation under Section 29 of the Heritage Act (see Attachment 3 – Notice of Withdrawal); and,

Whereas, under Section 29 of the Heritage Act upon submission of a Notice of Withdrawal, "the council shall act in accordance with subsection (6) as if no notice of objection had been served;" and,

Whereas subsection 29(6) requires Council to either pass a by-law designating

the property, or issue Notice of Withdrawal in order to withdraw the notice of intention to designate; and,

Whereas, in light of Council's previous position that the property be designated, it is recommended that Council pass a by-law designating the Robert McLaughlin House under Section 29 of the Ontario Heritage Act; and,

Whereas, it is important to note that the Owner still intends to proceed with the Section 34 appeal related to the application to demolish the Robert McLaughlin House; and,

Whereas, notwithstanding Council advancing designation of the Robert McLaughlin House, staff will continue to support Council's position that the Owner's Section 34 application be denied, per the direction provided by Council through Report ED-23-127 dated May 31, 2023;

Therefore, be it resolved that the Economic and Development Services Committee recommend to City Council:

1. That, pursuant to Closed Item ED-23-166 dated September 11, 2023, Economic and Development Services staff prepare the necessary by-law and Designation Statement and Description to designate the Robert McLaughlin House under Section 29 of the Ontario Heritage Act.
2. That, pursuant to Closed Item ED-23-166 dated September 11, 2023, City Council consider and approve said by-law designating the Robert McLaughlin House on October 2, 2023.
3. That, pursuant to Closed Item ED-23-166 dated September 11, 2023, Economic and Development Services staff be authorized to:
 - a. Provide Notice of By-law Passing to Nantuck Investments Inc., owner of 195 Simcoe Street North, in accordance with the requirements of Section 29 of the Ontario Heritage Act;
 - b. Forward the Notice to the Ontario Heritage Trust in accordance with the Ontario Heritage Act; and,
 - c. Publish the Notice in accordance with the Ontario Heritage Act.

Closed Discussion Agenda

Matters Excluded from the Consent Agenda

Items Requiring Direction

ED-23-145 - Update on Potential Acquisition of Land on Simcoe Street South (Ward 5)

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

(See Memo released on August 24, 2023 - Pages C194 to C222)

Recommendation

That the Economic and Development Services Committee select an appropriate option as set out in Section 5.5 of Closed Report ED-23-145 dated August 24, 2023

ED-23-147 - Opportunity for Acquisition or Lease of Land on Thornton Road North (Ward 2)

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

(See Memo released on August 24, 2023 - Pages C223 to C233)

Recommendation

That the Economic and Development Services Committee select an appropriate option as set out in Section 5.4 of Closed Report ED-23-147 dated August 24, 2023.

ED-23-149 - Proposed Future Use of the City-owned Public Parking Lot (Lot 4) located on the North side of Athol Street East, between Centre Street South and Simcoe Street South (Ward 4)

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

(See Memo released on August 24, 2023 - Pages C234 to C279)

Recommendation

That the Economic and Development Services Committee select an appropriate option as set out in Section 5.4 of Closed Report ED-23-149 dated August 24, 2023.

ED-23-152 - Options for Real Estate Transactions at the Oshawa Executive Airport (Ward 2)

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

(See Memo released on August 24, 2023 - Pages C280 to C306)

Recommendation

That the Economic and Development Services Committee select an appropriate option as set out in Section 5.9 of Closed Report ED-23-152 dated August 24, 2023.

ED-23-160 - Proposed Lease Agreement for a portion of the City-owned Land at Chopin Park, municipally known as 595 Montgomery Street, west of Hillcrest Drive (Ward 5)

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

(See Pages C395 to C413)

Recommendation

That the Economic and Development Services Committee select an appropriate option from Section 5.7 of Closed Report ED-23-160 dated September 6, 2023.

**ED-23-161 - Results of the Request for Expression of Interest Process
(Reference Number C2023-055) for the Purchase/Lease and Development of the
City-owned Land Located at 0 and 20 Harbour Road (Ward 5)**

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

(See Pages C414 to C589)

Recommendation

That pursuant to Closed Report ED-23-161 dated September 6, 2023, the Economic and Development Services Committee select an appropriate option as set out in Section 5.4 of said Report concerning next steps for the disposal of the City-owned land located at 0 and 20 Harbour Road.

Matters Tabled

None.

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-23-159

Presentation

Fotenn - Applications to Amend the Oshawa Official Plan and Zoning By-law 60-94 and for approval of a Draft Plan of Subdivision, 144 and 155 First Avenue, First Avenue Investments (Oshawa) Inc. (Ward 5)

Miles Weeks, Senior Planner, Fotenn, to provide a presentation concerning an overview of the Applications to Amend the Oshawa Official Plan and Zoning By-law 60-94 and for approval of a Draft Plan of Subdivision submitted by 144 and 155 First Avenue, First Avenue Investments (Oshawa) Inc.

Delegations

(As requested)

Correspondence

ED-23-167 - Letter from Jason Rand regarding Planning Act Application to Amend Oshawa Official Plan and Zoning By-law Amendment 144 and

155 First Ave - Flood Properness (Ward 5)

Recommendation

That Correspondence ED-23-167, dated August 29, 2023, concerning the Applications to Amend the Oshawa Official Plan and Zoning By-law 60-94 and for approval of a Draft Plan of Subdivision submitted by 144 and 155 First Avenue, First Avenue Investments, be referred to Report ED-23-159.

Report

ED-23-159 - Applications to Amend the Oshawa Official Plan and Zoning By-law 60-94 and for approval of a Draft Plan of Subdivision, 144 and 155 First Avenue, First Avenue Investments (Oshawa) Inc. (Ward 5)

153

Recommendation

That pursuant to Report ED-23-159 dated September 6, 2023, concerning the applications submitted by Fotenn Consultants Inc. on behalf of First Avenue Investments (Oshawa) Inc. to amend the Oshawa Official Plan (File: OPA-2023-02) and Zoning By-law 60-94 (File: Z-2023-05) and for approval of a draft plan of subdivision (File: S-O-2023-02) to permit eight (8) development blocks featuring multiple towers ranging in height from 14 to 42 storeys, 5,435 residential units, approximately 5,873 square metres (63,216.45 sq. ft.) of ground related commercial floor space, a 0.52 hectare (1.28 ac.) public park, two (2) road widening blocks and private roads located at 144 and 155 First Avenue, 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-23-157

Presentation

D.G. Biddle & Associates Limited - Applications to Amend the Secondary Plan for the Samac Community and Zoning By-law 60-94, 1494339 Ontario Limited, lands generally located at the southeast corner of Ritson Road North and Luple Avenue (Ward 1)

Michael Fry, D.G. Biddle & Associates Limited, to provide a presentation concerning the Applications to Amend the Secondary Plan for the Samac Community and Zoning By-law 60-94, 1494339 Ontario Limited, for lands generally located at the southeast corner of Ritson Road North and Luple Avenue.

Delegations

(As requested)

Correspondence

None

Report

ED-23-157 - Applications to Amend the Secondary Plan for the Samac Community and Zoning By-law 60-94, 1494339 Ontario Limited, lands generally located at the southeast corner of Ritson Road North and Luple Avenue (Ward 1)

175

Recommendation

That, pursuant to Report ED-23-157 dated September 6, 2023, concerning the applications submitted by D.G. Biddle & Associates Limited on behalf of 1494339 Ontario Limited to amend both the Secondary Plan for the Samac Community (File: OPA-2022-06) and Zoning By-law 60-94 (File: Z-2022-07) to permit the development of four (4) single detached dwellings and a six (6) storey, 46 unit apartment building at lands generally located at the southeast corner of Ritson Road North and Luple Avenue, 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-23-158

Presentation

D.G. Biddle & Associates Limited - Application to Amend Zoning By-law 60-94, 184 Bond Oshawa Limited, 184 Bond Street West (Ward 4)

Michael Fry, D.G. Biddle & Associates Limited, to provide a presentation concerning the Application to Amend Zoning By-law 60-94 submitted by 184 Bond Oshawa Limited for lands generally located at 184 Bond Street West.

Delegation

(As requested)

Correspondence

ED-23-148 - Letter from Haim Rabinoviz objecting to the proposed Zoning By-law Amendment for 184 Bond St W Oshawa (Ward 4)

189

Recommendation

That Correspondence ED-23-148, dated July 24, 2023, concerning the proposed Zoning By-law Amendment for 184 Bond St W., Oshawa, be referred to Report ED-23-158.

Report

ED-23-158 - Application to Amend Zoning By-law 60-94, 184 Bond Oshawa Limited, 184 Bond Street West (Ward 4)

191

Recommendation

That pursuant to Report ED-23-158 dated September 6, 2023, concerning the application submitted by D.G. Biddle and Associates Limited on behalf of 184 Bond Oshawa Limited to amend Zoning By-law 60-94 (File Z-2023-04) to permit the development of a new six (6) storey, 52 unit apartment building at 184 Bond Street West, 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.

Adjournment



2023 DECAC Environmental Achievement Awards Nomination Form

ED-23-172
(Previously OEAC-23-35)

The Durham Environment and Climate Advisory Committee (DECAC) biennial awards program recognizes individual and organizations that dedicate time to promote, preserve, and enhance Durham's natural environment, reduce greenhouse gases, and promote climate resiliency.

Please fill in the following information to nominate an individual and/or organization for the DECAC Environmental Achievement Awards to celebrate projects and achievements accomplished between January 1st, 2021 and September 1st, 2023.

Nominee Information

Name(s):

Address:

Telephone:

Email:

Nominator Information

Name(s):

Address:

Telephone:

Email:

Award Categories (please check up to three boxes)

☐

George A. Scott Stewardship Award: This award is given to those whose efforts have helped maintain, protect, and preserve Durham's environment.

☐

Dr. J. Murray Speirs Restoration Award: This award commends the work of those whose efforts have helped to restore the natural environment and support climate adaptation.

☐

Irene Kock Environmental Awareness Award: This award is presented to those who foster effective communication, share knowledge, and exhibit leadership in helping others learn about the environment and climate change.

☐

Eric Krause Innovation Award: This award is presented for forward-thinking and innovative efforts to encourage positive change through plans, policies, or initiatives related to enhancing the environment and building climate resilience.

☐

Jessica Markland Partnership Award: This award recognizes the co-operative efforts of those who strive to enhance the environment and promote sustainability by building partnerships with public and community interests, and businesses.

- ☐ **Evylin Stroud Lifetime Achievement Award:** This award recognizes individuals who continually dedicate themselves to protecting the environment and mitigating the impacts of climate change.
- ☐ **John G. Goodwin Sustainable Group Award:** This award is presented to a group that has gone above and beyond to make a positive impact on the environment through education and/or stewardship. A group could include a formal organization, such as a school, business, or club, as well as an informal group, such as neighbours or community members.
- ☐ **Lois James Youth Leadership Award:** This award recognizes an elementary or secondary school student who has made a contribution to the protection of Durham's environment.

Evaluation Criteria

1. Degree of innovation, originality, and/or pioneering.
2. Contributions promote leadership in protecting the environment and climate resiliency.
3. Size, scope, and impact of accomplishments.
4. Efforts promote educational opportunities and knowledge sharing.
5. Accomplishments influence positive change to the environment and climate adaptation, mitigation, and/or resiliency.
6. Short or long-term benefits to the environment.
7. Volunteerism vs Occupational.
8. Letters of support/reference – quality of what's written.

Nomination Package Requirements

1. Completed nomination form (please complete and save this form to include as part of your nomination package).
2. Two-page (maximum) description that addresses the following (where applicable):
 - Brief biography of the individual or group, highlighting environmental activities.
 - What was/is the specific project or activity, and when was it completed?
 - What geographical area(s) was covered by the accomplishment?
 - How did your project reduce greenhouse gases?
 - What environmental need did the project address?
 - What effect/benefit did the nominee have on the environment or climate change (related to community awareness, environmental quality, technical contributions, etc.)?
 - What specific examples demonstrate the environmental impact?

If you require this information in an accessible format, please contact 1-800-372-1102 ext. 2506.

- Have the nominee(s) accomplishments had a long-lasting effect on the environment or on environmental education and public awareness?
 - Was this an original or pioneering effort in the field (particularly any challenges overcome as part of implementation and any outstanding creativity involved)?
 - How was the program financed?
 - Was the project occupational or voluntary? (i.e. was it completed as part of their work duties, or was it done voluntarily?
 - What other information would you like the judges to consider?
 - You may also attach materials supporting this nomination (e.g. photographs, newsletters, brochures, newspaper excerpts, etc.).
3. At least one letter of support must accompany all nominations. This letter must be written by someone other than the nominator, and should explain the impact of the nominee's actions, the environmental significance and relevance in meeting a specific need. More than one letter is encouraged.
 4. Nominees must provide a brief (45-60 second) video describing their project or accomplishment. Videos will be included in the announcement video. Videos must be shared via an online downloadable link.

The deadline for submission is September 15th, 2023. Please direct any questions and your complete nomination package to decac@durham.ca.

If you require this information in an accessible format, please contact 1-800-372-1102 ext. 2506.

Oshawa Environmental Advisory Committee (OEAC): Report from the Mind Your Plastic Working Group September 5, 2023

Members: Emily Posteraro (Chair), Valerie Bowler, Robert Mullins

Recommendations Implications:

- That the committee adopt the following comments for submission to the City of Oshawa in response to the Mind Your Plastic Correspondence Referral from the Economic and Development Services Committee on behalf of the Oshawa Environmental Advisory Committee

Budget Implications:

None.

Overview

Mind Your Plastic is a federal not-for-profit organization established in 2016. Their correspondence with the City of Oshawa Economic and Development Services Committee, which inquired if the City would adopt a Policy Banning Single-Use Plastics, and was referred to the OEAC for comment at the June 2023 OEAC meeting.

The proposed *Plastic-Free Events Policy* is one of three campaigns led by Mind Your Plastic. The goal of the policy is to reduce waste, introduce benefits of using reusable packaging at municipal events, and for the group to build partnerships with municipalities. As the organization stated in their correspondence with the Economic and Development Services Committee, “events are a great opportunity to adopt reusable materials and infrastructure, as [they] typically take place in one centralized location, which allows reusables to be easily tracked and returned throughout an event.” Oshawa has a number of large public events throughout the summer where this policy could be implemented, such as the Peony Festival, Fiesta Week, Canada Day, and the Oshawa Rotary Ribfest to name a few.

Within Durham Region, Mind Your Plastic has worked with the Town of Ajax to create a *Plastic Awareness and Reduction Toolkit*. The document offers information for both individuals and businesses to reduce their usage of single-use plastics (SUPs) at events and large gatherings. The Town of Ajax has *not* adopted the *Plastic-Free Events Policy*, which is what is being proposed to the City of Oshawa.

General Comments:

1. The Working Group supports Mind Your Plastic in the presentation of their letter to the Economic and Development Services Committee.
2. The City of Oshawa already has water bottle filling stations and water fountains at Lakeview Park for the Canada Day event. This is a good first step towards reducing waste, beginning with plastic bottles, which are a ubiquitous form of SUPs. The City could go above and beyond by introducing a *Plastic-Free Events Policy*, for example by partnering with a company that provides reusable items (like plates, cups and cutlery) for large public events (examples of this can be found on page 12 of the Town of Ajax's *Plastic Awareness and Reduction Toolkit*). This policy would make Oshawa stand out as a leader on sustainability within Durham Region, lessen the burden on our municipal waste system, and set an example for residents to follow in their everyday lives.
3. The Working Group suggests that the City perform a waste audit of SUPs for its events over the course of one calendar year and present the results to the OEAC, as a step towards further reducing SUPs.
4. Drawing on the data from the waste audit, we recommend that the City works with Mind Your Plastic to implement a *Plastic-Free Events Policy*.

To: Economic and Development Services Committee

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

Report Number: ED-23-170

Date of Report: September 6, 2023

Date of Meeting: September 11, 2023

Subject: Proposal to Rename Ortono Avenue

Ward: Ward 5

File: 12-12-4031

1.0 Purpose

The purpose of this Report is to respond to the following May 1, 2023 Oshawa City Council direction:

“Whereas, Plan 167, a registered plan of subdivision in the City of Oshawa was registered in February of 1913 with the street names Park Avenue, Lakeview Avenue, Birch Avenue, and Russell Avenue, amongst others; and,

Whereas, following the conclusion of the Second World War and the construction of Highway 401, several streets were closed and other streets were renamed in honour of Second World War battles such as Normandy, Dunkirk and Dieppe; and,

Whereas, there is a street named Ortono Avenue located south of Highway 401 and west of Wilson Road South; and,

Whereas, on March 9, 2023, the Ontario Regiment Museum submitted correspondence to the City (see Attachment 1) advising that the street name of Ortono was incorrect and should be spelt Ortona in reference to the Battle of Ortona; and,

Whereas, there are fifteen (15) dwellings on Ortono Avenue; and,

Whereas, reviewing a potential street name change would involve consulting with the existing residents on Ortono Avenue to obtain their comments on the possible renaming of their street and advising them of the process to change a street name and of the Council policy to provide an ex-gratia payment to offset personal costs to change their address;

Therefore, be it resolved that the Economic and Development Services Department be authorized to initiate a consultation process with the residents of Ortono Avenue and the Ontario Regiment Museum regarding the potential street name change and report back to the Economic and Development Services Committee on the results of that consultation.”

Attachment 1 is a map showing the location of Ortono Avenue.

Attachment 2 is a copy of a letter from the Ontario Regiment Museum requesting that the City rename Ortono Avenue.

2.0 Recommendation

That the Economic and Development Services Committee select an appropriate option as set out in Section 5.3 of Report ED-23-170 dated September 6, 2023.

3.0 Executive Summary

Not applicable.

4.0 Input From Other Sources

4.1 Consultation with the Region of Durham and Emergency Service Providers

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

- Oshawa Fire Services
- Region of Durham Planning and Economic Development Department
- Oshawa Central Ambulance Communications Centre (C.A.C.C.)

The Region of Durham Planning and Economic Development Department reviews street names in consultation with Durham Regional Police Services and maintains the Region's Street Name Index. This index contains a list of all existing and reserved street names in the Region of Durham. The Region, Oshawa Fire Services and the C.A.C.C. have no objection to the street name change.

4.2 Consultation with Residents of Ortono Avenue

On June 2, 2023, the property owners and residents of Ortono Avenue were mailed a letter from the Commissioner of Economic and Development Services, including a short questionnaire, requesting their comments on the potential renaming of Ortono Avenue. A total of twenty-nine (29) letters and questionnaires (one to each property owner and dwelling unit on Ortono Avenue), including self-addressed stamped envelopes for residents to return the questionnaire, were mailed out. Questionnaires were requested to be returned by June 30, 2023.

The questionnaire asked if residents supported renaming the street and if they supported renaming the street Ortona Avenue.

A total of 8 responses were received from property owners and residents of Ortono Avenue.

The responses can be summarized as follows:

- Six of the responses support renaming the street.
- Two of the responses do not support renaming the street.
- The two responses that did not support renaming the street indicated that they had concerns with the costs to both the City and affected residents.
- One of the responses that did not support renaming the street suggested the existing street name be retained but a poppy be added to the street sign to indicate that the street name is related to the City's military history.
- One of the letters and questionnaires was returned to the City as "Return to Sender" since the single detached dwelling proposed to be constructed on the property has not yet been built.

5.0 Analysis

5.1 Proposed Street Name Change

The street now known as Ortono Avenue was originally named Russell Avenue when the original plan of subdivision for the area, Plan 167, was registered in February 1913.

Following the conclusion of the Second World War and the construction of Highway 401, several streets were closed and other streets were renamed in honour of Second World War battles such as Normandy, Dunkirk and Dieppe. Russell Avenue was included in the group of affected streets and was renamed Ortono Avenue.

On March 9, 2023, the Ontario Regiment Museum (O.R.M.) submitted correspondence to the City advising that the street name Ortono was incorrect and should be spelt Ortona in reference to the Battle of Ortona. A copy of the letter submitted by the O.R.M. forms Attachment 2 to this Report.

On May 1, 2023, City Council directed the Economic and Development Services Department to consult with residents on Ortono Avenue regarding the potential street name change and report back to the Economic and Development Services Committee on the results of that consultation.

A summary of the consultation is provided in Section 4.2 of this Report.

There are 15 properties with addresses on Ortono Avenue, not including one vacant property owned by the Ministry of Transportation currently addressed 0 Ortono Avenue. There is one additional vacant property (483 Ortono Avenue) for which a house is planned in the future. There is a mix of 1-, 2- and 3-unit houses on Ortono Avenue, and there are a number of properties where the owner does not live at the property.

5.2 Process for Renaming a Street

The process for renaming a street is generally as follows:

- (a) The Economic and Development Services Committee makes a recommendation to Council;
- (b) If Council approves the proposal to rename the street, it is an approval “in principle” with direction that staff undertake the street renaming process;
- (c) Staff undertake the street renaming process which involves:
 - Preparing a by-law renaming the street;
 - Providing notice of Council’s intent to pass the proposed by-law renaming the street by including the notice on the City’s website and by mailing out a copy of the notice to all affected property owners;
 - Having Council hear any person that claims to be adversely affected by the by-law and who applies to be heard. While Council is required to hear a person who claims to be adversely affected, there is no mechanism for appealing a by-law renaming a street;
 - Having Council pass the by-law renaming the street; and,
- (d) Advise affected homeowners by mail of the Council-approved street name change and provide them with the ex-gratia payment.

5.3 Options

5.3.1 Option 1: Do Not Rename the Street

Under this option, the street name Ortono Avenue would not be changed and no further action is required. In the event the Economic and Development Services Committee chooses this option the Economic and Development Services Committee may wish to pass the following motion:

“That the Economic and Development Services Committee recommend to City Council that Report ED-23-170 dated September 6, 2023 concerning the potential renaming of Ortono Avenue be received for information.”

5.3.2 Option 2: Approve the Renaming of Ortono Avenue to Ortona Avenue

In the event the Economic and Development Services Committee chooses to rename Ortono Avenue to Ortona Avenue, the Economic and Development Services Committee may wish to pass the following motion:

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

1. That, pursuant to Report ED-23-170 dated September 6, 2023, Ortono Avenue be renamed to Ortona Avenue and the appropriate by-law be passed and that the ex-gratia payment of \$250 to each household affected by the street name change be charged to the 2023 Planning Services Operating Budget as set out in said Report.
2. That, pursuant to Report ED-23-170 dated September 6, 2023, the newspaper advertisement requirements of Notice By-law 147-2007 be waived given the consultation process that has occurred concerning the proposal to rename Ortono Avenue to Ortona Avenue and given the localized nature of the matter.”

6.0 Financial Implications

There are certain costs to those affected by any street name change.

If the street name is changed, compensation for affected residents and property owners would amount to $\$250 \times 29 = \$7,250$. This will be charged to the 2023 Planning Services Operating Budget and can be accommodated in this budget.

Estimated City costs for changing the street name to Ortona Avenue are as follows:

- Cost of the mail out notices to affected residents: approximately \$30;
- Cost to manufacture and install two (2) new street signs: \$52.00;
- Cost to register the by-law: approximately \$76; and,
- Cost to change City records including maps and Geographic Information System: Unknown (primarily staff time).

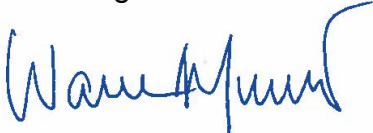
The above-noted costs can be accommodated in the existing 2023 Departmental operating budgets as appropriate.

7.0 Relationship to the Oshawa Strategic Plan

The Recommendation advances the Accountable Leadership and Social Equality goals in 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-23-170
Attachment 1

Subject: Proposal to Rename Ortono Avenue
Ward: Ward 5
File: 12-12-4031





**ONTARIO
REGIMENT
MUSEUM**
www.tankmuseum.ca

905-728-6199
info@ontrmuseum.ca
1000 Stevenson Road North Oshawa
Ontario, Canada, L1J 5P5

Item: ED-23-170
Attachment 2

City of Oshawa,

The Battle of Ortona was fought in December 1942 when the 1st Canadian Corps continued their mission to clear the eastern coast of Italy during the Second World War. The 1st Canadian Infantry Division, supported by the 1st Canadian Armoured Brigade, cleared the town in the face of fanatical resistance from German Paratroopers. The fierce battle was called “Little Stalingrad’ by reporters at the time and received international attention.

The Ontario Regiment fought in the Battle, receiving a Battle Honour for its efforts in clearing the approaches to the city, and supporting efforts to isolate the defenders.

A street in Oshawa was intended to be named after the battle to honour that memory and our local citizens that were involved, but for some reason the name was misspelled to Ortono.

The Ontario Regiment Museum, as part of the Regimental Family, believes that it would be appropriate to address this historical error, and correct the name of the street to Ortona as was initially intended.

Thank you

Jeremy N Blowers

Jeremy Neal Blowers
Executive Director

905-728-6199 x256
jeremy@ontrmuseum.ca





To Members of Council,

We wish to address you, committee & members of council, in regards to the Biltmore Theatre and our application for the CIP program for September 2023. Through the CIP program we are seeking \$10,000 in retroactive funding as part of building and fire improvements. In June of 2023 the Biltmore upgraded and replaced its existing rooftop HVAC unit at a cost of \$64, 410.00 (Gross).

Due to constraints with suppliers' ability to get an appropriately sized unit and with an aged and non functioning HVAC unit producing no Air Conditioning, we were forced to proceed with the project ahead of the summer months and the September CIP Grant intake. We confirmed one of the 3 quotes received (all Durham Region based businesses and quotes are supplied in the CIP program application). This assured appropriate environmental controls for the summer months for events and patron health and comfort.

The aged and non functioning unit that was replaced was over 20 years old; the updated system has a much greater efficiency rating and monitors CO2 in the space for improved air circulation and air exchange.

To date, the Biltmore Theatre has accessed funding through the CIP program previously in September of 2020 being awarded \$24, 915.50 (distributed in March of 2022) for economic stimulus and facade improvements. Access to this funding has proved crucial to the businesses growth and facility improvements. As an arts and culture based organization, additional funding sources prove crucial to our business plans and on-going success.

Council does have a historic precedent of approving CIP grants retroactively in circumstances that have extenuating circumstances that required more immediate attention than possible when waiting for intake periods.

Jacob Hamayda, General Manager of Biltmore Theatre Corp, also speaking as a representative of 1334943 Ontario Ltd. who owns the building, will be present to address council and committees questions or concerns.

The Biltmore Theatre is a concert hall and event space in Downtown Oshawa highlighting Canadian musicians and local events and culture. The Biltmore Theatre sees just over 20,000 event guests and tourists each year. Biltmore Theatre Corp. is a tenant of 39 King St E, owned by 1334943 Ontario Ltd, both businesses are operated by Diana Cerovich.

A handwritten signature in black ink, appearing to read "Diana Cerovich", with a stylized flourish at the end.

Diana Cerovich - Sept 1, 2023

COO - Biltmore Theatre

Vice President - 1334943 Ontario Ltd.

Biltmore Theatre 39 King ST E, Oshawa ON. L1H 1B2



Urban Growth Centre Community Improvement Plan Application Information and Instructions

Pre-Application Consultation

Prior to the submission of this application, applicants are strongly encouraged to consult with Economic Development staff in the Development Services Department. Early consultation can result in the identification of matters that will significantly assist in the processing of the application.

If you have any questions about the application process or the grant programs, please contact Economic Development, City Hall, 2nd Floor, Rundle Tower, 50 Centre Street South, Oshawa, by telephone at 905-436-5617 or by email at business@oshawa.ca.

Submission Requirements

- ☐ Submit one (1) copy of a fully completed application to:

Director, Economic Development
Development Services Department
Corporation of the City of Oshawa
50 Centre Street South (2nd Floor)
Oshawa, Ontario L1H 3Z7

Or electronic submission delivered to business@oshawa.ca.

Note:

1. Completed Increased Assessment Grant applications are to be submitted and processed on a first come first served basis and require Council approval.
2. Applications for all other grant programs are accepted twice a year. The first application deadline is March 1st of every calendar year, and the second application deadline is September 1st of every calendar year. The availability of funding for the second application deadline is dependent on the number of approved grants during the first round of submissions, and the availability of funding at that time. Upon approval of your grant application, you will be provided a committal letter advising of your eligibility for the grant programs subject to any terms and conditions contained in the committal letter.
3. Attach at least **two** written estimates from qualified independent contractors along with any documentation (plans, elevations) detailing the nature of the design and materials of the proposed improvements to this application. Prices quoted in these estimates should correspond with the information provided in Section 3 c) of the application. Please note that one of the two estimates must be from a local (Durham based) contractor.
4. If you are applying for an Economic Stimulus Grant, property owners must provide to the satisfaction of the City, a signed minimum 12 month lease with an eligible company with an option for a total 36 month lease term. Attach the signed lease to this application.



Urban Growth Centre Community Improvement Plan Application

Please indicate which of the following grant programs you are applying for. You may be eligible for more than one program.

- ☐ Increased Assessment Grant Program
☐ Façade and Accessibility Improvement Grant Program
☐ Conversion to Residential Grant Program
☒ Upgrade to Building and Fire Codes Grant Program
☐ Economic Stimulus Grant Program

Office Use

File Number:

Checked by:

1. Registered Owner/Agent

Name	Mailing Address	Contact Information
Registered Owner* 1334943 Ontario Ltd	366 Cedarvalley Blvd Oshawa ON L1G 3W3	Telephone 9054347027
		Fax
		Email diana@biltmoretheatre.com
Agent Diana Cerovich	39 King St E Oshawa ON L1H 1B2	Telephone 9054383939
		Fax
		Email diana@biltmoretheatre.com

* If more than one Registered Owner, please attach a sheet of paper with the required information. If numbered company, give name and address of principal Registered Owner.

2. Property Information

Location and Description			
Municipal Address(es) (Street Number and Name of Street) 39 King St E ,Oshawa ON, L1H 1B2			
Lot(s) Pt LT C6 Sheet 19 PT Lot c6, c7	Concession(s) DT282637, T/W D282637		Former Twp. Oshawa
Registered Plan Number Plan 335 Sheet 19 PT	Lot(s)/Block(s) C6, C7	Reference Plan Number	Part Number(s)

Existing use:	Public Hall
Current Oshawa Official Plan designation:	
Current Zoning:	CBD-A/T25 Commercial 415- Cinema/Movie House

3. Project Description

(a) Please describe the project below, including the proposed use of the unit(s) or building(s) and all anticipated improvements to the unit(s), building(s) and/or property:

The purpose of this project is to replace the existing HVAC rooftop unit due to its current deteriorated functionality and performance. The unit is over 20 years old and has gone through many maintenance and repair cycles. Service technicians have recommended replacement for 3+ Years.

(b) Is the unit(s) or building(s) currently vacant?

Yes ☐

No ☒

If yes, how long has the unit(s) or building(s) been vacant for? n/a

(c) Please outline the anticipated construction costs:

\$53,000-67,000 - HVAC Unit, Install and removal of old unit.

Project was completed for \$64,410.00 GROSS

(d) **Construction Schedule:**

Approximate date of Construction commencement:

Project was a single day install with additional prep days on and offsite

Approximate date of Construction completion:

Project was completed June 21st 2023

Attach at least **two** written estimates from qualified independent contractors along with any documentation (plans, elevations) detailing the nature of the design and materials of the proposed improvements to this application. Prices quoted in these estimates should correspond with the information provided in Section 3 c) above. Please note that one of the two estimates must be from a local (Durham based) contractor.

4. Program Specific Submission Requirements

Please complete the Sections below relevant to the Programs to which this Application applies. All applications (excluding applications for an Increased Assessment Grant) will be evaluated and scored based on the criteria outlined in Tables 1, 2, 3 and 4 (see the Urban Growth Centre Community Improvement Plan). The highest scoring applications will be given priority to receive a grant, subject to meeting all of the eligibility requirements and general terms of the grant programs. However, the final decision as to which applications to approve and how much of the proposed work, if any, is eligible for funding will be determined by the Application Review Team.

5. Increased Assessment Grant Program

(a) Estimate of increase in assessed value:

Current assessed value: _____

Estimated post development assessed value: _____

Estimated post development captured assessed value (post minus current) _____

(b) Status of Taxes on the lands that are the subject of this Application:

Have all applicable taxes been paid on the lands that are the subject of this application? ☒ Yes ☐ No

6. Façade and Accessibility Improvement Grant Program

(a) Please describe the façade and/or accessibility improvements below:

n/a

(b) Please describe any safety and security features:

(c) Please describe the materials to be used for any façade improvements (e.g. stone, brick, granite, stucco, etc.):

7. Conversion to Residential Grant Program

(a) Please describe the conversion improvements below (including the location of the units in the building e.g. upper-storey or ground floor in the rear of the building):

n/a

(b) Please describe any safety and security features:

n/a

(c) What is the current use of the unit(s) being converted?

(d) How many new dwelling units are being created? _____

8. Upgrade to Building and Fire Codes Grant Program

(a) Please describe the upgrade to building and fire code improvements below:

The project will see the replacement of the HVAC unit to assure the building will have proper air exchange, heating and cooling. Protecting the buildings integrity and the patron experience.

(b) Please describe any safety and security features:

The new HVAC system will include a CO2 sensor to monitor levels of air exchange required based on premises occupancy. This acts in two fold for appropriate air exchange and energy efficiencies.

(c) How many residential and/or commercial units are being upgraded? 0

9. Economic Stimulus Grant Program

(a) Please describe the leasehold improvements below:

(b) Please describe any safety and security features:

(c) Please indicate what the unit(s) will be used for (e.g. innovation or science establishment, professional services, restaurant, café, personal services, etc.). Be as specific as possible:

Property owners must provide to the satisfaction of the City, a signed minimum 12 month lease with an eligible company with an option for a total 36 month lease term. Attach the signed lease to this application.

10. Other Information

How did you hear about the City of Oshawa's Urban Growth Centre Community Improvement Plan Programs? (Check all that apply)

- ☐ City Website
☒ City Staff
☐ Social Media (Facebook, Twitter, etc.)
☐ Word of Mouth
☐ Other (please specify) _____

11. Covenant

I/We hereby apply for a commitment under this Plan and agree to abide by the terms and conditions of the grant program(s).

Without limiting any of the foregoing, I/we understand that the committal may be reduced or cancelled if the work is not completed, not completed as approved, or if the contractors are not paid.

I/We hereby certify that the information given herein is true, correct and complete in every respect and understand that the City reserves the right to verify any information contained herein.

I/We, the undersigned, agree that the completed improvements are subject to inspection by City Officials and will be carried out in accordance with the requirements of the grant programs, the Building Code, Fire Code and other applicable City of Oshawa by-laws.

Sept 1 2023 _____
Date



Signature of Registered Owner or Authorized Signing Officer of the Corporation

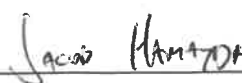
COO - Chief Operating Officer
Title

I/We have the authority to bind the company

Sept 1 2023 _____
Date



Witness



12. Authorizations

If this application is to be signed by an agent or solicitor on behalf of an owner, please complete this section. If the property is in joint ownership, each individual signature is required. If the applicant is a corporation, the application shall be signed by an officer of the corporation and the corporation's seal shall be affixed.

I, _____ (the Owner/Grantor) hereby authorize _____
(solicitor/agent) to act on my behalf in regard to the above application.

Dated at the _____ of _____ in the _____
of _____ this _____ day of _____ in the year of _____.

Signature of Grantor(s)

Name (please print)

W-HC Inc.

106 Byron Street South
Whitby, Ontario L1N 4P4
905-622-5435
office@w-hc.ca

**RECIPIENT:****Biltmore Theatre Corp**

39 King Street East
Oshawa, Ontario L1H 1B2

Invoice #10033

Issued Jun 23, 2023

Due Jun 23, 2023

Total \$64,410.00

Account Balance \$0.00

For Services Rendered

PRODUCT / SERVICE	DESCRIPTION	QTY.	UNIT PRICE	TOTAL
Work Description- Quote	<p>Remove Mod# 48TJD028---181AA Install Mod# ZF300N40P5B1AAA1A2 Serial #SN2B3408010</p> <p>The Price below is crane lifting from the daycare parking lot.</p> <ul style="list-style-type: none"> - Decommission old rooftop unit, disconnecting all gas and electrical and prepare for lift. - Install one new rooftop HVAC unit (25 Ton) R-410A refrigerant, Two stage cooling, 9.8 EER. 400 MBH input aluminized steel, two stage gas heat 575-3-60, intellispeed control of the VFD based on stages of cooling. Provides single zone VAV fan operation, Dry bulb low leak economizer fault detection & diagnostic. 10 hp standard static belt drive blower, 2" throwaway filters, Smart equipment controller including discharge air, return air and outdoor air temperature sensors. Standard condenser coil, standard evaporator coil, single wall construction, standard access doors, galvanized drain pan. - Unit will also be equipped with additional CO2 monitoring and sensor installed in the main return air ductwork. - This price includes all electrical hookups, ductwork connections, crane lift and gas piping modifications. - Start up of the unit and commission confirming normal operations. <p>Note: This price does not include</p> <ul style="list-style-type: none"> - Any roofing modifications - Any structure work to the building - Any catwalk if required around the unit. 	1	\$57,000.00	\$57,000.00

W-HC Inc.

106 Byron Street South
 Whitby, Ontario L1N 4P4
 905-622-5435
 office@w-hc.ca



Thank you for your business. Please contact us with any questions regarding this invoice.

Parts are subject to manufacturers warranty extended to W-HC Inc.

TSSA#000229172

W-HC Inc. 827132432RT0001

Subtotal	\$57,000.00
HST (13.0%)	\$7,410.00
Total	\$64,410.00
Deposit collected	– \$35,000.00
Paid	– \$29,410.00
Invoice balance	\$0.00
Account balance	\$0.00

PAID



343 Bloor St. W. Unit #1, Oshawa, ON L1J 5Y5
 Tel: 905-447-6913 / Web: www.puremechanical.ca

May 1, 2023
 Quote #5721R

Biltmore Theatre
 39 King St E,
 Oshawa, ON
diana@biltmoretheatre.com

Attn: Diana

RE: RTU Replacement

Quote based on: Existing RTU information from site.
 Addendums: N/A

RTU Replacement (Trane) Hosting from Albert Street

- Disconnect existing RTU 25 ton with power exhaust.
- Hoist to take place off Albert St, all road work permits included.
- Hoist curb adapter onto roof and install.
- Crane new 25-ton roof top unit onto roof.
- Stat to remain.
- Re-work existing gas, electrical and control wiring to suit new unit.
- Start up of Unit.

Total Price (HST Excluded): \$ 63,196.00 + HST.

RTU Replacement (Trane) Hosting from Daycare parking lot

- Disconnect existing RTU 25 ton with power exhaust.
- Hoist to take place from daycare parking lot. Lift to take place early in the morning.
- Hoist curb adapter onto roof and install.
- Crane new 25-ton roof top unit onto roof.
- Stat to Remain
- Re-work existing gas, electrical and control wiring to suit new unit.
- Start up of Unit.

Total Price (HST Excluded): \$ 57,000.00 + HST



QUOTE

May 10, 2023

Diana Cerovich

Project: Biltmore Theatre RTU Replacement

Thank you for giving RACE Mechanical Systems the opportunity to provide you with a quote for the above location.

Supply, install and start up one 25 ton Carrier RTU with gas heat, 2 stage cooling, economizer, and barometric relief damper

Supply and install curb adapter to transition to new unit

Remove, reclaim and dispose of existing unit

Supply and install new disconnect, mount existing electrical line to wall

Provide one year warranty on work performed

Our price: \$53,430.00 + HST

Note: Quote is based on lifting from daycare parking lot, if this is not possible, please carry an additional cash allowance of \$4,700 to \$6,000 for larger crane and street closer

Note- Quote is valid for 30 days

Note-Current unit availability is July or August but can change at anytime

Note-Unit can be ordered once PO and 65% deposit is received. Balance due 30 days after installation

Please feel free to contact me at (905) 260-5544 should you have any questions or concerns.

Sincerely,

Drew Hansen
Construction Manager

W-HC Inc.

106 Byron Street South
 Whitby, Ontario L1N 4P4
 905-622-5435
 office@w-hc.ca

**RECIPIENT:****Biltmore Theatre Corp**

39 King Street East
 Oshawa, Ontario L1H 1B2

Estimate #1986

Sent on

May 08, 2023

Total**\$73,065.80**

PRODUCT / SERVICE	DESCRIPTION	QTY.	UNIT PRICE	TOTAL
Work Description- Quote	Remove Mod# 48TJD028---181AA Install Mod# ZF300N40P5B1AAA1A2 - Decommission old rooftop unit, disconnecting all gas and electrical and prepare for lift. - Install one new rooftop HVAC unit (25 Ton) R-410A refrigerant, Two stage cooling, 9.8 EER. 400 MBH input aluminized steel, two stage gas heat 575-3-60, intellispeed control of the VFD based on stages of cooling. Provides single zone VAV fan operation, Dry bulb low leak economizer fault detection & diagnostic. 10 hp standard static belt drive blower, 2" throwaway filters, Smart equipment controller including discharge air, return air and outdoor air temperature sensors. Standard condenser coil, standard evaporator coil, single wall construction, standard access doors, galvanized drain pan. - Unit will also be equipped with additional CO2 monitoring and sensor installed in the main return air ductwork. - This price includes all electrical hookups, ductwork connections, crane lift and gas piping modifications. - Start up of the unit and commission confirming normal operations. Note: This price does not include - Any roofing modifications - Any structure work to the building - Any catwalk if required around the unit.	1	\$64,660.00	\$64,660.00

This quote is valid for the next 30 days, after which values may be subject to change.

Subtotal	\$64,660.00
HST (13.0%)	\$8,405.80
Total	\$73,065.80

Signature: _____ **Date:** _____

To: Economic and Development Services Committee

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

Report Number: ED-23-140

Date of Report: September 6, 2023

Date of Meeting: September 11, 2023

Subject: Declaration of Certain City-owned Land as Surplus, Known
Municipally as the Christine Crescent Right-of-Way

Ward: Ward 5

File: 12-14-2137

1.0 Purpose

The purpose of this Report is to recommend that the City-owned land known municipally as the Christine Crescent right-of-way ("R.O.W.") (the "Subject Site") be declared surplus to municipal needs and requirements (see Attachments 1 and 2).

Attachment 1 is a map showing the location of the Subject Site and the existing zoning in the area.

Attachment 2 is an air photo of the Subject Site showing key site features and neighbouring properties.

Attachment 3 is a photo of the Subject Site, taken by Planning Services staff on June 14, 2023.

Confidential Attachment 4 is a copy of Closed Correspondence ED-23-129 from an interested party seeking to potentially acquire the Subject Site, which was referred to staff for a report on June 5, 2023.

2.0 Recommendation

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

1. That, pursuant to Report-ED-23-140 dated September 6, 2023, the City-owned land known municipally as the Christine Crescent right-of-way be declared surplus to municipal requirements and that the requirement to declare a City-owned property first as potentially surplus in accordance with By-law 178-2022, be waived given the localized nature of the matter.

2. That, pursuant to Report-ED-23-140 dated September 6, 2023, all notice requirements in accordance with By-law 178-2022 be waived given the localized nature of Council's decision to declare the subject City-owned land known municipally as the Christine Crescent right-of-way as surplus.

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, Corporate and Finance Services
- City Solicitor

5.0 Analysis

5.1 Background

On June 5, 2023, the Economic and Development Services Committee considered Closed Correspondence ED-23-129 from an interested party seeking to potentially acquire the Subject Site and referred the request to Economic and Development Services staff for a report (see Confidential Attachment 4).

5.2 Subject Site Details

The City owns the Subject Site known municipally as the Christine Crescent R.O.W.

The following are key details about the Subject Site:

- **Area:** 0.17 hectares (0.42 ac.)
- **Frontage:** Approximately 51.20 metres (167.98 ft.) along Nevis Avenue
- **Official Plan Designation:** Residential
- **Zoning:** R2 (Residential)
- **Use:** Christine Crescent R.O.W.
- **Adjacent Uses:**

North: Nevis Avenue and Lomond Street, beyond which are semi-detached dwellings

South: Semi-detached dwellings

East: Semi-detached dwellings

West: Semi-detached dwellings

5.3 Declaring City Land Potentially Surplus and Surplus

5.3.1 General Procedures

Before the City can dispose of any land, Council must declare the land surplus to municipal requirements.

The Real Estate Acquisition and Disposition By-law 178-2022, as amended ("By-law 178-2022") and best practices set out the following process for declaring any City holdings surplus to municipal requirements:

- Interested parties may approach the City from time to time with a request to purchase City land that has not been declared surplus to municipal requirements or the City may initiate the process itself;
- Requests are typically presented to the Economic and Development Services Committee for direction;
- In most cases, the Economic and Development Services Committee refers the request to staff for a report;
- The Economic and Development Services Department prepares an open session staff report to the Economic and Development Services Committee that includes a recommendation on whether the City lands should be declared potentially surplus;
- If Council determines that the City land may not be required for municipal purposes it deems the City land potentially surplus in open session;
- Staff initiate the potential disposition by issuing a notice inviting the public to provide comments in response to the declaration of the City land as potentially surplus which may include:
 - Advertisements in the local newspapers;
 - Listing the property on the Council agenda and/or the City's website as potentially surplus; and,
 - Any other means of communication that is deemed appropriate in order to give the public notice;
- The Economic and Development Services Department prepares an open session staff report outlining any public comments received in response to the notice and providing a recommendation on whether the City land should be formally declared surplus to municipal requirements and disposed of; and,
- Council makes a decision on whether to declare the City lands surplus and initiate a disposal process or to retain the property in City ownership.

If, based on site specific circumstances or the localized nature of a matter, Council deems it appropriate to adjust the procedures set out above and included in By-law 178-2022, it may do so by resolution.

Given the localized nature of the matter, it is recommended that both the notice requirements and the requirement to declare a property as potentially surplus in accordance with By-law 178-2022 be waived. The disposal of City land, however, cannot occur unless the land has been formally declared surplus by Council resolution in open session.

5.3.2 Declaring the Subject Site as Surplus to Municipal Requirements

The Subject Site, as identified in Attachments 1 and 2, should be declared surplus to municipal requirements for the following key reasons:

- It is not required for any identified core City purpose;
- Its disposition would reduce risk and future maintenance costs for the City;
- The disposal of the land will generate revenue for the City;
- Appropriate servicing for development in the vicinity of the Subject Site can be maintained; and,
- A road widening could be retained in the event it is determined by Engineering Services that a road widening is required for future improvements to Nevis Avenue and/or Lomond Street.

Accordingly, it is recommended that the Subject Site known municipally as the Christine Crescent R.O.W. and shown on Attachment 1 be declared surplus to municipal requirements.

5.4 Disposition of Public Highways

Pursuant to Section 11.3.3 of By-law 178-2022, the following process applies when considering the disposition of a public highway:

“The CITY cannot consider DISPOSITION of any public HIGHWAY unless it has never been opened as a public HIGHWAY, or unless it has been closed as a public HIGHWAY. Where inquiries are made regarding the purchase of these lands and the HIGHWAY has not been closed, a closure procedure is required, in accordance with Section 34 of the Municipal Act, 2001, before DISPOSITION can occur.

In considering whether a HIGHWAY should be closed, Council may also consider whether the land is surplus to municipal needs. Where Council declares the property potentially surplus and surplus, consideration shall be given to the matters raised in Subsection 11.2.6 of this policy in the event of a prospective sale.

A declaration that the lands are potentially surplus or surplus can be revoked by the CITY at any time prior to a DISPOSITION of the same lands and the CITY reserves the right to ultimately decide not to close the HIGHWAY or dispose of the land.”

5.5 Disposal of City Land Deemed Surplus

In the event Council ultimately and formally declares a site surplus, the Economic and Development Services Department would prepare a report for the Economic and Development Services Committee and Council that sets out a recommended disposal strategy for the surplus City lands. This disposal strategy would address such matters as: responsibilities (e.g. staff lead vs. a real estate agent/broker, etc.); the most appropriate method of disposal (e.g. direct sale, tender, requests for proposals, land exchange, etc.); the manner in which the sale price would be determined (e.g. one appraisal, more than one appraisal, letter of opinion, etc.); the best way to avoid or mitigate risk (e.g. the City does environmental studies/geotechnical studies/archaeological studies vs. sells “as is where is”), timing of road closure, etc.

Given the Subject Site forms part of a public highway, the disposal strategy would provide direction with respect to the procedure to stop up and close the Christine Crescent R.O.W. prior to its disposition.

Once Council approves a disposal strategy, the Economic and Development Services Department would execute it and report back to the Economic and Development Services Committee and Council as appropriate.

6.0 Financial Implications

There are no financial implications related to the Recommendation of this Report.

7.0 Relationship to the Oshawa Strategic Plan

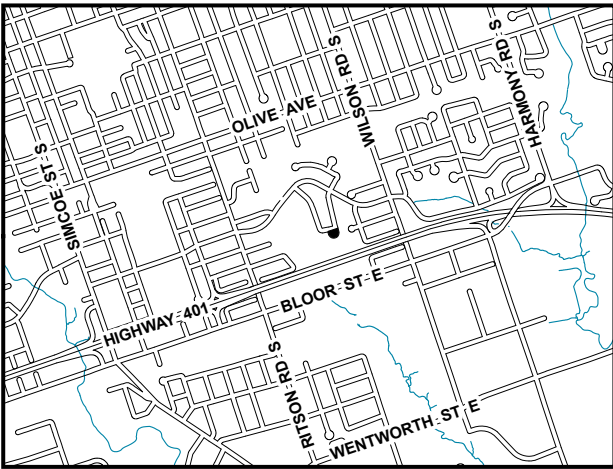
The Recommendation advances the Accountable Leadership and Economic Prosperity and Financial Stewardship goals of the Oshawa Strategic Plan.



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



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



Item: ED-23-140
Attachment 1

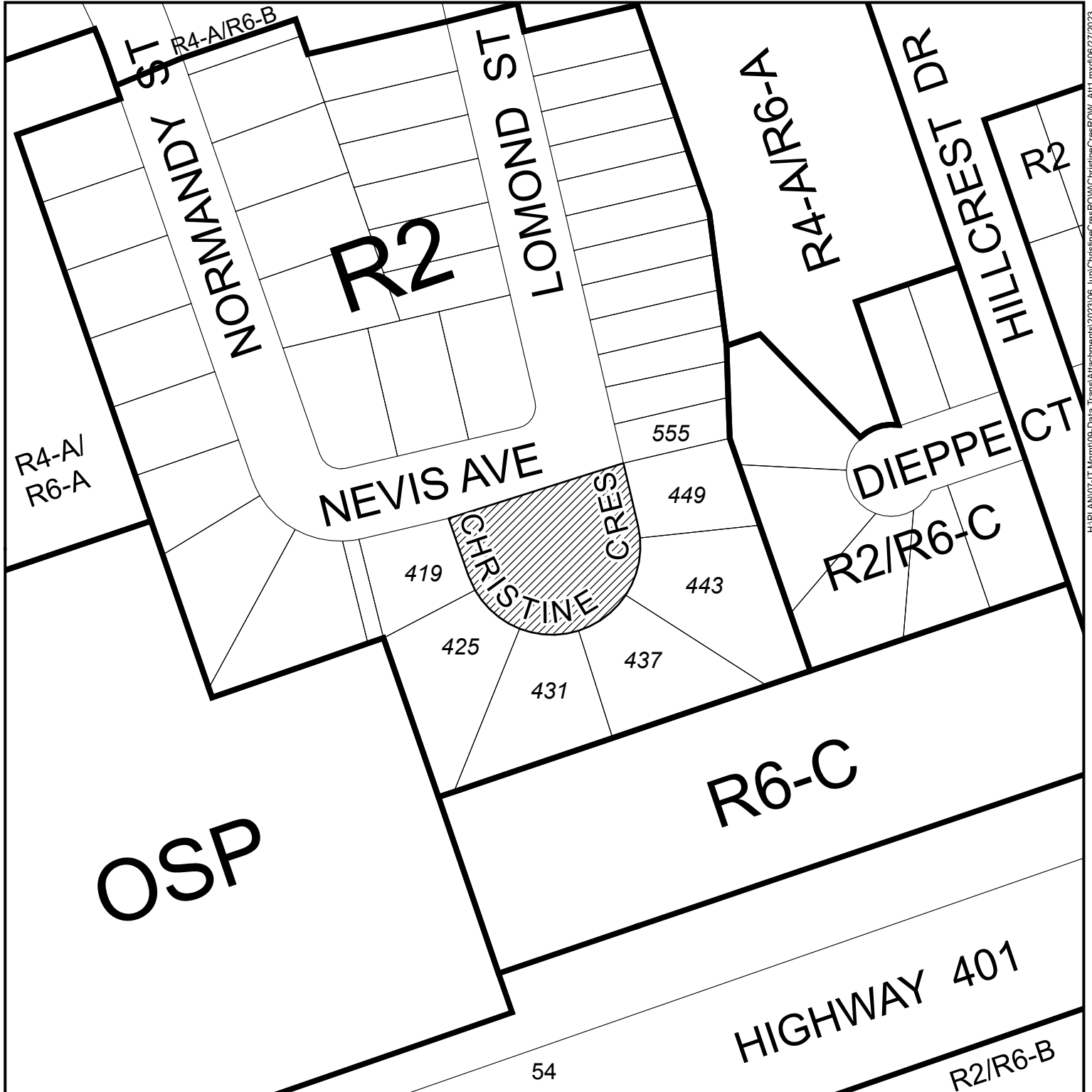
Economic and Development Services

Subject: Declaration of Certain City-owned Land as
Surplus, Known Municipally as the
Christine Crescent Right-of-Way

Ward: Ward 5
File: 12-14-2137



Subject Site




Subject: Declaration of Certain City-owned Land as Surplus,
Known Municipally as the Christine Crescent Right-of-Way

Ward: Ward 5
File: 12-14-2137

Item: ED-23-140
Attachment 2



 Subject Site

City of Oshawa
Economic and Development Services 



Title: Photo of the Subject Site – looking southeast
Subject: Declaration of Certain City-owned Land as Surplus, Known Municipally as the Christine Crescent Right-of-Way
Ward: Ward 5
File: 12-14-2137



To: Economic and Development Services Committee

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

Report Number: ED-23-141

Date of Report: September 6, 2023

Date of Meeting: September 11, 2023

Subject: Declaration of Certain City-owned Lands as Surplus: Portion of
the Cromwell Avenue Road Allowance, north of Highway 401,
east of Park Road South

Ward: Ward 5

File: 12-14-2140

1.0 Purpose

The purpose of the Report is to recommend that a portion of the City-owned Cromwell Avenue road allowance located north of Highway 401, east of Park Road South (the “Subject Site”), be declared surplus to municipal needs and requirements (see Attachments 1, 2 and 3).

Attachment 1 is a map showing the location of the Subject Site and the existing zoning in the area.

Attachment 2 is an air photo of the Subject Site showing key site features and the neighbouring properties.

Attachment 3 is a current photo of the Subject Site, taken by Planning Services staff on June 13, 2023.

Confidential Attachment 4 is a copy of Closed Correspondence ED-23-131, concerning a request to purchase the Subject Site, which was referred to staff for a report on June 5, 2023.

2.0 Recommendation

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

1. That pursuant to Report ED-23-141 dated September 6, 2023, a portion of the City-owned Cromwell Avenue road allowance located north of Highway 401, east of Park Road South, be declared surplus to municipal requirements and that the requirement to

declare a City-owned property first as potentially surplus in accordance with By-law 178-2022, be waived given the localized nature of the matter.

2. That pursuant to Report ED-23-141 dated September 6, 2023, all notice requirements in accordance with By-law 178-2022 be waived given the localized nature of Council's decision to declare the subject portion of the City-owned Cromwell Avenue road allowance as surplus.

3.0 Executive Summary

Not applicable.

4.0 Input From Other Sources

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

- Commissioner, Community and Operations Services
- Commissioner, Corporate and Finance Services
- City Solicitor

5.0 Analysis

5.1 Background

On June 5, 2023, the Economic and Development Services Committee considered Closed Correspondence ED-23-131 (see Confidential Attachment 4) concerning a request to purchase the Subject Site and referred it to staff for a report.

5.2 Subject Site Details

The City owns the Subject Site, located north of Highway 401, east of Park Road South, which forms part of the Cromwell Avenue road allowance.

The following are key details about the Subject Site:

- **Area:** Approximately 1,102 square metres (11,861.83 sq. ft.)
- **Frontage:** Approximately 21.68 metres (71.13 ft.)
- **Official Plan Designation:** Residential
- **Zoning:** R2 (Residential), as defined pursuant to paragraph (c) of Article 3.8.2 of Zoning By-law 60-94
- **Use:** Vacant unimproved road allowance
- **Adjacent Uses:**

North: Single detached dwellings fronting onto Cromwell Avenue and College Avenue

South: Highway 401

East: Single detached dwellings

West: Park Road South

5.3 Declaring City Land Potentially Surplus and Surplus

5.3.1 General Procedures

Before the City can dispose of any land, Council must declare the land surplus to municipal requirements.

The City's Real Estate Acquisition and Disposition By-law 178-2022 ("By-law 178-2022") and best practices set out the following process for declaring any City holdings surplus to municipal requirements.

- Interested parties may approach the City from time to time with a request to purchase City land that has not been declared surplus to municipal requirements or the City may initiate the process itself;
- Requests are typically presented to the Economic and Development Services Committee for direction;
- In most cases, the Economic and Development Services Committee refers the request to staff for a report;
- The Economic and Development Services Department prepares an open session staff report to the Economic and Development Services Committee that includes a recommendation on whether the City lands should be declared potentially surplus;
- If Council determines that the City land may not be required for municipal purposes it deems the City land potentially surplus in open session;
- Staff initiate the potential disposition by issuing a notice inviting the public to provide comments in response to the declaration of the City land as potentially surplus which may include:
 - Advertisements in local newspapers;
 - Listing the property on the Council agenda and/or the City's website as potentially surplus; and,
 - Any other means of communication that is deemed appropriate in order to give the public notice;
- The Economic and Development Services Department prepares an open session staff report outlining any public comments received in response to the notice and providing a recommendation on whether the City land should be formally declared surplus to municipal requirements and disposed of; and,

- Council makes a decision on whether to declare the City lands surplus and initiate a disposal process or to retain the property in City ownership.

If, based on the site specific circumstances or the localized nature of a matter, Council deems it appropriate to adjust the procedures set out above and included in By-law 178-2022, it may do so by resolution.

Given the localized nature of the matter, it is recommended that both the notice requirements and the requirement to declare a property as potentially surplus in accordance with By-law 178-2022 be waived. The disposal of City land, however, cannot occur unless the land has been formally declared surplus by Council resolution in open session.

5.3.2 Declaring the Subject Site as Surplus to Municipal Requirements

The Subject Site, as identified in Attachments 1 and 3, should be declared surplus to municipal requirements for the following reasons:

- It is not required for any identified core City purpose;
- Its disposition would reduce risk and future maintenance costs for the City;
- The disposal of the land will generate revenue for the City; and,
- There is interest from an abutting property owner in acquiring the Subject Site from the City.

Accordingly, it is recommended that the Subject Site located on the north side of Highway 401, east of Park Road South, as shown on Attachments 1 and 2, be declared surplus to municipal requirements.

5.4 Disposition of Public Highways

Pursuant to Section 11.3.3 of By-law 178-2022, the following process applies when considering the disposition of a public highway:

“The CITY cannot consider DISPOSITION of any public HIGHWAY unless it has never been opened as a public HIGHWAY, or unless it has been closed as a public HIGHWAY. Where inquiries are made regarding the purchase of these lands and the HIGHWAY has not been closed, a closure procedure is required, in accordance with Section 34 of the Municipal Act, 2001, before DISPOSITION can occur.

In considering whether a HIGHWAY should be closed, Council may also consider whether the land is surplus to municipal needs. Where Council declares the property potentially surplus and surplus, consideration shall be given to the matters raised in Subsection 11.2.6 of this policy in the event of a prospective sale.

A declaration that the lands are potentially surplus or surplus can be revoked by the CITY at any time prior to a DISPOSITION of the same lands and the CITY

reserves the right to ultimately decide not to close the HIGHWAY or dispose of the land.”

5.5 Disposal of City Land Deemed Surplus

In the event Council ultimately and formally declares a site surplus, the Economic and Development Services Department would prepare a report for the Economic and Development Services Committee and Council that sets out a recommended disposal strategy for the surplus City lands. The disposal strategy would address such matters as: responsibilities (e.g. staff lead vs. a real estate agent/broker, etc.); the most appropriate method of disposal (e.g. direct sale, tender, request for proposals, land exchange, etc.); the manner in which the sale price would be determined (e.g. one appraisal, more than one appraisal, letter of opinion, etc.); the best way to avoid or mitigate risk (e.g. the City does environmental studies/geotechnical studies/archeological studies vs. sell “as is where is”), timing of road closure, etc.

Given the Subject Site forms part of a public highway, the disposal strategy would provide direction with respect to the procedure to stop up and close the subject portion of the Cromwell Avenue road allowance prior to its disposition.

Once Council approves a disposal strategy, the Economic and Development Services Department would execute it and report back to the Economic and Development Services Committee and Council as appropriate.

6.0 Financial Implications

There are no financial implications related to the Recommendation of this Report.

7.0 Relationship to the Oshawa Strategic Plan

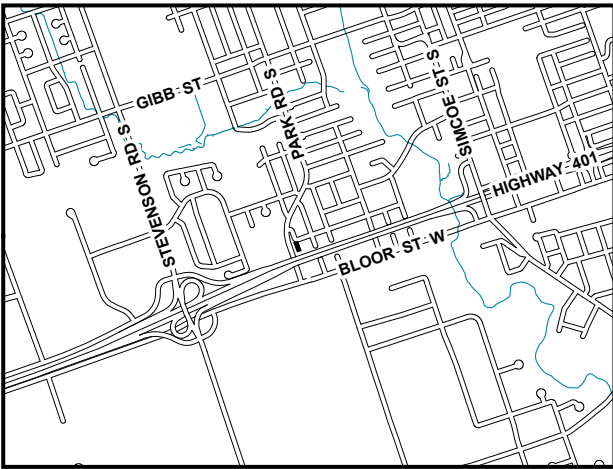
The Recommendation advances the Accountable Leadership and Economic Prosperity and Financial Stewardship goals of the Oshawa Strategic Plan.



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



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



Item: ED-23-141
Attachment 1

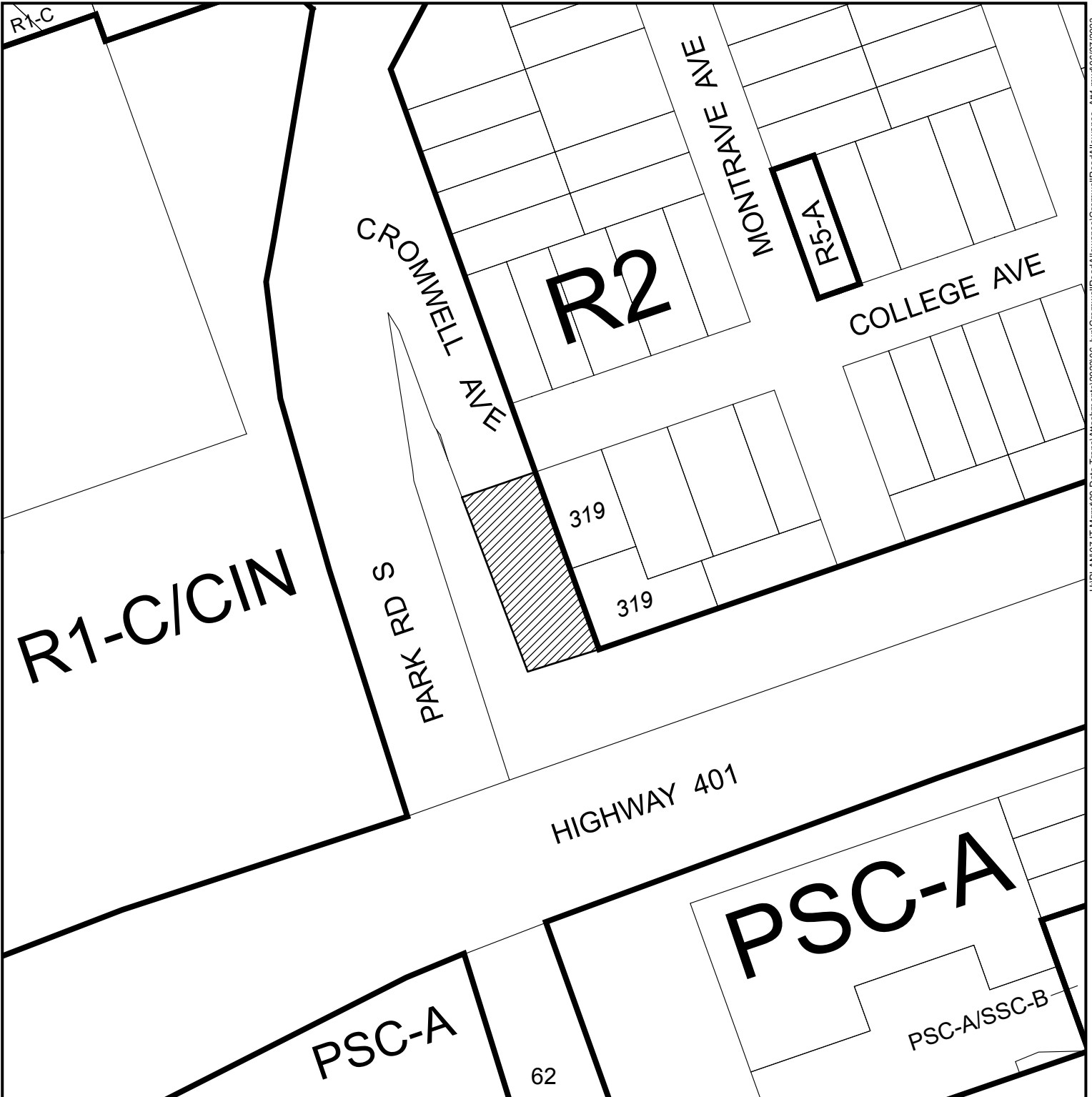
Economic and Development Services

Subject: Declaration of Certain City-owned Lands as
Surplus: Portion of the Cromwell Avenue Road
Allowance, north of Highway 401,
east of Park Road South

Ward: Ward 5
File: 12-14-2140



Subject Site




Subject: Declaration of Certain City-owned Lands as Surplus: Portion of the Cromwell Avenue Road Allowance, north of Highway 401, east of Park Road South

Ward: Ward 5
File: 12-14-2140

Item: ED-23-141
Attachment 2



 Subject Site

City of Oshawa
Economic and Development Services 



Item: ED-23-141
Attachment 3

Title: Photo of Subject Site looking north towards Cromwell Avenue/College Avenue
Subject: Declaration of Certain City-owned Lands as Surplus: Portion of the Cromwell Avenue Road Allowance,
north of Highway 401, east of Park Road South
Ward: Ward 5
File: 12-14-2140



Economic and Development Services Committee's Outstanding Items Status Report ED-23-163

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-2014-01), 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)
3.	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)

Economic and Development Services Committee's Outstanding Items Status Report ED-23-163

Item	Subject	Origin	Last Direction Date and Item #	Direction/Comments	Branch Responsible	Expected Response
4.	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)
5.	Investigation of New Street Naming Policy	DSC-Oct 21/19 DS-19-208	DSC-Oct 21/19 DS-19-208	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, 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.	Planning Services	TBD

Economic and Development Services Committee's Outstanding Items Status Report ED-23-163

Item	Subject	Origin	Last Direction Date and Item #	Direction/Comments	Branch Responsible	Expected Response
6.	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	September 11, 2023
7.	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	September 11, 2023
8.	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	September 11, 2023
9.	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
10.	Request by Atria Development for use of Municipal Parking Lot on Athol Street	DSC-Feb 8/21 DS-21-21	CNCL April 3/23 ED-23-48	Staff to advance disposal strategy	Planning Services	October 2, 2023
11.	Heritage Policies	DSC- Mar 8/21 DS-21-57	DSC- Mar 8/21 DS-21-57	Referred to staff	Planning Services	TBD

Economic and Development Services Committee's Outstanding Items Status Report ED-23-163

Item	Subject	Origin	Last Direction Date and Item #	Direction/Comments	Branch Responsible	Expected Response
12.	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 – Jun 26/23 ED-23-127	Proceed as outlined in Report ED-23-127 and report back	Planning Services	September 11, 2023
13.	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
14.	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
15.	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	Planning Services	TBD
16.	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

Economic and Development Services Committee's Outstanding Items Status Report ED-23-163

Item	Subject	Origin	Last Direction Date and Item #	Direction/Comments	Branch Responsible	Expected Response
17.	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
18.	Integrated Columbus Part II Planning Act and Municipal Class Environmental Assessment Act Study	DSC Feb 7/22 DS-22-41	CNCL. Jun 26/23 ED-23-117	Deferred to the next Council meeting	Planning Services	October 2, 2023
19.	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	September 11, 2023
20.	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
21.	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	EDSC Jun 5/23 ED-23-119	Referred to staff for a report	Planning Services	TBD

Economic and Development Services Committee's Outstanding Items Status Report ED-23-163

Item	Subject	Origin	Last Direction Date and Item #	Direction/Comments	Branch Responsible	Expected Response
22.	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 (Awaiting information from applicant)
23.	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	September 11, 2023
24.	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 (Awaiting info from applicant)

Economic and Development Services Committee's Outstanding Items Status Report ED-23-163

Item	Subject	Origin	Last Direction Date and Item #	Direction/Comments	Branch Responsible	Expected Response
25.	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 (Awaiting information from applicant)
26.	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 (Awaiting information from applicant)
27.	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

Economic and Development Services Committee's Outstanding Items Status Report ED-23-163

Item	Subject	Origin	Last Direction Date and Item #	Direction/Comments	Branch Responsible	Expected Response
28.	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 (Awaiting info from applicant)
29.	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 (Awaiting information from applicant)
30.	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 (Awaiting information from applicant)

Economic and Development Services Committee's Outstanding Items Status Report ED-23-163

Item	Subject	Origin	Last Direction Date and Item #	Direction/Comments	Branch Responsible	Expected Response
31.	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 (Awaiting information from applicant)
32.	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 (Awaiting information from applicant)
33.	Impacts of Bill 23 on the City of Oshawa Register of Properties of Cultural Heritage Value or Interest	EDSC March 6/23 ED-23-55	CNCL April 3/23 ED-23-55	Report back to the Economic and Development Services Committee with recommendations concerning designation for four properties	Planning Services	Fourth Quarter 2023
34.	Results of Stage 1 of the Integrated Major Transit Station Area Study for Central Oshawa	EDSC March 6/23 ED-23-55	CNCL April 3/23 ED-23-47	Staff be directed to report back to the Economic and Development Services Committee with the results of the public consultation	Planning Services	September 11, 2023

Economic and Development Services Committee's Outstanding Items Status Report ED-23-163

Item	Subject	Origin	Last Direction Date and Item #	Direction/Comments	Branch Responsible	Expected Response
35.	Proposed renaming of Ortono Avenue	EDSC April 17/23 ED-23-61	CNCL May 1/23 ED-23-61	Staff to report back on the results of that consultation	Planning Services	September 11, 2023
36.	Proposed Terms of Reference for Request for Proposal to Operate a Golf Course on City-owned Land	EDSC April 17/23 ED-23-89	CNCL May 1/23 ED-23-89	Staff to report back with an overview of any submissions and a recommendation on next steps in the process	Planning Services	September 11, 2023
37.	Application to Amend Zoning By-law 60-94, Rossland Residences Corp., 555 Rossland Road West	EDSC April 17/23 ED-23-78	EDSC April 17/23 ED-23-78	Referred to staff for a report	Planning Services	TBD (Awaiting information from applicant)
38.	Request to Purchase City-owned land at Chopin Park	EDSC April 17/23 ED-23-85	EDSC April 17/23 ED-23-85	Referred to staff for a report	Planning Services	September 11, 2023
39.	Mind Your Plastic inquiring if the City of Oshawa would adopt a Policy Banning Single-Use Plastics	EDSC May 8/23 ED-23-108	EDSC May 8/23 ED-23-108	Referred to the Oshawa Environmental Advisory Committee for input	Planning Services	TBD
40.	Knights of Columbus Park Bridge	EDSC May 8/23 ED-23-113	EDSC May 8/23 ED-23-113	Referred to staff to report back with cost and timelines to replace the bridge	Engineering Services	September 11, 2023
41.	Request to Purchase City-owned Christine Crescent Road Allowance	EDSC Jun 5/23 ED-23-129	EDSC Jun 5/23 ED-23-129	Referred to staff for a report	Planning Services	September 11, 2023

Economic and Development Services Committee's Outstanding Items Status Report ED-23-163

Item	Subject	Origin	Last Direction Date and Item #	Direction/Comments	Branch Responsible	Expected Response
42.	Request to Purchase City-owned Athol Street West Municipal Lot (Related Correspondence ED-23-132)	EDSC Jun 5/23 ED-23-130	EDSC Jun 5/23 ED-23-130	Referred to staff for a report	Planning Services	September 11, 2023
43.	Request to Purchase City-owned lands on Cromwell Avenue	EDSC Jun 5/23 ED-23-131	EDSC Jun 5/23 ED-23-131	Referred to staff for a report	Planning Services	September 11, 2023
44.	Request for the City to purchase lands on Thornton Road North	EDSC Jun 5/23 ED-23-134	EDSC Jun 5/23 ED-23-134	Referred to staff for a report	Planning Services	September 11, 2023
45.	Request for the City to participate in a Telecommunications Business Proposal	EDSC Jun 5/23 ED-23-135	EDSC Jun 5/23 ED-23-135	Referred to staff for a report	Planning Services	September 11, 2023
46.	Applications to Amend the Oshawa Official Plan and Zoning By-law 60-94, GHD on behalf of 2702758 Ontario Ltd., 88 King Street West	EDSC Jun 5/23 ED-23-120	EDSC Jun 5/23 ED-23-120	Referred to staff for a report	Planning Services	TBD (Awaiting info from applicant)

To: Economic and Development Services Committee

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

Report Number: ED-23-154

Date of Report: September 6, 2023

Date of Meeting: September 11, 2023

Subject: Application for a Sign Variance: Pattison Outdoor Advertising
on behalf of Bryston Holdings Limited Regarding Signage at
1220 Simcoe Street North

Ward: Ward 2

File: SV-2023-01

1.0 Purpose

The purpose of this Report is to seek Council's direction on the sign variance application submitted by Pattison Outdoor Advertising ("Pattison") to permit the alteration of the southeast face of an existing non-accessory roof sign at 1220 Simcoe Street North to a read-o-graph [electronic light emitting diode ("L.E.D.") digital display].

The proposed read-o-graph is for static messages only that transition every 8 to 10 seconds from one static message to another static message. There will be no flashing, motion, video, animation or audio related to the sign.

The owner of the subject site, Bryston Holdings Limited, authorized Pattison to make the appropriate applications to alter the sign structure.

The Delegation By-law 29-2009, as amended ("Delegation By-law"), grants the Commissioner of Economic and Development Services or Director of Planning Services the authority to approve variances to the Sign By-law 72-96. The Commissioner may forward controversial applications or applications proposed to be denied for Council's consideration at their discretion. This application is considered controversial necessitating this staff report since roof signs are not permitted under Sign By-law 72-96, as amended.

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 details of the proposed sign.

Attachment 3 is a copy of a photo of the existing sign.

Attachment 4 is a copy of a letter from Pattison dated May 17, 2023 provided in support of the application.

2.0 Recommendation

That the Economic and Development Services Committee recommend to City Council that pursuant to Report ED-23-154 dated September 6, 2023, the Commissioner of Economic and Development Services or Director of Planning Services be authorized to approve the sign variance application submitted by Pattison Outdoor Advertising (File: SV-2023-01) to permit the alteration of the southeast face of the existing non-accessory roof sign at 1220 Simcoe Street North to provide a read-o-graph as a display surface.

3.0 Executive Summary

Not applicable

4.0 Input From Other Sources

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

- Commissioner, Safety and Facilities Services
- City Solicitor
- Regional Municipality of Durham Works Department

5.0 Analysis

5.1 Background

The owner has an existing non-accessory roof sign with two display surfaces. This sign was approved by the City in 1996 prior to the passing of Sign By-law 72-96, as amended. One side faces northeast and the other side faces southeast (see Attachment 2). Each face has the dimensions of 6.1 metres (20 ft.) in width and 3.05 metres (10 ft.) in height and an individual sign area (display surface) of 18.6 square metres (200 sq. ft.).

Pattison has submitted an application (File: SV-2023-01) for a variance to Sign By-law 72-96, as amended, to permit the alteration of the southeast face of the roof sign at 1220 Simcoe Street North to include a new electronic L.E.D. sign (read-o-graph).

Pattison advises:

- The request would be to convert the southeast face of the existing sign to an electronic L.E.D. digital display and leave the other side as is, i.e. a static sign. The size, height and area of the existing structure would remain at its current size: 6.1 metres (20 ft.) by 3.05 metres (10 ft.).
- During the course of time, the industry has witnessed advances in technology that have affected how a message is displayed on billboards. The industry has graduated from the concept of paper and paste to display messages, to the vertical louvers known as tri-vision signs, to now using electronic L.E.D. static message digital displays. The

industry is currently growing this electronic medium on a national basis. Pattison has approached the City of Oshawa to convert the southeast face of the existing roof sign from a traditional paper and paste board to an electronic L.E.D. digital display.

- The board will contain no video, animation, flashing or audio.
- The board will contain a series of static images which will be viewed for a minimum 8 seconds per image.
- The board is equipped with an ambient light sensor which controls the levels of illumination as per the surrounding environment. During nighttime hours the illumination is reduced and during daytime hours the illumination is intensified by way of the sensor.
- The board will incorporate SiteLine technology into the sign face. SiteLine technology employs a mechanical baffle (or louver) system to eliminate all projection of light from the L.E.D.s toward the neighbouring residential use to the west and south of the sign face. The baffle is a reliable and permanent baffle, not the result of any programming or settings. Media Resources, Pattison's lighting consultant, has analyzed the SiteLine technology and attests to the effectiveness of this light restriction technology.
- All of Pattison's electronic L.E.D. digital displays are equipped with a camera to monitor all activities on the board daily.

Additional details of the proposed alteration are included in Attachment 4.

5.2 Sign By-law

The City's Sign By-law 72-96, as amended, prohibits "ROOF SIGNS" in all zones. A roof sign is defined as any sign located entirely on or above the roof of a building or located entirely on top of or above the parapet of a building. The existing sign is a non-accessory roof sign.

"NON-ACCESSORY SIGN" means a sign in which the copy does not relate to the lawful use of the lot upon which the sign is located.

A "READ-O-GRAPH" means a sign indicating an electronic message via illuminated, moving and changing light patterns which contain words, numbers, graphics, pictures, symbols, images or emblems. A read-o-graph is not permitted on roof signs since roof signs themselves are prohibited. Read-o-graph signs are permitted on pylon signs, ground signs and fascia signs.

Sign By-law 72-96 requires that no person shall erect, display, demolish, or structurally alter or repair any sign except in compliance with the provisions of this By-law.

"ALTER" means to make any change to a sign, including the addition, deletion or rearrangement of parts, but excluding the changing of copy on a changeable copy sign or the replacement of display matter in an existing structural frame or the replacement of

identical parts for maintenance purposes. Alteration and altering shall have corresponding meanings.

The existing sign board, catwalk and light would be removed by Pattison and a new L.E.D. sign would be installed. This is a structural alteration not permitted by Sign By-law 72-96, as amended.

5.3 Delegation By-law

The Delegation By-law 29-2009, as amended, grants the Commissioner of Economic and Development Services and Director of Planning Services the authority to approve variances to Sign By-law 72-96, as amended. The Commissioner may forward controversial applications or applications proposed to be denied for Council's consideration at their discretion.

This application is considered to be controversial since non-accessory roof signs are not permitted by Sign By-law 72-96, as amended. In addition, permitting the alteration to allow a sign will extend the life of the sign.

5.4 Basis for Recommendation

This Department has no objection to the approval of the subject application.

The general basis for this recommendation is as follows:

- (a) The roof sign will use a permanent baffle to eliminate all projection of light from the L.E.D.s toward the neighbouring residential use to the west and south of the sign face.
- (b) A read-o-graph (electric L.E.D. digital sign) represents more contemporary technology for sign messaging.
- (c) The size of the roof sign is not changing.
- (d) Any concerns regarding safety and that the messaging (e.g. brightness, frequency of message changes, motion in messages) could be a distraction to drivers can be addressed through appropriate conditions of approval to the satisfaction of City staff.

6.0 Financial Implications

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

7.0 Relationship to the Oshawa Strategic Plan

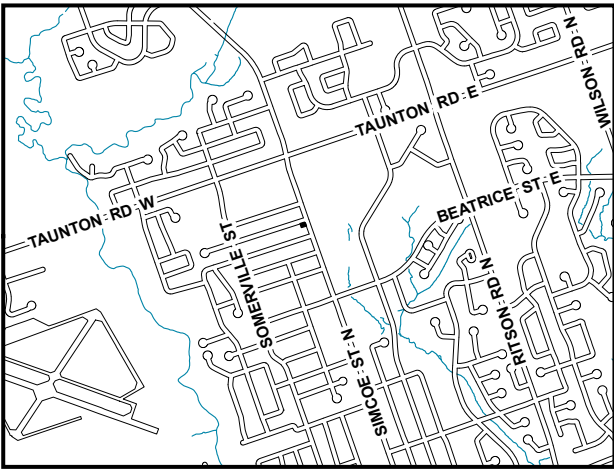
The Recommendation in this Report advances the Accountable Leadership goal of the Oshawa Strategic Plan.

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



Item: ED-23-154
Attachment 1

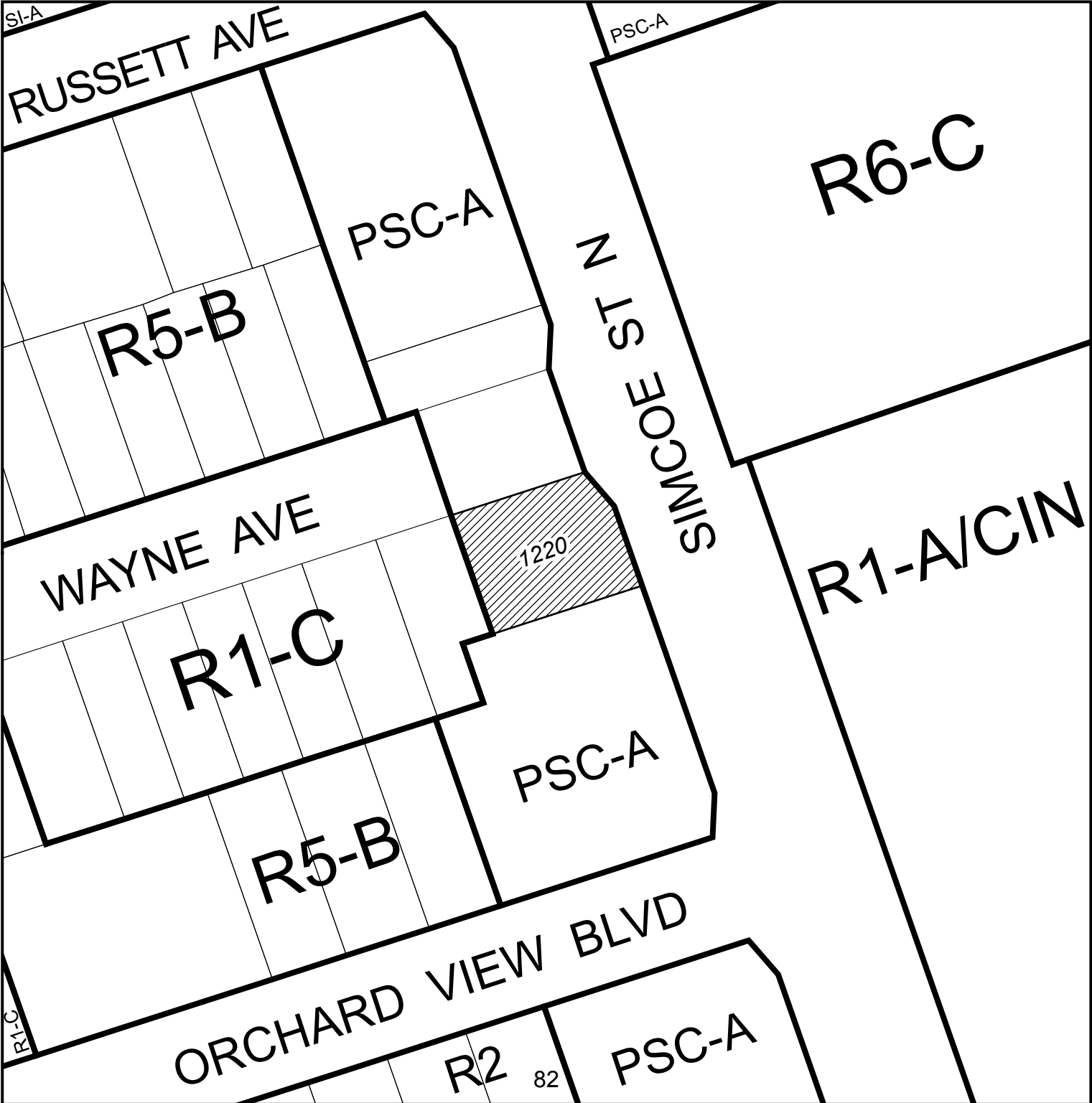
Economic and Development Services

Subject: Application for a Sign Variance: Pattison Outdoor Advertising on behalf of Bryston Holdings Limited Regarding Signage at 1220 Simcoe Street North

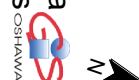
Ward: Ward 2

File: SV-2023-01

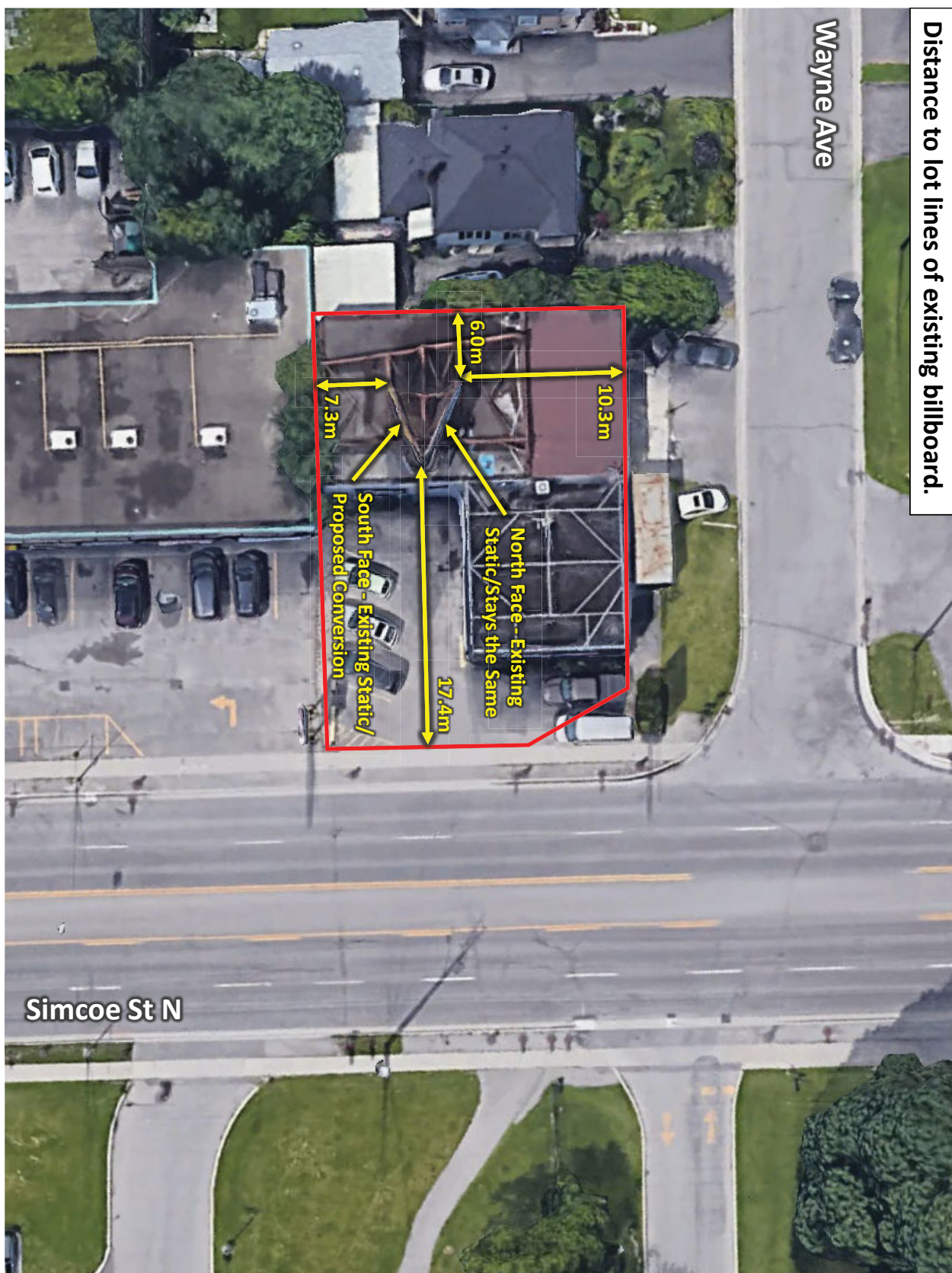
Subject Site



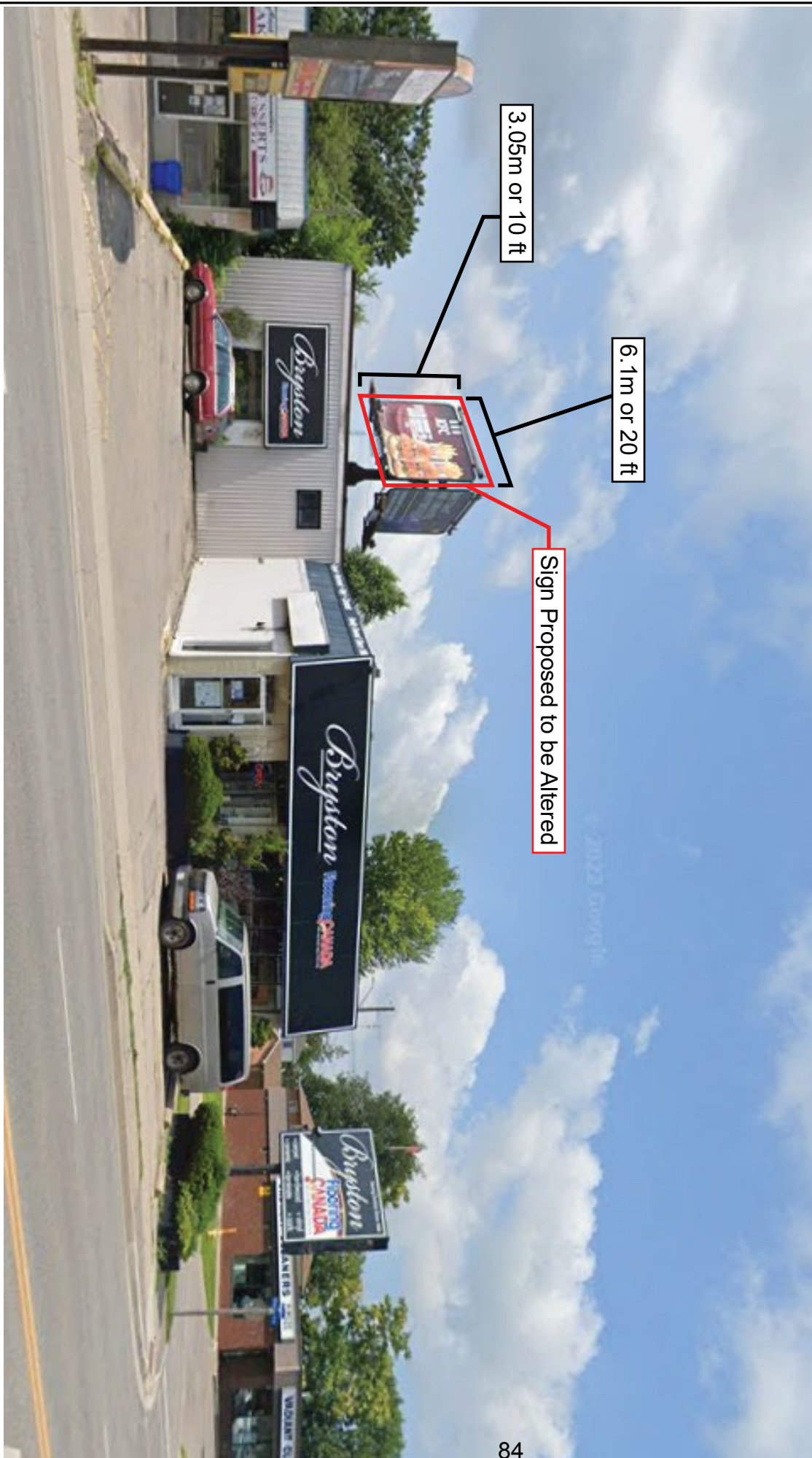
Title: Aerial Photo of Existing Sign
Subject: Application for a Sign Variance: Pattison Outdoor Advertising on behalf of
Ward: Bryston Holdings Limited Regarding Signage at 1220 Simcoe Street North
Ward 2
File: V-2023-01



Distance to lot lines of existing billboard.



Title: Photo of Existing Sign
Subject: Application for a Sign Variance: Pattison Outdoor Advertising on behalf of
Ward: Bryston Holdings Limited Regarding Signage at 1220 Simcoe Street North
File: V-2023-01





May 17th, 2023

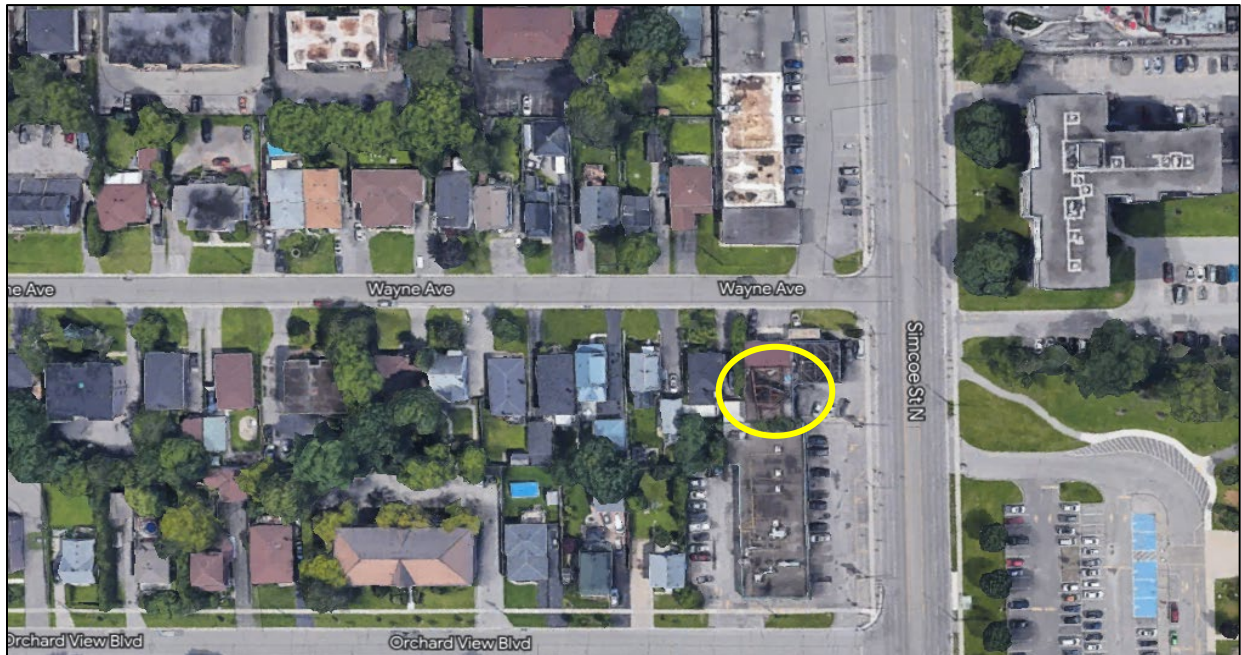
Attn: Warren Munro
Commissioner Development Services
City of Oshawa
50 Centre Street South
Oshawa ON L1H 3Z7

RE: Minor Variance to the City's Sign By-law Respecting 1220 Simcoe Street North

Please accept this letter as part of our application to convert the south side of an existing billboard located at 1220 Simcoe Street North (the "Subject Property"), to include one new electronic / read-o-graph sign face containing electronic static copy. The existing sign is located on the roof of a one-storey building, and has been in place since 1996. It includes two sign faces in a v-shaped configuration, set back approximately 22 metres from Simcoe Street North. Each sign face is approximately 18.6 square metres in size (the "Proposed Sign").

We are confident that the requested variances can be granted to convert the south sign face with a new electronic/read-o-graph display, and that it will not alter the essential character of the area, not adversely affect adjacent properties, or adversely affect public safety.

Figure 1: Aerial View of the Existing Sign Location and Surrounding Area





The Subject Property is located at the south-west corner of Simcoe Street North and Wayne Avenue, and the surrounding area mainly contains commercial, retail and employment uses. This includes the Subject Property, which is flooring retailer.

Figure 2: Street View of the Existing Sign and Subject Property



Immediately to the North and South are commercial businesses with a variety of uses, ranging from quick-service restaurants, laundry cleaners, optical store, bakery, loan provider, among others. None of the uses at these properties or in the surrounding area would be adversely affected if the required variances are granted.

The existing roof sign has been in place since 1996, and are not aware of any complaints about the existing roof sign from the community, or from City of Oshawa Staff during the 27 years it has been in place.

We believe converting to an electronic display will provide additional opportunities for local and national businesses to connect with their customers, and provide important information on products and services that they offer. Increasing the available opportunities helps to support current and future economic growth, and is in line with Oshawa's *Plan for Success*.



Further north of the Subject Property along Taunton Road East, approval was granted to convert a similar sign face by City Council in 2017. This has led to significant demand from new and established local businesses launching campaigns to target their desired audience, such as Durham Children's Aid Society, Durham College, Durham Region Health Department and the Oshawa Folk Art Council, as well as new National clients like Amazon, FreshCo, Johnson & Johnson and Rogers Media, among others.

Part of Oshawa's long-term Financial Strategy is to build and diversify its economy, and to ensure flexible and timely approvals to advance sound and sustainable development opportunities. Granting the required variances will also help support the City's plan for helping the economy recover from the impacts of COVID-19.

Additionally, the flexibility of displaying sign copy electronically provides the City of Oshawa with another medium to promote ongoing initiatives and community events, such as how to access health and social services, in addition to highlighting community outreach programs, which is in line with Oshawa's *Economic Diversification Strategy*.

Another benefit to converting the south-facing sign face is that it will support a healthier environment by using an electronic display, which allows for the messages to be changed remotely. Combating climate change and reducing waste also helps achieve one of the City's *Strategic Goals of Environmental Responsibility*, as set out in the Official Plan.

Approving our request will not contravene any of the City's higher-level goals with respect to *Wise Land Use*, such as protecting the Lake Ontario waterfront, or protecting valuable agricultural lands (the Subject Property is not located near either area of Oshawa).

The new sign face will comply with most of the requirements outlined in the Sign By-law, specifically within Section 4, including:

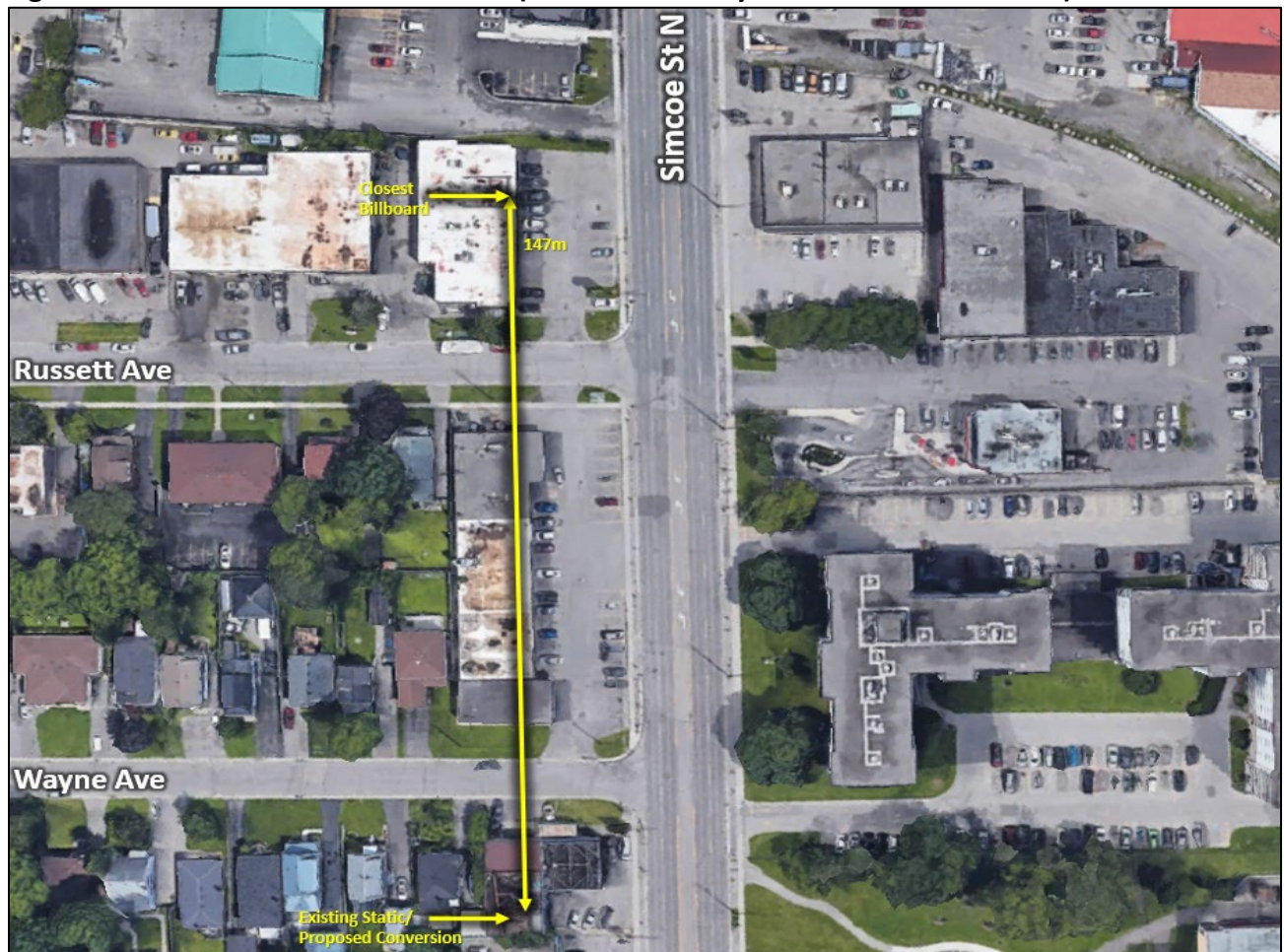
4.8.3	Not more than one BILLBOARD SIGN may be erected on a LOT	There is only one billboard (the existing sign) on the premises
4.8.5	No BILLBOARD SIGN shall be erected closer to a STREET LINE than the minimum required setback for a building under the CITY'S ZONING BY-LAW, as amended, for the applicable ZONE	The Sign is located above the existing building, and therefore will meet the required setback from any Lot Lines as outlined in the Zoning By-law
4.8.6	No BILLBOARD SIGN shall exceed a maximum SIGN AREA of 22.0m ²	Each sign face is 18.6m ²



4.8.7	No BILLBOARD SIGN shall exceed a maximum SIGN HEIGHT of 10m	The existing sign height is 9.44m from grade, and will not change with new sign face conversion
4.8.10	Every BILLBOARD SIGN may be ILLUMINATED	The existing sign would be internally illuminated, with automatic dimming technology

The location is zoned as Planned Strip Commercial (PSC-A), and while billboards are not currently permitted in this zone, the existing sign has been in place since 1996. There are other roof-top billboards located along Simcoe Street, outside of the Airport Zone, which have existed for similar periods of time. This helps establish that both roof-top and ground billboards have existing throughout Oshawa for many decades, and form a part of the streetscape.

Figure 3: Distance to Nearest Billboard (147 metres away on Simcoe Street North)





Finally, the Proposed Sign is approximately 147 metres from another existing billboard located to the North, whereas the required setback is 200 metres – achieving 75% of the required separation. There are several business-identification signs and buildings in place between these two signs, and we are confident that the proposed separation still provides ample spacing between the two signs, to ensure no drivers or pedestrians will be adversely affected.

The Sign By-law requires a setback from any lot zoned as residential (or occupied with a residential use) of 100 metres. The nearest property boundaries for a residential zones are located approximately 45 metres and 38 metres east of the existing sign. However, the actual residential use is located approximately 63 metres and 120 metres away (see Figure 3 below).

Figure 4: Distance to Nearest Residential





Our sign will also include an ambient light sensor which automatically adjusts the brightness levels based on the lighting levels in the surrounding environment. These methods further ensure the proposed sign will operate in strict accordance with the Sign By-law provision for illumination, and will not affect the nearby residential zone.

Like every one of our digital billboards, this sign will be equipped with a video camera which monitors the displays 24/7 by our National Operations Centre. This consistent supervision of the content displayed ensures that our team is able to remedy any issues immediately and often without having to travel to the site.

Figure 5: Rendering of Existing Sign once converted to Electronic / Read-o-Graph



Granting approval to convert the existing south sign face will not adversely affect public safety. The sign face would display one static (fixed) image, for a minimum of 8.0 seconds, with an instantaneous change to the next message. At no time will the sign display any distracting visual effects such as flashing, scrolling, or full-motion video.

As outlined in Figure 6 below, a Lighting Impact Study of the Proposed Sign was completed by optical engineers from Media Resources Inc. This image shows the amount of light that would reach the surrounding properties. As a general reference, 0.3 lux would be the equivalent of the

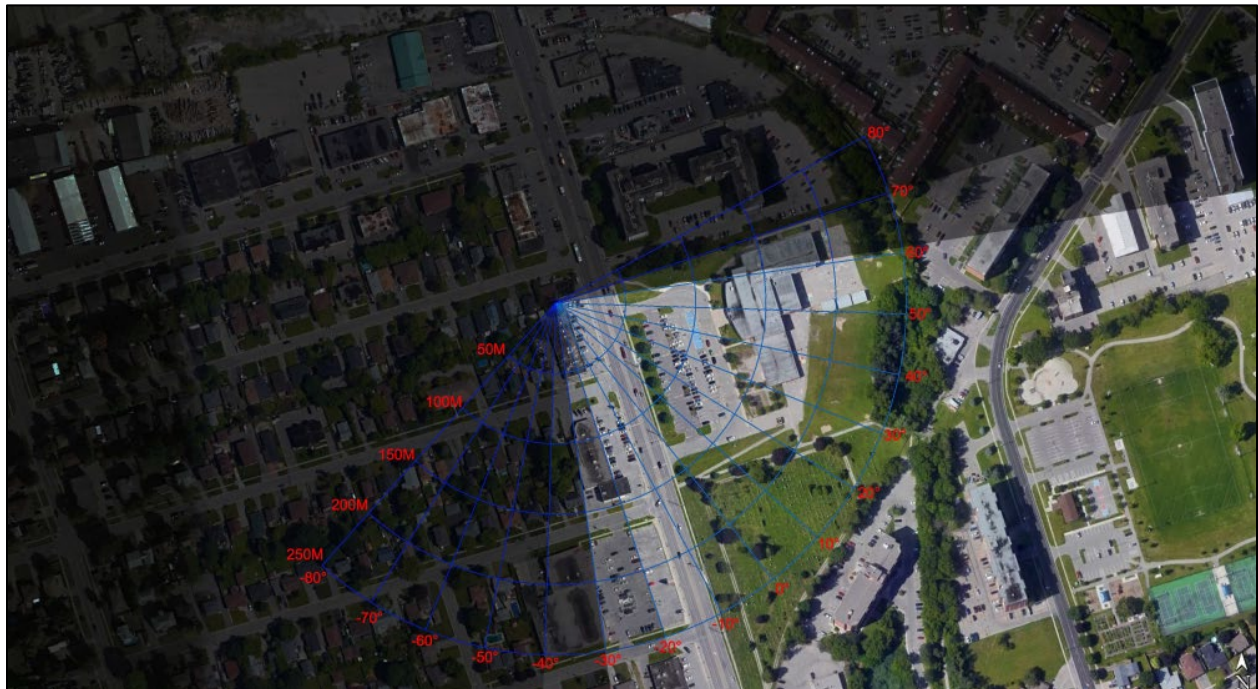


light cast by a full moon. Any increase in the amount of light spilling into a property which is less than 0.3 lux is considered to be negligible.

To provide further protection to the nearby residential uses, Pattison will incorporate SiteLine technology into the sign face, which will further act to prevent any light spill into nearby residential uses. SiteLine technology employs a patent-pending mechanical baffle (or louver) system, similar to luminaire baffles, to eliminate all projection of light from the Light Emitting Diodes (LEDs) towards a “protected region”. As a result, the protection is physical – reliable, permanent, and not the outcome of any programming or settings.

As can be seen in Figure 6 below, and in the Light Impact Study that accompanies our application materials, SiteLine will drastically reduce any light spill towards residents on Orchard View Boulevard, to levels which comply with the Sign By-law requirements. We are confident that this additional measure will minimize or eliminate any impacts on nearby residential uses, and further increase the compatibility of the Proposed Sign with the surrounding area.

Figure 6: Aerial View of the Proposed Sign and the Light Spill Reaching Nearby Uses





Site Calculations - 10 x 20 150 NITS Left-Blocking						
Measurement Angle						
	50M	100M	150M	200M	250M	300M
-80°	0.003lux	0.001lux	0.000lux	0.000lux	0.000lux	0.000lux
-70°	0.005lux	0.001lux	0.001lux	0.000lux	0.000lux	0.000lux
-60°	0.009lux	0.002lux	0.001lux	0.000lux	0.000lux	0.000lux
-50°	0.014lux	0.004lux	0.002lux	0.001lux	0.001lux	0.000lux
-40°	0.020lux	0.005lux	0.002lux	0.001lux	0.001lux	0.001lux
-30°	0.287lux	0.072lux	0.032lux	0.018lux	0.011lux	0.008lux
-20°	1.223lux	0.334lux	0.151lux	0.085lux	0.055lux	0.038lux
-10°	1.392lux	0.368lux	0.166lux	0.093lux	0.060lux	0.042lux
0°	1.437lux	0.384lux	0.173lux	0.098lux	0.063lux	0.044lux
10°	1.392lux	0.368lux	0.166lux	0.093lux	0.060lux	0.042lux
20°	1.366lux	0.362lux	0.163lux	0.092lux	0.059lux	0.041lux
30°	1.246lux	0.330lux	0.148lux	0.084lux	0.054lux	0.037lux
40°	1.011lux	0.266lux	0.120lux	0.068lux	0.043lux	0.030lux
50°	0.716lux	0.188lux	0.084lux	0.048lux	0.031lux	0.021lux
60°	0.448lux	0.117lux	0.053lux	0.030lux	0.019lux	0.013lux
70°	0.263lux	0.069lux	0.031lux	0.017lux	0.011lux	0.008lux
80°	0.137lux	0.036lux	0.016lux	0.009lux	0.006lux	0.004lux

A statistical analysis was conducted by the City of Toronto in 2015 by their Transportation Services division, to review the impacts of electronic signs on traffic safety. This study concluded that the number of collisions recorded before and after electronic signs were installed showed a *four per cent decrease* in the number of collisions *after* the electronic signs were installed, which is considered to be statistically insignificant.

The main conclusion of this study was that they were unable to identify any statistically significant increase in collisions where electronic signs had been installed.

Due to the location of the existing sign being on the roof of the building, it will not be located in other potentially concerning areas such as the visibility triangle, or anywhere on the property which could pose an obstruction to drivers or pedestrians.

The Proposed Sign will also be designed, engineered and installed in accordance with Ontario Building Code requirements. As well, all operational requirements for electronic signs as defined in the Oshawa's Sign By-law will also be maintained by the new sign face. As such, we do not believe that any issues related to public safety are foreseeable.



As such, we believe the required variances can be granted for the Proposed Sign, to convert the south sign face to include electronic / read-o-graph copy. We thank you for your time and consideration of our application. If you require any additional information, please do not hesitate to contact us.

Sincerely,

Marisa Goncalves
Leasing Representative, Central Region
Pattison Outdoor Advertising

Nathan Jankowski
Manager, Legislation & Permits, Central Region
Pattison Outdoor Advertising

To: Economic and Development Services Committee

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

Report Number: ED-23-155

Date of Report: September 6, 2023

Date of Meeting: September 11, 2023

Subject: Farewell Park and Knights of Columbus Pedestrian Structure
MS-4-2023

Ward: Ward 3

File: 03-05

1.0 Purpose

On May 5, 2023, the Economic and Development Services Committee considered Item ED-23-113 and passed the following motion:

“Whereas the pedestrian bridge over the Harmony Creek on the east side of the Knights of Columbus Park was inspected in 2021 and it the structural deficiencies noted that it would need replacement within the next five years; and,

Whereas based on the 2021 Inspection Report the replacement was identified in the Capital Forecast as Project 71-0076 to request design approval funding in the 2024 budget and replacement in the 2025 budget; and,

Whereas during maintenance activities Parks staff have found accelerated deterioration of the substructure and have now closed the bridge; and,

Whereas this bridge is the only direct access to the Knights of Columbus Park for residents and visitors on the east side of the Park and from the Harmony Creek Trail located between the Harmony Creek and Riverside Drive;

Therefore be it resolved that staff be directed to investigate the cost and timelines to have this bridge replaced as soon as possible through a Design Build process and report back to Committee no later than the September 11th, 2023 meeting.”

The purpose of this Report is to respond to the above noted direction.

Attachment 1 to this Report is an air photo showing the location of the pedestrian bridge over the Harmony Creek in the Knights of Columbus Park.

Attachment 2 is a copy of the Structural Integrity Assessment (the Assessment) dated July 26, 2023 and prepared by TSI Inc. for the pedestrian bridge over the Harmony Creek in the Knights of Columbus Park.

2.0 Recommendation

That the Economic and Development Services Committee recommend to City Council that Report ED-23-155 dated September 6, 2023 concerning the infrastructure needs for the Pedestrian Bridge MS-4-2023 located in Knights of Columbus Park be recommended to the Mayor for consideration in the 2024 Budget deliberations.

3.0 Executive Summary

The Farewell Park and Knights of Columbus Pedestrian Footbridge over Harmony Creek provides an Active Transportation link from Riverside Drive South to Farewell Street.

The structure was closed in 2023 due to safety concerns.

The structure is currently forecasted for replacement in 2025 based on information from the 2021 Biennial inspection report.

The estimated cost of replacement is \$630,000 plus H.S.T.

4.0 Input From Other Sources

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

- Chief Administrative Officer
- Commissioner, Corporate and Finance Services

5.0 Analysis

5.1 Background

The City owns and maintains bridges and culverts to support the service of transportation and the movement of goods and people throughout the City.

The City manages a variety of assets including 71 road bridges and 41 pedestrian bridges as defined by the *Bridges Act, R.S.O., c. B.12* all of which are referred to as structures within this Report.

The City's structures inventory is collected and tracked through the City's corporate Geographic Information System (G.I.S.).

5.2 Regulatory Requirements

Ontario Regulation 104/97 made under the *Public Transportation and Highway Improvement Act, R.S.O. 1990, c. P.50* requires that:

“The structural integrity, safety and condition of every bridge shall be determined through the performance of at least one inspection in every second calendar year under the direction of a professional engineer and in accordance with the Ontario Structure Inspection Manual. O. Reg. 472/10, s. 2.”

Bridges and culverts with a span greater than 3.0 metres (32.29 ft.) are classified as structures and must be inspected once every two years, in accordance with Ontario Regulations 104/97. The pedestrian bridge over the Harmony Creek in the Knights of Columbus Park (Pedestrian Structure MS-4-2023) has a span of 17.7 metres (68.07 ft.) and is consequently inspected every two years as part of the Biennial Structural Inspection Program.

5.3 Parks Operations

In addition to the Biennial Structural Inspection Program, Parks Operations performs the operations and maintenance activities listed below:

- Trail and bridge visually inspected every 30 days.
- No Winter Control Operations on the bridge. Winter Control Operations is performed on the Harmony Creek Trail adjacent to pedestrian bridge.
- Pedestrian bridges are visually inspected and maintained as part of the trail system.

As a result of the visual inspection of the bridge in March 2023, the pedestrian bridge was closed on March 28, 2023.

5.4 Infrastructure Planning

The City applies a systematic process that facilitates decision-making in regards to the construction, acquisition, operation, maintenance, renewal, replacement, and disposition of assets in the most cost-effective manner. Considering whole life costs, climate change and adaptation, and risk.

The City currently uses the Bridge Condition Index (B.C.I.) system to assess the condition and state of repair of structures. The B.C.I. as prescribed by the Ministry of Transportation (M.T.O.) is shown below:

- $B.C.I. = (Current\ Residual\ Value) / (Replacement\ Value) \times 100$

The Biennial Structure Inspection Program assesses condition and aides in the development of both maintenance and capital reinvestment programs. The last biennial inspection for Pedestrian Structure MS-4-2023 was undertaken in 2021 and recommended replacement in 2025. The 2023 Biennial Structure Inspection Program report will not be

ready until after the September 11, 2023 Economic and Development Services Committee meeting.

The B.C.I. does not directly indicate if a structure is safe but indicates the general state of repair or condition of a structure.

5.5 2023 Biennial Structural Inspection Program and Structural Integrity Assessment

The purpose of the 2023 Biennial Structural Inspection Program is to provide an updated assessment of the City's bridges and culverts and provide data and information for both infrastructure planning and asset management consistent with the requirements of Ontario Regulation 104/97.

However, as noted earlier, the City's 2023 Biennial Structural Inspection Program will not be concluded until after the September 11, 2023 Economic and Development Services Committee meeting.

Accordingly, in advance of the 2023 Biennial Structural Inspection Program report, City staff retained TSI Inc. to prepare the Assessment of the pedestrian bridge over the Harmony Creek in the Knights of Columbus Park. The Assessment has confirmed that:

- the bridge has an overall poor condition with severe corrosion, perforation and localized failure of certain elements;
- the bridge should remain closed until it is replaced;
- the existing bridge superstructure should be removed from the site to reduce liability; and,
- the existing foundation is in a good overall condition and may be in good enough condition to support a new bridge superstructure.

5.6 Pedestrian Structure MS-4-2023

Pedestrian Structure MS4-2023 is an important/crucial asset that connects the east and west communities that are segregated by the Harmony Creek and provides easier access for residents west of Farewell Street to the Harmony Creek Trail.

There are multiple active transportation facilities along the west side of Harmony Creek. Structure MS-4-2023 facilitates a connection between these facilities and the Harmony Creek Trail. Furthermore, it completes the only east-west connection between the Joseph Kolodzie Oshawa Creek Bike path and Harmony Creek Trail via the Athol Street cycle track.

The bridge also provides the residents west of Farewell Street with easier and shorter access to both transit services along Harmony Road and the Donevan Recreation complex.

Infrastructure details:

- Pedestrian Structure MS4-2023 (pedestrian bridge over Harmony Creek at Knights of Columbus Park);
- Originally constructed in 1970;
- Span 17.7 metres (58.07 ft.);
- Structure width 2.0 metres (6.56 ft.); and,
- Replacement Value \$630,000 plus H.S.T. (2023 dollars, Class D estimate).

Based on current 2021 Biennial Structural Inspection Report, Structure MS-4-2023 is generally in fair to poor condition. Evidence of severe corrosion and perforation was noted on floor beams, truss bottom chords, and stringers. Moreover, severe corrosion and section loss was noted on bracings.

Based on current 2021 Biennial Structural Inspection Report, the pedestrian bridge at Farewell Park and Knights of Columbus Park is forecasted to be replaced in 2025 at a cost of \$630,000 plus H.S.T. (Class D Estimate), with design forecasted in 2024 at a cost of \$60,000.

- From a simple condition perspective using the B.C.I. rating, the structure is ranked 16 out of 112.
- The sum of the structures ahead in priority is estimated to be \$14,485,000.00 of needs combined based on the current forecast.

6.0 Financial Implications

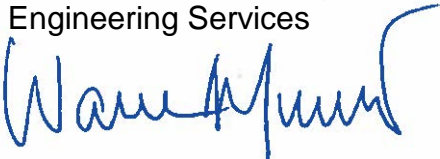
There are no financial implications as a result of this Report.

7.0 Relationship to the Oshawa Strategic Plan

The Recommendation in this Report advances the goal of Economic Prosperity and Financial Stewardship goal of the Oshawa Strategic Plan.



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



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

Subject: Farewell Park and Knights of Columbus Pedestrian Structure MS-4-2023
Address: 725 King Street East
Ward: Ward 3
File: 03-05

Item: ED-23-155
Attachment 1

 Pedestrian Bridge

City of Oshawa
Economic and Development Services 





MEMORANDUM

30 Bayberry Cres.
Toronto, ON M2K 1T8
Tel: (647) 236-4791
E-mail: info@tsigroup.ca

July 26, 2023

Item: ED-23-155
Attachment 2

City of Oshawa
50 Centre St. S.
Oshawa, ON L1H 3Z7

Attn: **Mark Taylor**
Infrastructure Program Technologist
(Via Email: mttaylor@oshawa.ca)

Re: Structural Integrity Assessment of Farewell Park Pedestrian Footbridge Over Harmony Creek
(Site # MS-4-2023)

Dear Mark,

At the request of the City, a detailed site assessment of Farewell Park Pedestrian Footbridge Over Harmony Creek (Site # MS-4-2023) was undertaken by a Senior Bridge Engineer from TSI Inc. to examine the bridge's current condition and structural integrity. This technical memorandum outlines the major findings of the noted inspection.

1. INTRODUCTION:

The pedestrian bridge subject of this technical memorandum (Site # MS-4-2023) is located at Farewell Park/Knights of Columbus Park at the exact geographic coordinates of (43.90092707, -78.8364724) (See **Figure 1: Key Plan**)

The bridge has recently been closed to the public due to safety concerns (exact date of closure is unknown) (**Figure 2**). At the time of previous biennial inspection (2021) the bridge was open to the public. Nonetheless, the findings of the OSIM inspection report (TSI Inc, 2021) highlighted the urgent need for bridge replacement (proposed time frame 1-5 year) due to the overall poor condition of the bridge and severe corrosion, perforation and localized failure of certain bridge deck elements at the time.

At the request of the City, and subsequent to the completion of the 2023 biennial inspection, a close-up (enhanced) inspection of the bridge was completed by a Senior Bridge Engineer, to examine its current condition and the status of its structural integrity in order to provide a "professional" opinion on the feasibility of temporary re-opening the bridge to the public until the bridge is replaced.

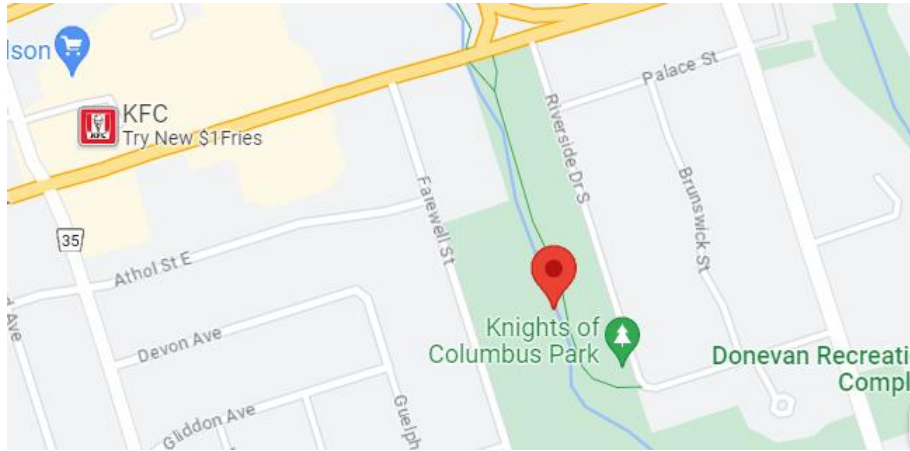


Figure 1: Key Plan: Fawcett Park Pedestrian Footbridge Over Harmony Creek (Site # MS-4-2023)



Figure 2: Bridge Closed to the Public

2. MAJOR FINDINGS

Upon completion of the close-up (enhanced) inspection of the bridge, it was noted that certain areas of the deck (full width) have completely failed due to severe corrosion of steel superstructure elements (main beams, transverse beams, diagonal bracings). It was further noted that the plank insert section of the peripheral stringers are also fully perforated, thus resulting in a lack of any support for certain planks and unsafe support for the rest. **Figures 3 to 7** below further illustrate some of the noted deficiencies.



Figure 3: Localized Failure of Bridge Deck Framing and Loss of Planks due to Severe Corrosion- Deck-top View



Figure 4: Localized Failure of Bridge Deck Framing and Loss of Planks due to Severe Corrosion- Soffit View



Figure 5: Severe Corrosion and Failure of Plank Insert Support at Peripheral Stringers



Figure 6: Medium Erosion along Riverbank



Figure 7: Medium to Severe Erosion along Riverbank (Abutment Embankment)



MEMORANDUM

30 Bayberry Cres.
Toronto, ON M2K 1T8
Tel: (647) 236-4791
E-mail: info@tsigroup.ca

3. RECOMMENDATIONS

Based on the noted current condition of the bridge, its re-opening to the public is NOT recommended.

Further, the barriers installed in place may not be deemed sufficiently deterrent for certain public deciding to cross the bridge ignoring the restrictive railings and posting installed and hence may result in further liability facing the City. Ongoing deterioration of the bridge superstructure may also result in deleterious debris entering the waterway. It is highly recommended that the existing bridge superstructure should be removed from the site to mitigate any further liability towards the City.

The existing foundation system (side abutments) were found to be in an overall good condition and the new bridge superstructure could therefore be designed (in theory) to be installed on the existing foundation system. Having said that, the City may need to retain a Consulting Engineer to design the new structure based on the implications of the new Code released by CSA. The new design may require undertaking a drainage study and topographic/bathymetric survey to ensure new structure will be compliant with the new Code requirements and the noted medium embankment erosion at the site is addressed properly at the time.

Given the urgency of the need, TSI Inc. would be pleased to assist the City with this design, if deemed necessary.

Respectfully Submitted,

Ramin Rameshni, PhD, P.Eng.

Lead Bridge Engineer

TSI Inc.



Encl.: 2021 & 2023 OSIM Inspection Reports

Economic and Development Services Committee – September 11, 2023

Proposed Revision to Draft Approved Plan of Subdivision (S-O-2016-06, Phase 2) –
Downing Street (1015 King Street) Inc. – North of Queensdale Avenue, west of
Keewatin Street South (Ward 3) (File: S-O-2016-06)

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

Whereas, pursuant to City Council's June 26, 2017 direction related to Report DS-17-129 dated June 15, 2017, on July 4, 2017, the Director of Planning Services approved, subject to conditions, a draft plan of subdivision (File: S-O-2016-06) submitted by Downing Street (1015 King Street) Inc. (the "Applicant") for an extension of Queensdale Avenue and 6 single detached dwelling lots on the north side of the extended Queensdale Avenue and 11 single detached dwelling lots on the south side of the extended Queensdale Avenue [see Attachment 1 (location of Phase 2) and Attachment 2 (draft approved plan)]; and,

Whereas, on September 3, 2021, the Applicant submitted applications to amend Zoning By-law 60-94 (File: Z-2021-07) for the Applicant's lands between King Street East and Queensdale Avenue to permit 34 block townhouse units and 9 street townhouse units (see Attachment 3); and,

Whereas, draft plan of subdivision S-O-2016-06 included lands on the north side of Queensdale Avenue that were now subject to a new development proposal under the application to amend Zoning By-law 60-94 (File: Z-2021-07); and,

Whereas, on September 3, 2021, the Applicant also submitted applications for approval of a draft plan of subdivision (File: S-O-2021-02), a common elements draft plan of subdivision (File: C-O-2021-01) and removal of part lot control (File: PLC-2021-11) related to the proposed 34 block townhouses; and,

Whereas, on September 3, 2021, the Applicant also submitted an application for removal of part lot control (File: PLC-2021-08) to create the 9 street townhouse lots for the Phase 2 lands; and,

Whereas, on November 29, 2021, the Development Services Committee held a Planning Act public meeting for the applications; and,

Whereas, on September 23, 2022, the Applicant filed an appeal of the applications to amend Zoning By-law 60-94 (File: Z-2021-07) and for approval of the draft plan of subdivision (File: S-O-2021-02) to the Ontario Land Tribunal ("O.L.T.") for failure of the City to make a decision within the timelines prescribed by the Planning Act; and,

Whereas, through the O.L.T. appeal the Applicant revised their proposal to 32 block townhouse units and 10 street townhouse units (see Attachment 3); and,

Whereas, on April 21, 2023, the Applicant registered Phase 1 of draft plan of subdivision S-O-2016-06 which included the extension of Queensdale Avenue and the 11 single detached dwelling lots on the south side of Queensdale Avenue; and,

Whereas, on August 18, 2023, the O.L.T. issued a decision approving the revised zoning by-law amendment and draft plan of subdivision S-O-2021-02 for the proposed townhouses on the basis of a settlement reached between the City and the Applicant; and,

Whereas, on August 25, 2023, the Applicant requested that the City approve a revised draft plan for Phase 2 of draft approved plan of subdivision S-O-2016-06 to convert Lots 4, 5 and 6 from 3 lots for 3 single detached dwellings to two blocks for 10 street townhouse dwellings (see Attachment 4); and,

Whereas, the Planning Act specifies that an approval authority is not required to give written notice of a change to the conditions of approval if, in the opinion of the approval authority, the changes are minor in nature; and,

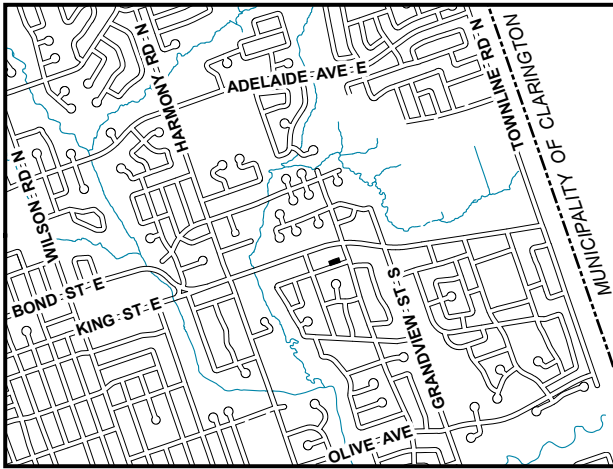
Whereas, the proposed revisions to the draft plan comply with Zoning By-law 60-94, as amended as a result of the O.L.T. decision; and,

Whereas, the proposed changes are considered to be minor in nature and are consistent with the development proposal presented as part of the consideration of revised development proposal by the City, the public and the O.L.T.; and,

Whereas, a revision to the approved draft plan is reasonable given the planning approvals process undertaken to date;

Therefore be it resolved:

That, pursuant to ED-23-165 dated September 11, 2023, the proposed revisions to Phase 2 of Draft Approved Plan of Subdivision S-O-2016-06 to accommodate two blocks for 10 street townhouse dwelling lots previously proposed for three single detached dwellings lots be approved, and the revisions be shown on the final 40M Plan for registration to the satisfaction of the Director of Planning Services.



Item: ED-23-165
Attachment 1

Economic and Development Services

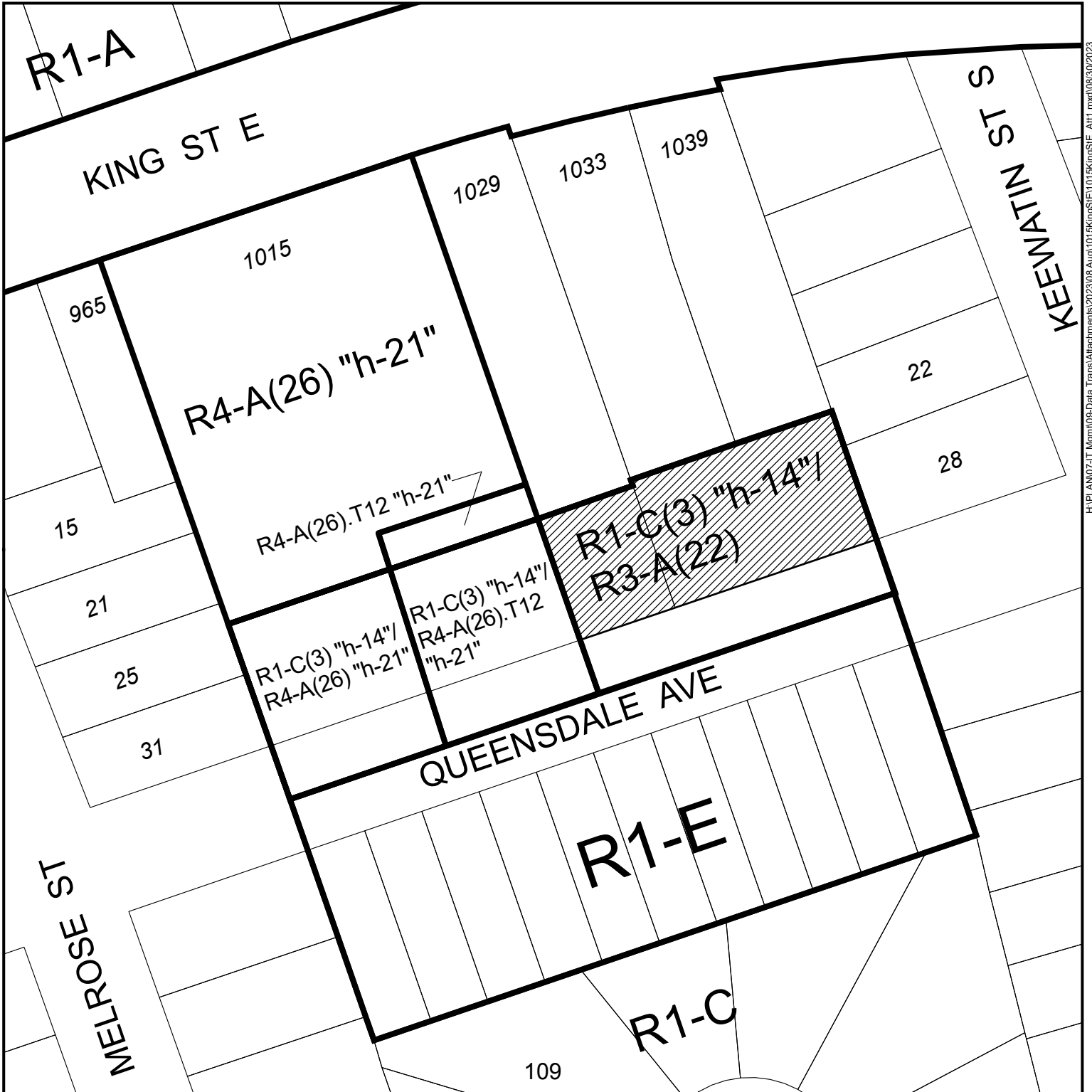
Subject: Proposed Revision to Draft Approved Plan of Subdivision (S-O-2016-06, Phase 2) – Downing Street (1015 King Street) Inc. – North of Queensdale Avenue, west of Keewatin Street South

Address: Ward 3

File: S-O-2016-06



Subject Site



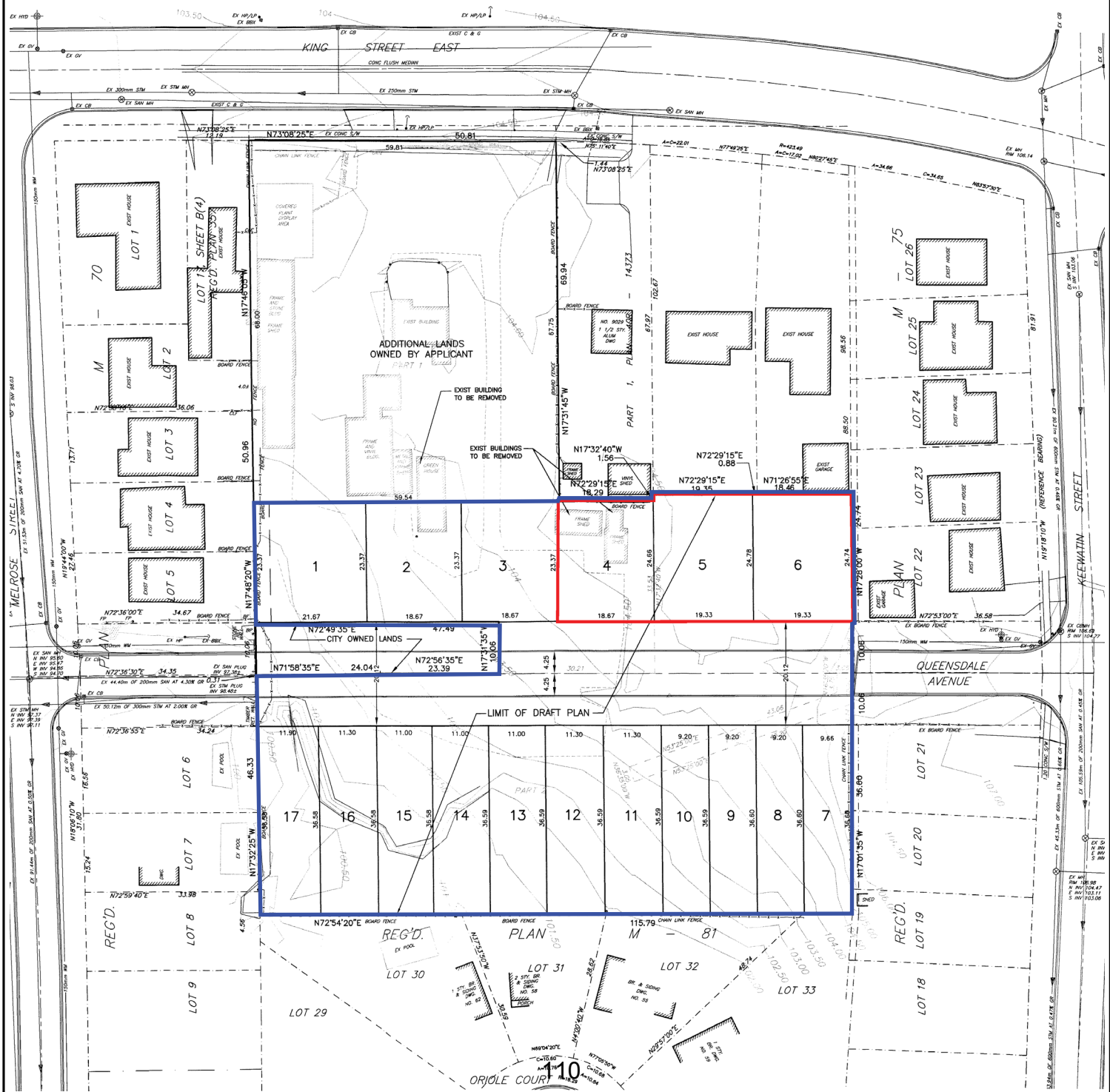
Title: Draft Plan of Subdivision (Draft Approved)
 Subject: Proposed Revision to Draft Approved Plan of Subdivision (S-O-2016-06, Phase 2) –
 Downing Street (1015 King Street) Inc. –
 North of Queensdale Avenue, west of Keewatin Street South

Ward: Ward 3
 File: S-O-2016-06

City of Oshawa
 Economic and Development Services



- Approved Draft Plan of Subdivision S-O-2016-06
- Area of 3 Single Detached Dwelling Lots to be Converted to
 2 Blocks for Street Townhouse Buildings with 10 Units Total



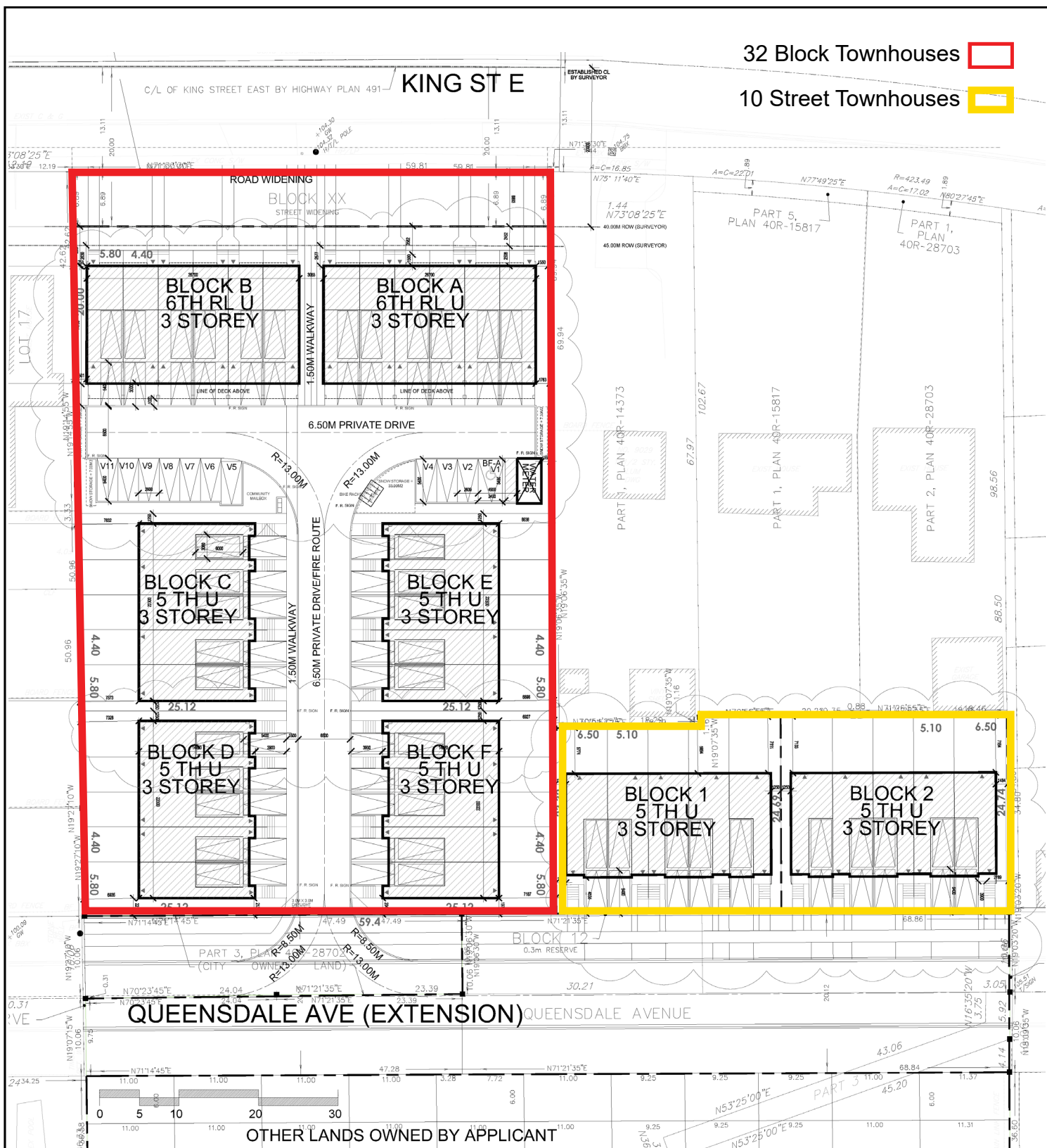
Title: Proposed Site Plan Considered by the Ontario Land Tribunal
 Subject: Proposed Revision to Draft Approved Plan of Subdivision (S-O-2016-06, Phase 2) –
 Downing Street (1015 King Street) Inc. –
 North of Queensdale Avenue, west of Keewatin Street South

Ward: Ward 3
 File: S-O-2016-06

Item: ED-23-165

Attachment 3

City of Oshawa
 Economic and Development Services



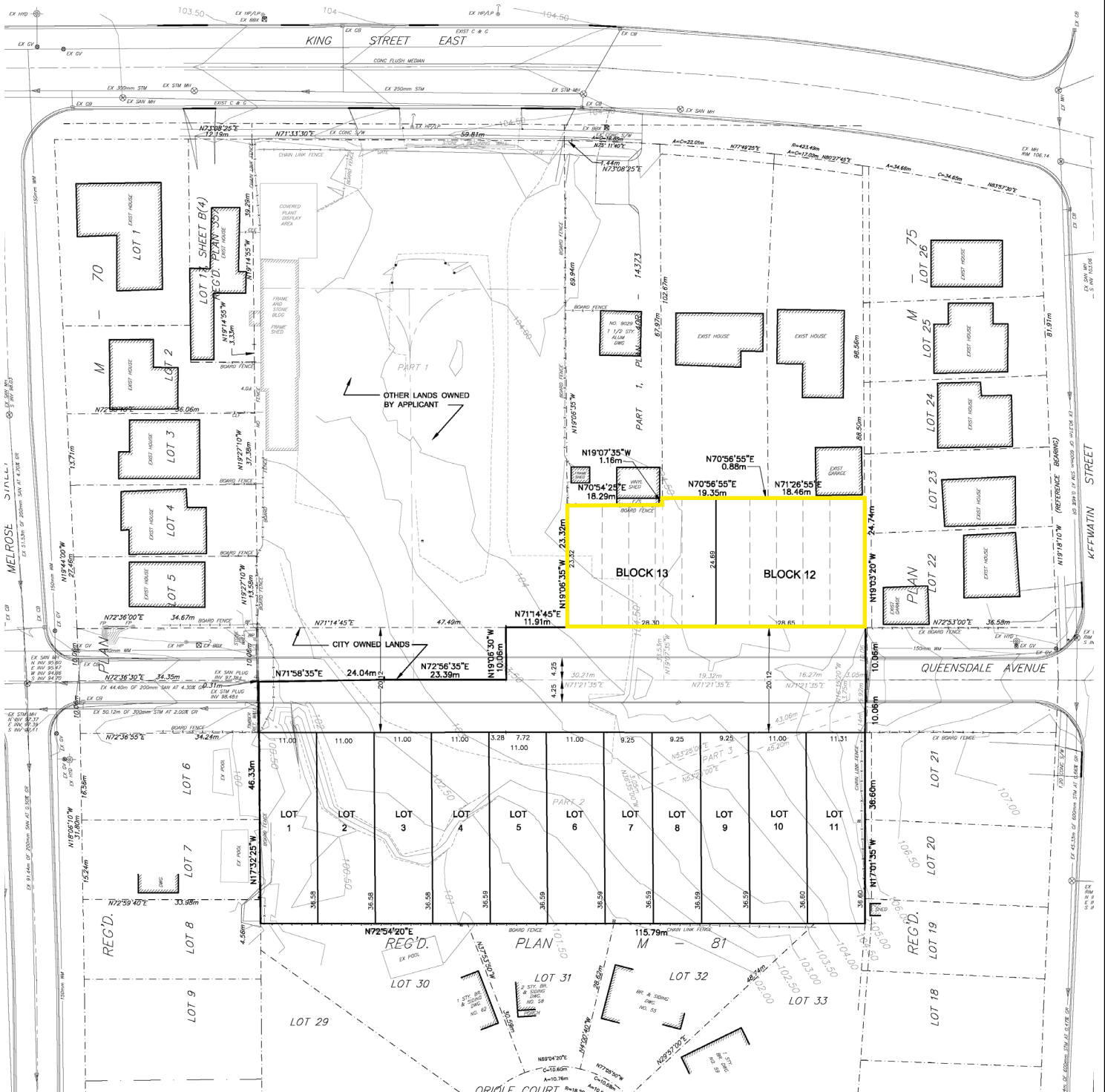
Title: Proposed Revised Draft Plan of Subdivision
 Subject: Proposed Revision to Draft Approved Plan of Subdivision (S-O-2016-06, Phase 2) –
 Downing Street (1015 King Street) Inc. –
 North of Queensdale Avenue, west of Keewatin Street South

Ward: Ward 3
 File: S-O-2016-06

City of Oshawa
 Economic and Development Services



10 Street Townhouses



To: Economic and Development Services Committee

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

Report Number: ED-23-167

Date of Report: September 6, 2023

Date of Meeting: September 11, 2023

Subject: Results of Stage 2 of the Integrated Major Transit Station Area
Study for Central Oshawa

Ward: Wards 4 and 5

File: 12-03-0263

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 April 3, 2023, City Council endorsed the scheduling of Public Information Centre Number 2 (“P.I.C. 2”) for the Integrated M.T.S.A. Study through Report ED-23-47 dated March 1, 2023.

Parsons has completed Stage 2 of the Integrated M.T.S.A. Study, including holding P.I.C. 2 on June 28, 2023. The purpose of this Report is to provide the Economic and Development Services Committee with the results of Stage 2 of the Integrated M.T.S.A. Study, including the Stage 2 public consultation results, and obtain authorization to advance to Stage 3 and hold P.I.C. 3.

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 2 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. 2. 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_PIC2_Boards_AODA-compressed.pdf.

Attachment 4 is a copy of the presentation from P.I.C. 2. 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_PIC2_Presentation_Final.pdf.

Attachment 5 is a copy of Land Use Alternative 1 presented at P.I.C. 2.

Attachment 6 is a copy of Land Use Alternative 2 presented at P.I.C. 2.

Attachment 7 is a copy of Land Use Alternative 3 presented at P.I.C. 2.

2.0 Recommendation

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

1. That, pursuant to Report ED-23-167, dated September 6, 2023, Council endorse Land Use Alternative 3, in principle, as the basis for the development of the preferred solution in Stage 3 of the Integrated Major Transit Station Area Study.
2. That, pursuant to Report ED-23-167, dated September 6, 2023, staff be authorized to schedule Public Information Centre Number 3 to be held in the fourth 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 a Preferred Design Concept and related Preliminary Design for the Preferred Design Concept for the Integrated Major Transit Station Area Study.
3. That, pursuant to Report ED-23-167, dated September 6, 2023, staff be authorized to provide notice of the public consultation process for Stage 3 of the Integrated Major Transit Station Area Study as generally outlined in Section 5.5.2 of said Report.
4. That, pursuant to Report ED-23-167, dated September 6, 2023, Parsons Inc. provide a presentation to the Economic and Development Services Committee giving an update on the progress of Stage 3 of the Integrated Major Transit Station Area Study, prior to the holding of Public Information Centre Number 3.
5. That, pursuant to Report ED-23-167, dated September 6, 2023, upon concluding the public consultation process for Stage 3 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, Corporate and Finance 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 2 to this Report is a table containing the results of Stage 2 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.

4.1 Public Consultation Process

Staff undertook an eight-week public consultation process beginning on May 25, 2023 and concluding on July 21, 2023 to engage community members on three land use alternatives developed as part of Stage 2 of the Integrated M.T.S.A. Study. The three land use alternatives outlined three different approaches to the potential redevelopment of the district surrounding the planned Central Oshawa GO Station.

The consultation process used the following methods to engage the public:

- Making a feedback form available online on Connect Oshawa (online engagement platform) and on paper at Service Oshawa and at the Stage 2 Public Information Centre.
- Holding a public information centre (i.e. P.I.C. 2) on June 28, 2023, between 6 p.m. and 8:30 p.m., offering in-person participation at Oshawa City Hall, C-Wing Committee Room or virtual participation via webstream or call-in number.

Notice of P.I.C. 2 for the Integrated M.T.S.A. Study was issued on May 25, 2023 in accordance with the approved Terms of Reference and Council direction through Report ED-23-47. A second posting, in accordance with the requirements of the Environmental Assessment Act, was published in the local newspaper on June 22, 2023. P.I.C. 2 was also promoted to the community on the City's social media channels, website, and Connect Oshawa site.

In total, 109 people completed the feedback form, and approximately 76 participants attended P.I.C. 2, with 64 participants attending in-person and 12 attending virtually.

Attachment 2 to this Report is a table containing the results of Stage 2 of the Integrated M.T.S.A. Study including public comments and staff responses.

Display boards for P.I.C. 2 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. 2, visible to both in-person and virtual participants (see Attachment 4).

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 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”).

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 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.

Notice of P.I.C. 1 was issued on January 5, 2023 in accordance with the approved Terms of Reference and pursuant to Council’s 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 of Report ED-23-47 dated March 1, 2023.

More information concerning Stage 1 of the Integrated M.T.S.A. Study is available on the study webpage at: www.Oshawa.ca/MTSASStudy.

5.2 Results of Stage 2: Land Use and Transportation Alternative Solutions

5.2.1 Public Information Centre Number 2

On April 3, 2023, City Council endorsed the scheduling of P.I.C. 2 for the Integrated M.T.S.A. Study through Report ED-23-47, which can be found at the following link: <https://pub-oshawa.escribemeetings.com/filestream.ashx?DocumentId=11352>.

In accordance with the approved Terms of Reference and Council direction through Report ED-23-47, on June 5, 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. 2, details on study progress including the development of three Land Use and Transportation Alternative Solutions, and next steps.

More information on P.I.C. 2 and the related public consultation process is contained within Section 4.1 of this Report.

5.2.2 Stage 2: Development of Land Use and Transportation Alternative Solutions

Parsons has now completed Stage 2 of the Integrated M.T.S.A. Study. As per the approved Terms of Reference, activities and tasks undertaken by Parsons as part of Stage 2 included developing the following:

- Three (3) Land Use Component and M.C.E.A. Component alternative solutions that address the identified problem/opportunity, existing and future transportation challenges, operational issues, safety concerns, and improved transit, pedestrian and multimodal options (see Attachments 5 through 7);
- An Urban Design Plan and implementing guidelines; and,
- An Area Specific T.M.P.

The following subsections provide further details on these deliverables.

5.2.3 Land Use Component and M.C.E.A. Component Alternative Solutions

Parsons has developed three (3) Land Use Component and M.C.E.A. Component alternative solutions for the Study Area (see Attachments 5 through 7).

The alternative solutions considered the following:

- Population and employment distribution, and associated land needs;
- The Provincial Growth Plan, the Durham Regional Official Plan, the Oshawa Official Plan (“O.O.P.”), 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;
- The interface between future urban uses and existing areas, including the Downtown Oshawa Urban Growth Centre; and,
- Land use conflicts/compatibility between future urban uses and stable residential areas.

Key features of Alternative 1 (see Attachment 5) include:

- A projected 22,500 total homes, 45,000 residents and 7,500 jobs at full build out, assuming 25% of the lands never fully build out;
- A projected full build out density of 310 people and jobs per hectare;
- A focus on high density redevelopment within 600 meters (1,968.50 ft.) of the proposed Central Oshawa GO Station;
- Additional density in the northern portion of the M.T.S.A. which will support the intensification of the Downtown Oshawa Urban Growth Centre;
- Stable to moderate growth along Simcoe Street South and Ritson Road South; and,
- Gradual transition zones between stable neighbourhoods and the surrounding context.

Key features of Alternative 2 (see Attachment 6) include:

- A projected 22,500 total homes, 45,000 residents and 7,500 jobs at full build out, assuming 25% of the lands never fully build out;
- A projected full build out density of 310 people and jobs per hectare, the same as Alternative 1;
- A focus on high density redevelopment surrounding the proposed Central Oshawa GO Station;
- A prioritization of density along the two major north-south corridors – Simcoe Street South and Ritson Road South;
- Modest intensification throughout the stable neighbourhoods; and,
- A very distributed density which supports strategic infrastructure improvements over time.

Key features of Alternative 3 (see Attachment 7) include:

- A projected 25,000 total homes, 51,000 residents and 8,500 jobs at full build out, assuming 30% of the lands never fully build out;
- A projected full build out density of 350 people and jobs per hectare, higher than Alternative 1 and 2;
- A focus on creating a seamless redevelopment linkage between the proposed Central Oshawa GO Station and the Downtown Oshawa Urban Growth Centre;
- A maximization of future high density opportunities along Simcoe Street South, given the Region of Durham's advancing plans for investment in rapid transit along Simcoe Street between Highway 407 East and Lakeview Park; and,
- A distinct transformation of the M.T.S.A. and the surrounding context, with a greater portion of lands being impacted than in Alternatives 1 or 2 due to a greater amount of land being acquired by the City for purposes such as parks, to address the higher level of intensification and associated increase in demand for City facilities.

5.2.4 Urban Design Plan and Implementing Guidelines

Parsons has developed 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 and 2.

5.2.5 Area Specific Transportation Master Plan

Parsons has developed a preliminary draft Area Specific T.M.P. that provides a high-level transportation assessment of the three Land Use Alternatives to better understanding the impacts on the transportation network. This assessment was used as part of the evaluation criteria for selecting a Preferred Land Use Alternative.

It should be noted that the development of transportation alternatives solutions, as required for the M.C.E.A., will be undertaken during Stage 3 of the Integrated M.T.S.A. Study for the Preferred Land Use Alternative and will include:

- Future (2026, 2033, and beyond 2033) condition multimodal transportation models and evaluation criteria to determine the preferred transportation solution. A sub-area model was 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;
- 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.

Parsons will consider all input received and continue to refine the T.M.P. during Stage 3 of the Integrated M.T.S.A. Study.

5.3 The Preferred Alternative

In consideration of the feedback received through both Stages 1 and 2 of the Integrated M.T.S.A. Study, Alternative 3 (see Attachment 7) best serves as the base for the development of the preferred solution for the Land Use Plan component and M.C.E.A. component in Stage 3.

Advancing Alternative 3 is appropriate in consideration of the following factors, which were echoed by the large majority of those who participated in the public consultation intakes in Stage 1 and 2:

1. The Province of Ontario has identified the Province as being in the midst of a housing crisis, with respect to both supply and affordability of housing units. Alternative 3 provides the greatest amount and variety of housing options.
2. It is intended that the redevelopment of the M.T.S.A. should be transformational, representing a change in built form and density covering the majority of the M.T.S.A. footprint. Alternative 3 best facilitates this change over the long term, as Alternatives 1 and 2 would maintain a larger area of the M.T.S.A. as relatively undisturbed, even over the long term.
3. The Region of Durham's planned investment in rapid transit along Simcoe Street between Highway 407 East and Lakeview Park must be supported by increased densities in order to efficiently run at its intended capacity and optimize the municipal return on investment. Only Alternative 3 offers a maximization of future high-density opportunities along Simcoe Street South.
4. Alternative 3 offers the most significant and impactful transition to the Downtown Oshawa Urban Growth Centre, locating a significant portion of people and jobs in proximity to the central core of the City, and bringing residents and employees closer to essential services, civic and recreational activities, and various centralized amenities such as restaurants, cultural centres, and green spaces.

5.4 Recent Development Applications

The following list comprises a selection of recent development applications within the M.T.S.A. The densities listed below are consistent with the densities proposed to be advanced under the Integrated M.T.S.A. Study.

- 480, 484, 490 and 506 Ritson Road South (File: Z-2020-03): Two 3-storey apartment buildings (stacked townhouses) with a total of 40 dwelling units and a net residential density of 197 units per hectare (80 u/ac.).
- 446 Simcoe Street South (File: SPA-2018-10): A 5-storey apartment building with a total of 40 dwelling units and a net residential density of 140 units per hectare (57 u/ac.).
- 63 Albany Street and 467 and 469 Albert Street (Files: OPA-2022-04, Z-2022-06): A 15-storey apartment building containing 286 dwelling units and eighteen 3-storey block townhouses with an overall net residential density of 437 units per hectare (177 u/ac.).
- 64 Albany Street and 426 Front Street (File: Z-2020-01): An 11-storey apartment building with 100 dwelling units and a net residential density of 345 units per hectare (139 u/ac.).
- 144 and 155 First Avenue (Files: OPA-2023-02, Z-2023-05, S-O-2023-02): 8 development blocks featuring multiple towers ranging in height from 14 to 42 storeys with 5,435 residential units, approximately 5,873 square metres of ground related commercial floor space, and a combined net residential density of 871 units per hectare (353 u/ac.).

5.5 Next Steps

5.5.1 Stage 3: Alternative Design Concepts for Preferred Solution

Parsons has completed Stage 2 of the Integrated M.T.S.A. Study. It is now appropriate to advance Stage 3 of the Integrated M.T.S.A. Study as outlined in the Terms of Reference, which includes holding a third Public Information Centre (P.I.C. 3).

As per the approved Terms of Reference, activities and tasks that will be undertaken by Parsons as part of Stage 3 include developing the following:

- A preferred solution for the Land Use Plan Component and Municipal Class E.A. Component, informed by comments from P.I.C. 2 and using Alternative 3 from Stage 2 as a base (see Attachment 7);
- A refined T.M.P. and draft Urban Design Plan and implementing guidelines, informed by comments from P.I.C. 2;
- A phasing and staging plan to direct the overall development of the Study Area, based on the preferred solution for the Land Use Plan Component and Municipal Class E.A. Component;

- A fiscal impact analysis and life cycle cost comparison for all infrastructure including, but not necessarily limited to, parks, roads, stormwater management facilities/devices, for the preferred solution as per O. Reg. 588/17: Asset Management Planning for Municipal Infrastructure; and,
- The examination of alternative methods of implementing the preferred solution, based upon the existing environment, public and review agency input, anticipated environmental effects and methods of minimizing negative effects and maximizing positive effects. This will result in the development of alternative design concepts for the preferred solution as it relates to First Avenue/McNaughton Avenue from Simcoe Street South to Ritson Road South, and any other major roads or improvements identified in the T.M.P.

The activities and tasks for the Municipal Class E.A. Component for Stage 3 include, but may not necessarily be limited to:

- Preparing road design criteria for City review and approval;
- Developing typical sections based on the road design criteria and finalizing potential widths and details for the transportation network;
- Developing a minimum of three (3) Alternative Design Concepts for the preferred solution;
- Preparing an inventory of existing environmental conditions based on the preferred solution and determining all technical studies to fulfill the requirements of the Municipal Class E.A. process. The following is a list of minimum studies to be provided:
 - Transportation Master Plan;
 - Stormwater Management Report;
 - Contamination Overview Study;
 - Natural Environment Assessment Report;
 - Hydrogeological Report;
 - Socio-Economic Environments;
 - Built Heritage and Cultural Landscape Report;
 - Archaeological Assessment (Stage 1);
 - Noise Assessment;
 - Geotechnical Report;
 - Utility Relocations Report;
 - Preliminary Street Lighting Designs and Photometric Analysis;
 - Preliminary Design (30% of Detailed Design); and,
 - Property Acquisition Package.
- Confirming impacts to the natural, social, economic, cultural and built environments for the Alternative Design Concepts, and where impacts are unavoidable, proposing appropriate mitigation measures;
- Evaluating Alternative Design Concepts, including an assessment of identified environmental impacts and mitigation of the same, and identification of the Preferred

Design Concept;

- Developing a Preliminary Design for the Preferred Design Concept;
- Preparing a preliminary quantities and construction cost estimate for the Preferred Design Concept;
- Preparing a draft property impact report and property plans;
- Preparing a Draft E.S.R. and Preliminary Design Package; and,
- Presenting the Preferred Design Concept and Preliminary Design to the T.A.C.

5.5.2 Public Consultation Process

Staff recommend that P.I.C. 3 be scheduled to be held in the fourth quarter of 2023 in order to advance the study process in a timely manner. Staff will provide notice of P.I.C. 3 for the Integrated M.T.S.A. Study through:

- Advertising in the Oshawa This Week newspaper twice – two (2) weeks and one (1) week in advance of the meeting – in accordance with the requirements of the Environmental Assessment Act;
- 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 a minimum of two (2) weeks in advance of the meeting;
- Circulating notice to all interested parties and stakeholder groups (including Indigenous community groups) on the Integrated M.T.S.A. Study Area mailing list a minimum of two (2) weeks in advance of the meeting; and,
- Posting on the City's Corporate website and Connect Oshawa.

5.5.3 Presentation by Parsons Inc. to the Economic and Development Services Committee

Parsons will provide an update on the progress of Stage 3 of the Integrated M.T.S.A. Study to the Economic and Development Services Committee prior to the holding of P.I.C. 3.

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. 3, which can be accommodated within the appropriate Departmental budget.

On August 18, 2023, City staff submitted an application on behalf of the City to the Canada Mortgage and Housing Corporation's ("C.M.H.C.") Housing Accelerator Fund ("H.A.F.") which included an initiative whereby the City investigates opportunities to use City lands for the purposes of constructing, or supporting the construction of "missing-middle"

housing units in Oshawa. Staff included the Integrated M.T.S.A. Study as an eligible project under the H.A.F. program in the event Oshawa is selected by C.M.H.C. as a grant recipient.

On August 22, 2023, City staff received a news release from the Provincial government outlining a \$1.2 billion fund to “reward municipalities that deliver on housing targets.” This news release is available at the following link:

<https://news.ontario.ca/en/release/1003397/to-build-more-homes-ontario-launching-building-faster-fund-and-expanding-strong-mayor-powers>

The advancement of the Integrated M.T.S.A. Study will support the City of Oshawa’s efforts in meeting Provincial housing targets, thereby increasing the likelihood that Oshawa would be eligible for this new Provincial funding opportunity.

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.



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



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



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

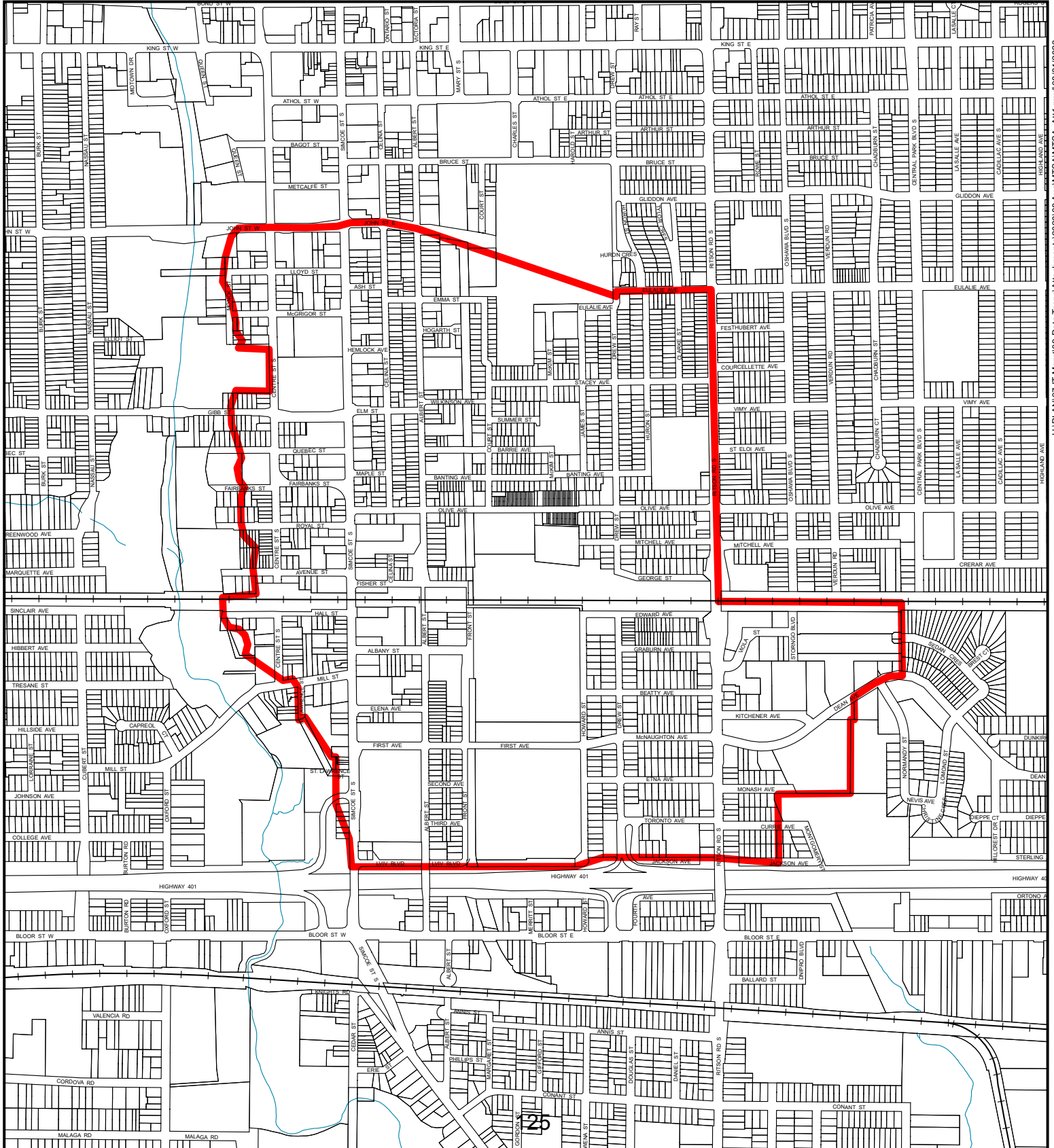
Subject: Results of Stage 2 of the Integrated Major Transit Station
Area Study for Central Oshawa

Ward: Wards 4 and 5
File: 12-03-0263



Integrated MTSA Study Area Boundary

City of Oshawa
Economic and Development Services



Results of Stage 2 of the Integrated Major Transit Area Study for Central Oshawa: Public Comment and Staff Response Chart

Subject	Comment	Response
Density	<p>Many comments were made in support of increased residential density to meet growing demand for housing.</p> <p>There was also strong support for mid-to-high-density development near the Central Oshawa GO Station and along key corridors to support the greatest number of jobs and employment opportunities, and for the best utilization of transit and active transportation infrastructure.</p>	<p>Noted. It is anticipated that the Integrated M.T.S.A. Study will offer recommendations that will result in a substantial amount of new residential units within the Study Area at a variety of different densities and types of built form. The three (3) land use alternatives outlined in this Report envision the M.T.S.A. to contain the following at full build-out:</p> <ul style="list-style-type: none"> ▪ 7,500 to 8,500 jobs; ▪ 45,000 to 51,000 residents; and, ▪ 22,500 to 25,000 units <p>The M.T.S.A. is estimated to currently possess 575 jobs and 6,510 residents.</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.</p> <p>Stage 3 of the Integrated M.T.S.A. Study will include determining the preferred solution for land use, density and transportation. As noted in this Report, it is proposed that Land Use Alternative 3 be advanced as the base for the preferred solution. Land Use Alternative 3 provides the highest density and most jobs and units of all the Land Use Alternatives.</p>

Subject	Comment	Response
Density	A question was asked concerning how density targets were identified for the Study Area and how the three (3) “Land Use Alternatives” were created.	<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 minimum 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>As part of Stage 2 of the Integrated M.T.S.A. Study, Parsons created three (3) alternatives with respect to land use, density and transportation networks, and offered visuals of these alternatives for public and stakeholder review and comment.</p> <p>The objective of these three (3) Land Use Alternatives was to investigate different development patterns for the Study Area, and display their characteristics with respect to residents, jobs, units, and density, on a very long term time horizon (also known as “full build out”).</p>
Respect for the Surrounding Context	There was a preference expressed for a context-sensitive and balanced distribution of density with suitable transitions to mitigate impacts to the existing neighbourhoods.	Noted. 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 all public feedback and stakeholder comments as they form their Study Area-specific recommendations on built form and zoning permissions.

Subject	Comment	Response
Connections to Downtown Oshawa	<p>Most comments in support of Land Use Alternative 3 noted they favour a continuous connection with downtown Oshawa.</p> <p>Commenters noted they wanted to maximize the economic and development potential of both the Study Area and downtown Oshawa.</p>	<p>Noted. One of the Guiding Principles of the Integrated M.T.S.A. Study is to “Cultivate a Strong Economy.”</p> <p>As part of Stage 1 of the Integrated M.T.S.A. Study, a commercial market analysis was conducted for the Downtown Main Central Area in Oshawa to see what could be supported in terms of retail, office, and employment. The Downtown Main Central Area generally includes the Study Area, the Downtown Oshawa Urban Growth Centre, and the area immediately surrounding the Oshawa Centre. It also includes lands along King Street East and Bond Street East between the Downtown Oshawa Urban Growth Centre and the Oshawa Centre.</p> <p>The results of this analysis showed that the Downtown Main Central Area can support a mix of job types including retail and professional services, and that the Downtown Oshawa Urban Growth Centre should continue to serve as a central location for the highest order employment, retail and office uses. The Central Oshawa P.M.T.S.A. should continue to serve in an ancillary role to the Downtown Oshawa Urban Growth Centre, providing a variety of services but at a lesser scale.</p>

Subject	Comment	Response
Development along Ritson Road South	A comment noted that in Land Use Alternative 3, Simcoe Street South is the major density corridor, but asked how this would impact development potential along Ritson Road South.	<p>Stage 2 of the Integrated M.T.S.A. Study included the creation of three (3) alternatives with respect to land use, density and transportation networks, and offered visuals of these alternatives for public and stakeholder review and comment.</p> <p>Stage 3 of the Study will include determining the preferred solution for land use, density and transportation. As noted in this Report, it is proposed that Land Use Alternative 3 be advanced to serve as the base for the preferred solution. Land Use Alternative 3 provides the highest density and most jobs and units of all the Alternatives, but as noted, focuses density along Simcoe Street South.</p> <p>Notwithstanding the above, all three (3) Land Use Alternatives (including Alternative 3) forecasted an increase in density along Ritson Road South above that which is currently permissible under the Oshawa Official Plan and Zoning By-law.</p> <p>Simcoe Street South is more favourable for density in part due to the Region of Durham's planned investment of rapid transit along the Simcoe Street corridor between Highway 407 East and Lakeview Park.</p>
Albert Street Bridge	Commenters asked if there has been a decision on whether the Albert Street bridge will be removed.	<p>While no formal public announcement has been made on this matter, it has been communicated by Metrolinx that, in order to accommodate the proposed Lakeshore East GO Rail Extension to Bowmanville, the Albert Street Bridge must be completely removed.</p> <p>The Integrated M.T.S.A. Study will investigate the need for this connection and the implications of its removal. While not currently considered a critically necessary vehicle linkage in the Study Area, in the future a crossing in this location could assist to address capacity issues on Simcoe Street South and Ritson Road South. North-south connectivity through the Study Area (for both vehicle travel and active transportation) has been identified as a significant concern by both the public and key stakeholders, in both Stage 1 and 2 of the Integrated M.T.S.A. Study.</p>

Subject	Comment	Response
Safety and Security	Commenters asked if the Integrated M.T.S.A. Study will address safety and security concerns in the Study Area.	<p>The Project Team is unable to address personal safety/crime in the Study Area as that is outside the scope of the Integrated M.T.S.A. Study and under the jurisdiction of the Durham Regional Police Service.</p> <p>Safety related to vulnerable road users will be reviewed as part of the urban design plan and guidelines and in the design of future/reconstructed roadways. Street design plays a significant role in ensuring safety for all users. Additionally, an increase in the M.T.S.A.'s population/unit density will result in an increase in "passive surveillance" – more eyes will be on the street.</p>

Subject	Comment	Response
Multimodal Transportation Options	<p>A number of comments were made in support of the provision of a variety of multimodal options, such as;</p> <ul style="list-style-type: none"> ▪ The need for a safer and better integrated multimodal transportation network that offers a variety of mode choices; ▪ Prioritization of pedestrians and cyclists through the expansion and enhancement of active transportation infrastructure; ▪ The creation of bike lanes that connect the north and south; ▪ The creation of additional active transportation connections along the C.P. Rail corridor; ▪ The need to ensure that active transportation infrastructure extends beyond the Study Area and allows for travel between Study Area and other areas of the City; and, ▪ The need to ensure bike lanes are located in safe areas for travel, and are designed to ensure user safety. 	<p>The Integrated M.T.S.A. Study will offer recommendations for adding active transportation routes and infrastructure within the Study Area, including cycling infrastructure. Staff note that Provincial, Regional, and local level policies in the Oshawa Official Plan all support locating active transportation infrastructure within transit station areas.</p> <p>One of the Study's Guiding Principles is to "Integrate Travel Equity, Choice, and Safety." The 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 rely upon the delivery of a strong active transportation network in the Study Area and surrounding area.</p> <p>Parsons is looking at opportunities for the entire transportation network in the Study Area and surrounding area including bike lanes, multi-use paths, sidewalks, transit, and roads needed to support the development of the Central Oshawa P.M.T.S.A. A core purpose of the Integrated M.T.S.A. Study is to reduce the dependency on single use automobiles.</p> <p>It should be noted that the Integrated M.T.S.A. Study is being completed by 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 noted above.</p>

Subject	Comment	Response
Multimodal Transportation Options	There was a strong support in the comments to reduce automobile dependency and the prevalence of surface parking lots.	<p>Noted. One of the Guiding Principles for the Integrated M.T.S.A. Study is to “Integrate Travel Equity, Choice, and Safety.” The vision includes that “Auto-dependency will be reduced by offering a variety of multi-modal options”.</p> <p>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> <p>Once a preferred solution for land use, density and transportation has been chosen in Stage 3 of the Integrated M.T.S.A. Study, the team will work with the Region of Durham to determine what an appropriate mode share is for the Study Area.</p>
Transit Connectivity	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 all areas of the City by local transit routes.	<p>Noted. The City is neither responsible for nor has jurisdiction over the 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 Lakeshore East GO Rail Extension to Bowmanville will not necessitate terminating VIA Rail or GO Rail service to the D.C. Oshawa GO Station. Rather, the GO Rail Services would pass through the D.C. Oshawa GO Station and continue eastward through Oshawa to Bowmanville.</p> <p>However, City staff will make every effort to communicate all comments concerning the D.C. Oshawa GO Station to Metrolinx at every opportunity available, including during stakeholder and Technical Advisory Committee (“T.A.C.”) discussions, which Metrolinx attends.</p>

Subject	Comment	Response
Transit Connectivity	Concerns were raised with respect to how existing transit would integrate with the future Central Oshawa GO Station.	<p>As noted above, the City is neither responsible for nor has jurisdiction over GO Rail service or ancillary transit service connections to the future Central Oshawa GO Station. As a result, staff's ability to influence the usage and connectivity of this station is limited.</p> <p>However, City staff will make every effort to communicate all comments concerning 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>
Transit Connectivity	Commenters asked if the Integrated M.T.S.A. Study will incorporate the Region of Durham's plans for Simcoe Street Rapid Transit.	Yes. The Project Team for the Integrated M.T.S.A. Study is looking at how to support the planned investment in rapid transit on Simcoe Street, and is working with the Project Team at the Region of Durham to understand what is needed for both projects.

Subject	Comment	Response
Parks and Green Spaces	<p>Commenters expressed concern with respect to how the proposed increase in density would be balanced with an increase in parks and green space. Commenters also asked if the design would include trees on boulevards.</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 make appropriate recommendations for future parkland acquisition, improvements to existing parks space, and addition of trails and multi-use paths and other recreational areas. Additionally, staff are advancing design work in 2023 to allow for the redevelopment and expansion of Elena Parkette in 2024.</p> <p>As part of the planning process in reviewing development applications, the City will review opportunities to secure additional parkland. Different development proposals will have differing abilities to provide parkland depending on their size and density.</p> <p>The Urban Design Plan and Implementation Guidelines will provide guidance with respect to boulevards and street trees. They will be used to evaluate future development applications and determine the appropriate provisions of boulevard trees and other greenery/landscaping.</p>
One-way Streets	<p>Comments were made with respect to the future of the one-way streets in the Study Area.</p>	<p>The Project Team has direction through the Terms of Reference for the Integrated M.T.S.A. Study to look at the existing one-way streets within the Study Area, and determine the best solution for the future of these particular streets.</p>

Subject	Comment	Response
Displacement of existing residents	<p>Concerns were raised with respect to existing residents being “bought out” or displaced by real estate developers and/or new residents.</p> <p>Concern was also raised with respect to those in the Study Area without housing. Commenters asked if provisions were being made for those without housing in the Study Area.</p>	<p>The provision of housing support and/or services to the unhoused population is outside of the scope of the Integrated M.T.S.A. Study, as social services and housing under the jurisdiction of the Region of Durham. Notwithstanding this, the 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 land use permissions would not preclude the legality of the existing uses in place prior to the implementation of these changes.</p>
Noise and Vibration Impacts	Concerns were raised with respect to the impact the Lakeshore East GO Rail Extension to Bowmanville 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 GO Rail Service 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
Built Cultural Heritage Value or Interest	<p>Comments were made in support of the protection of built cultural heritage resources in the Study Area.</p> <p>Comments desired protection of the former “Adelaide House” at 33 McGrigor Street and the former “Ritson Public School” at 300 Ritson Road South, and sought to understand how historic buildings could be integrated with development.</p> <p>Members of the public requested examples of the preservation and adaptive reuse of schools and other historic buildings in other cities.</p>	<p>Noted. Parsons will be making recommendations with respect to the preservation of resources of cultural heritage value or interest in Stages 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>The three (3) Land Use Alternatives show the potential of what could be developed, and do not presume the destruction of the existing context. The Integrated M.T.S.A. Study will provide recommendations on the protection of cultural heritage assets, as well as mitigation measures to limit the impact of new developments on existing neighbourhoods.</p> <p>The Project Team will also provide examples of the preservation and adaptive reuse of schools and other historic buildings at P.I.C. 3.</p>

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 Company 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 Company Building façade into the eventual redevelopment of the site.</p>
Education	<p>Comments were submitted expressing concern with the increase in school-age population in the Study Area and surrounding neighbourhoods, and the existing and future capacities for educational facilities.</p>	<p>The Project Team cannot speak on behalf of the school boards regarding closing schools or building new schools, as they are a separate entity to the City of Oshawa.</p> <p>Notwithstanding the above, the local school boards are stakeholders in the Integrated M.T.S.A. Study and are being consulted. As well, the City ensures that when new developments are proposed, the local school boards are given an opportunity to provide comments. This also allows them the opportunity to plan accordingly with respect to adding capacity and/or planning new schools.</p> <p>Additionally, Economic and Development Services staff are investigating with the applicants at 144 and 155 First Avenue the possibility to include community uses such as schools, daycares, community centres and libraries as part of a mixed-use building within their proposal.</p>

Subject	Comment	Response
Timing	<p>Comments were made that, recently, most development and investment in Oshawa has been concentrated in other areas of the City, whereas Central Oshawa has not received significant investments in 30-50 years.</p> <p>Commenters desired to understand why investment would come to Central Oshawa now, when it hasn't come previously.</p>	<p>A key deliverable of the Integrated M.T.S.A. Study will be recommendations for amendments to the City of Oshawa Official Plan and Zoning By-law. The implementation of these amendments will streamline development approvals to allow the area to redevelop at a faster pace.</p> <p>Notwithstanding the above, it is important to note that the Study Area is an existing urban area, with existing neighbourhoods and businesses, an existing transportation network, and existing services and utilities. Greenfield areas, like in north Oshawa, possess a simpler and faster path to redevelopment. It is expected that the Study Area would redevelop over the course of the next 50 years, and it would not be a fast-paced wholesale change as is seen in greenfield areas. However, it is important to note that the delivery of the new Central Oshawa GO Station is anticipated to serve as a strong catalyst for redevelopment with the Study Area.</p> <p>Additionally, the City of Oshawa, and the Greater Toronto Area as a whole, has seen a significant market shift recently in favour of medium and high density housing, and infill in existing neighbourhoods. The M.T.S.A. has been targeted by local, Regional, and Provincial authorities as a designated location to accommodate this demand for infill of medium and high density redevelopment.</p>
Development Permissions	<p>Commenters sought to understand the status of development permissions for the Study Area.</p>	<p>Currently, all development applications in the Study Area are being processed through the planning process, but often the proposals are asking for densities and heights that are not permitted in the Zoning By-law or Oshawa Official Plan.</p> <p>An objective of the Integrated M.T.S.A. Study is to recommend appropriate density targets and/or heights on a site-by-site basis. This would allow for the consideration of future development applications to be streamlined, as height and density will have already been considered and defined through the Integrated M.T.S.A. Study.</p>

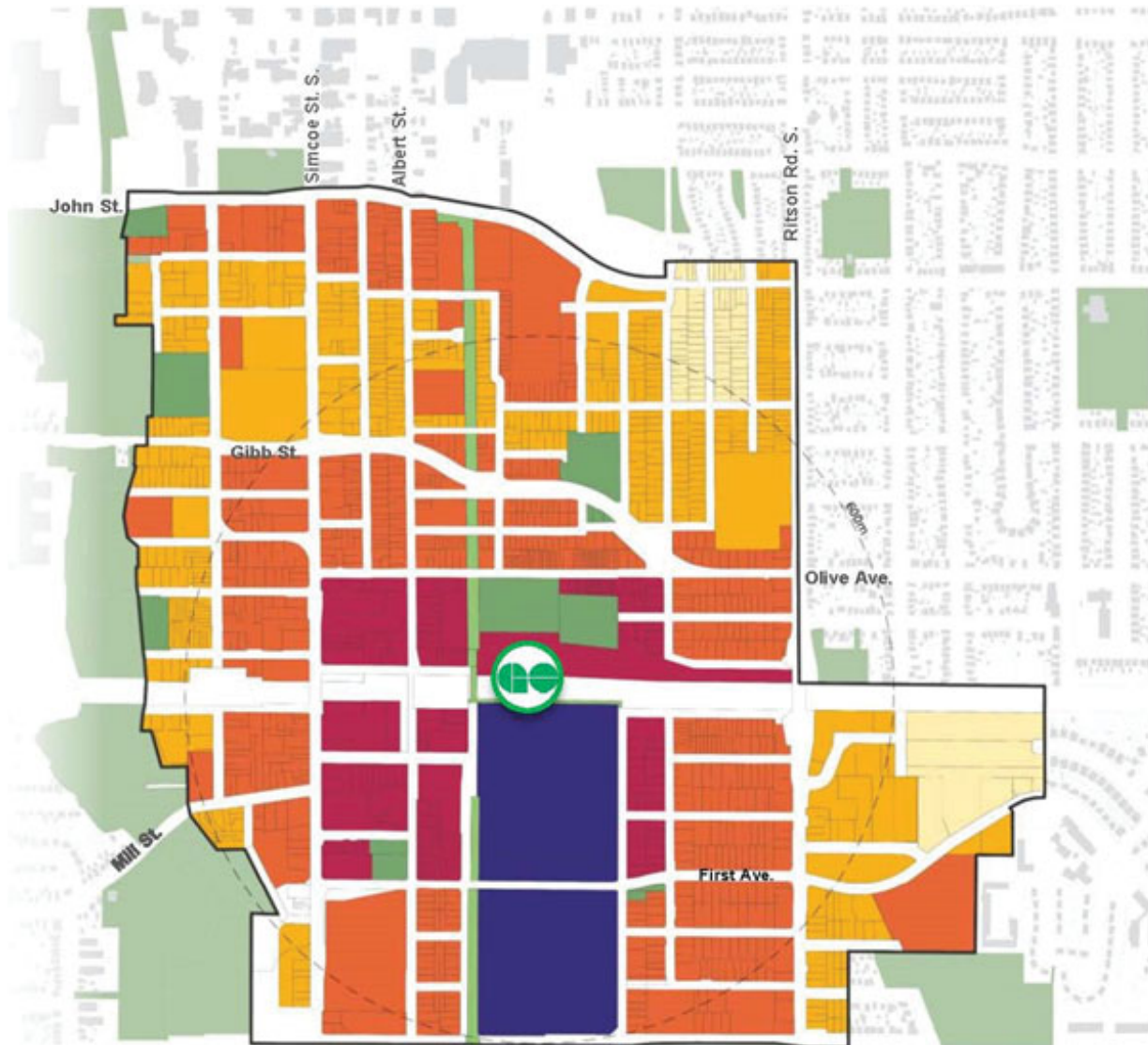
Subject	Comment	Response
Development Permissions, Timing	Commenters asked if there was a timeline as to when amendments to the Oshawa Official Plan and Zoning By-law would be approved, once the Integrated M.T.S.A. Study has concluded.	<p>The final report for the Integrated M.T.S.A. Study is anticipated to be presented to City Council in Spring 2024. Following approval by City Council, City Staff would implement the Study recommendations, including potential amendments to the Oshawa Official Plan and Zoning By-law.</p> <p>Depending on the recommendations of the Study, a number of different public consultations and Environmental Assessment processes could follow. The timing of implementing the recommendations is highly dependant on the content of the recommendations – certain recommendations will have short turnarounds (i.e. 6 to 12 months), whereas others will come to fruition over a number of years.</p>
Infrastructure Costs	Commenters asked if developers were responsible for the financial implications of redevelopment, or if the City was paying for additional infrastructure through property taxes and/or funding from other levels of government?	The majority of the investment and infrastructure recommended through the Integrated M.T.S.A. Study would be incorporated into the City's Development Charge Bylaw, allowing for it to be funded by development.

Subject	Comment	Response
Property Values	<p>Commenters asked if property values would increase because of the Integrated M.T.S.A. Study.</p>	<p>Increase/decrease in land value is not a layer of consideration of the Integrated M.T.S.A. Study, nor is it typically considered in any process under the Planning Act.</p> <p>Notwithstanding the above, it is worth noting that, generally, transit investments such as new stations create an uplift in land values. Land value in the Downtown Oshawa Urban Growth Centre and the Central Oshawa M.T.S.A. should benefit from both the Central Oshawa GO Station, and planned rapid transit corridors along both Simcoe Street (the Simcoe Rapid Transit project) and King Street (the Durham-Scarborough Bus Rapid Transit).</p>
Requests for Additional Density	<p>The Project Team received several site specific requests for additional density to be designated in future land use alternatives.</p> <p>These requests generally supported additional density:</p> <ul style="list-style-type: none"> ▪ Along Simcoe Street South, south of the C.P. Rail corridor; ▪ East of Ritson Road South, north of Dean Avenue; and, ▪ South and west of the Central Oshawa GO Station (500 Howard Street). 	<p>Noted. Requests for additional density will be considered as the Integrated M.T.S.A. Study advances, and will be evaluated in the context of the overall Integrated M.T.S.A. Study.</p>

Title: Land Use Alternative 1: "GO Station Transit Oriented Development Centre"
 Subject: Results of Stage 2 of the Integrated Major Transit Station Area Study for Central Oshawa
 Ward: Wards 4 and 5
 File: 12-03-0263



City of Oshawa
 Economic and Development Services



JOBS

7,500



RESIDENTS

45,000



HOMES

22,500

PEOPLE & JOBS
/ Ha (GROSS)

310

Net ppl&j/ha

<150	very low density
150-300	low density
300-600	mid density
600-800	high density
>800	very high density

NOTE: 25% of development lands anticipated to not fully build-out (10% for public uses, 15% for existing to remain)

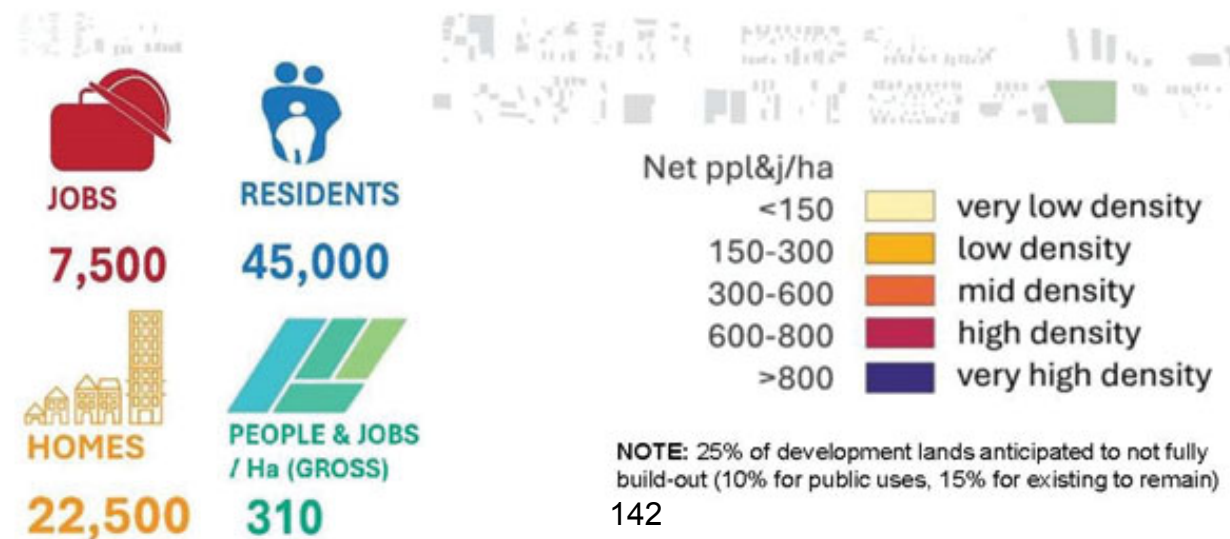
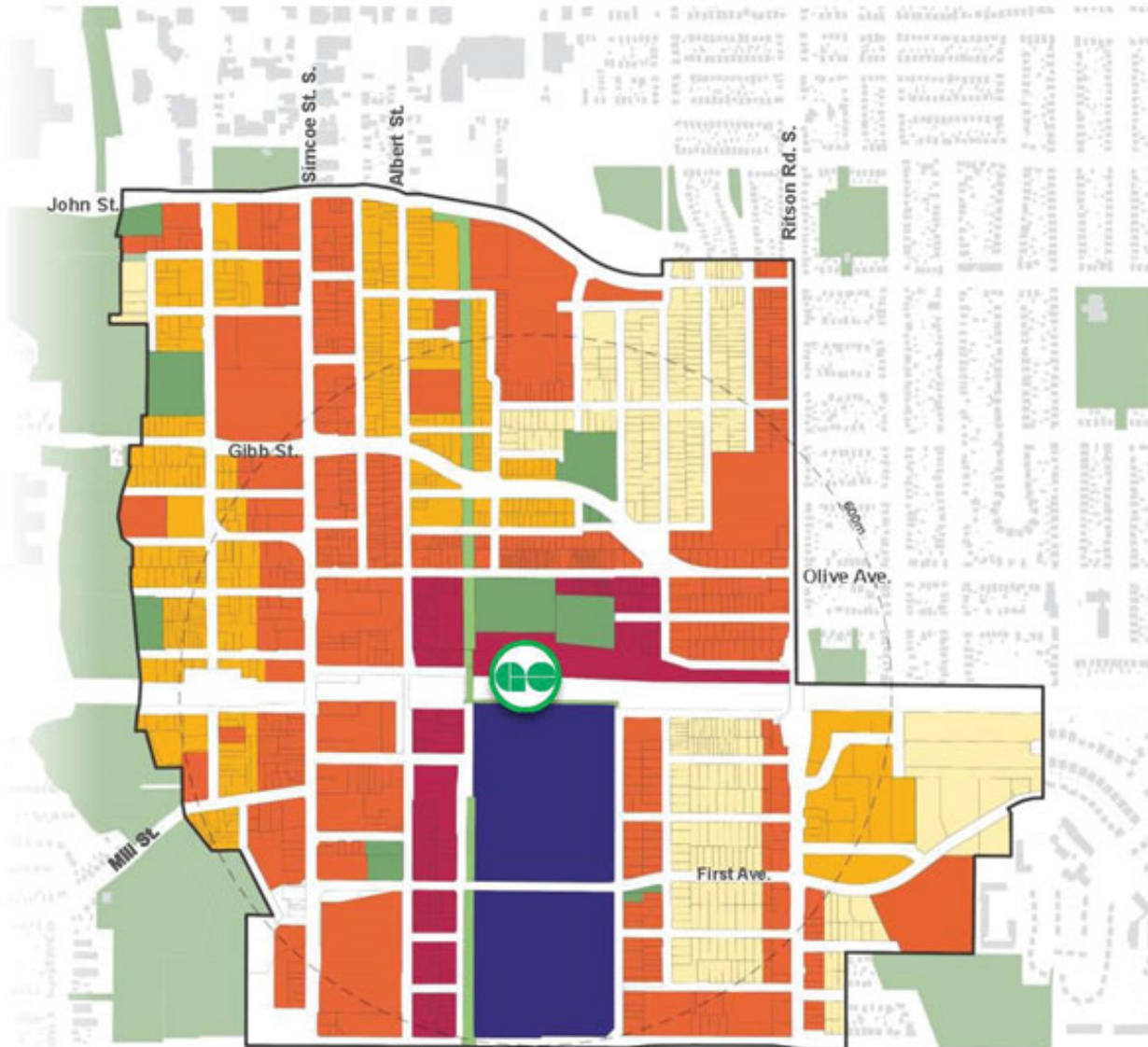
Title: Land Use Alternative 2:
 "Mid-rise High Streets & Transit Oriented Development Centre"

Subject: Results of Stage 2 of the Integrated Major Transit Station Area Study for Central Oshawa

Ward: Wards 4 and 5

File: 12-03-0263

City of Oshawa
 Economic and Development Services



Title: Land Use Alternative 3: "Bridging to Downtown"

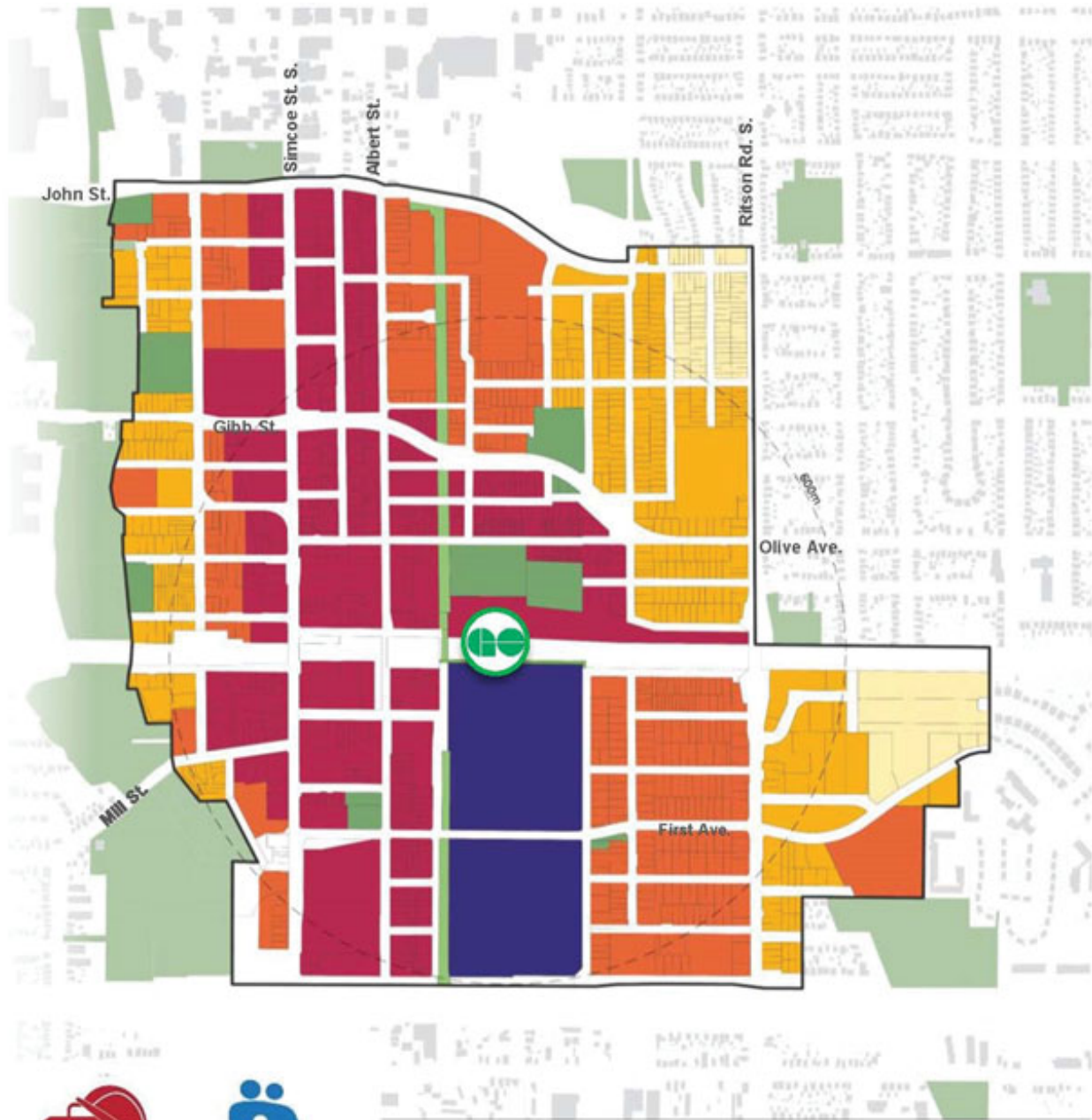
Subject: Results of Stage 2 of the Integrated Major Transit Station Area Study for Central Oshawa

Ward: Wards 4 and 5

File: 12-03-0263



City of Oshawa
Economic and Development Services

**JOBS****8,500****RESIDENTS****51,000****HOMES****25,000****PEOPLE & JOBS
/ Ha (GROSS)****350**

Net ppl&j/ha

<150

150-300

300-600

600-800

>800

very low density

low density

mid density

high density

very high density

NOTE: 30% of development lands anticipated to not fully build-out (15% for public uses, 15% for existing to remain)

To: Economic and Development Services Committee

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

Report Number: ED-23-153

Date of Report: September 6, 2023

Date of Meeting: September 11, 2023

Subject: Application under the Urban Growth Centre Community
Improvement Plan, 87 Simcoe Street North, 2736516 Ontario
Inc.

Ward: Ward 4

File: 12-04-2109

1.0 Purpose

The purpose of this Report is to obtain City Council direction with respect to an application submitted by 2736516 Ontario Inc. under the City's Urban Growth Centre Community Improvement Plan (the "C.I.P.") for an Increased Assessment Grant ("I.A.G.") to facilitate its proposed development at 87 Simcoe Street North (the "Site").

Attachment 1 is a map showing the location of the Site and the existing zoning for the area.

2.0 Recommendation

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

1. That, pursuant to Report ED-23-153 dated September 6, 2023, the application submitted by 2736516 Ontario Inc. under the City's Urban Growth Centre Community Improvement Plan for an Increased Assessment Grant be approved in accordance with the comments in said Report.
2. That, pursuant to Report ED-23-153 dated September 6, 2023, 2736516 Ontario Inc. enter into an agreement with the City under the City's Urban Growth Centre Community Improvement Plan in a form and content satisfactory to the Commissioner of Economic and Development Services and the City Solicitor.

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 Urban Growth Centre Community Improvement Plan

On May 2, 2016, City Council adopted the Urban Growth Centre C.I.P. The C.I.P. is intended to encourage economic development in the Downtown Oshawa Urban Growth Centre through a variety of grant programs. The C.I.P. was advanced owing to the identification of downtown Oshawa as an Urban Growth Centre in the Provincial Growth Plan for the Greater Golden Horseshoe.

The C.I.P. specifies that an I.A.G. may be provided on a sliding scale for part or all of the increase in City taxes attributable to the improvement of a property located within the Urban Growth Centre Community Improvement Project Area. More specifically, an I.A.G. can be used to reimburse a property owner, on a declining basis over a 9-year period (e.g. 90% in year 1, 80% in year 2, 70% in year 3, etc.), a portion of the increased property taxes resulting from the successful development or redevelopment of a site. A grant is only paid following the completion of work, a final successful building inspection and the payment in full of property taxes for each year. The I.A.G. does not include the Regional or education portion of property taxes.

An I.A.G. is provided to the registered owner of the property or the declarant of a condominium on an annual basis. The declarant is the original developer that constructed the development.

The I.A.G. applies to the construction/creation of residential, non-residential and mixed-use buildings that result in an increase in assessed value. Any application for an I.A.G. must be approved by Council.

The C.I.P. also specifies that the terms and conditions of any grant program and administrative procedures may be changed, altered, amended or modified by the City on a case-by-case basis.

5.2 Proposed Development

The building on the Site is currently vacant.

The proposed redevelopment of the Site being advanced by 2736516 Ontario Inc. contemplates:

- Converting an existing vacant building from its current retail and office use to a new mixed-use building featuring commercial and residential uses.

- The main floor will have one commercial unit fronting onto Simcoe Street North, maintaining the existing commercial entrance and four studio apartments (one of these apartments will be accessible).
- The second floor will be converted to five studio apartments.
- The basement will have one three-bedroom apartment along with a storage area.
- A total of ten new residential units will be created.

The owner intends to initiate construction in 2023. Given that the proposed development only involves repurposing an existing building and does not propose more than ten (10) dwelling units, the proposal is not subject to an application for site plan approval.

5.3 Application for an Increased Assessment Grant under the Urban Growth Centre Community Improvement Plan

2736516 Ontario Inc. has recently applied for an I.A.G. for the proposed redevelopment of the Site.

2736516 Ontario Inc. has advised that approval of the I.A.G. will allow them to advance the final budgeting for this project.

The 2022 assessment of the Site is \$647,000 equating to City taxes of \$5,300 per year based on the 2022 Commercial tax rate.

Based on the best information available, 2736516 Ontario Inc. has estimated the post development assessed value of the project to be ±\$2,100,000.

Accordingly, it is estimated that the City will realize taxes of ±\$7,800 per year upon completion of the proposed development based on the 2022 tax rate.

Finance Services estimates that the requested I.A.G. for the Site under the C.I.P. will be approximately \$35,400 over a nine (9) year period. However, the specific amount of the grant will not be known until the project is completed and the actual new assessment value is determined.

The analysis is based on the 2022 tax rate and has assumed a consistent rate for the purposes of the analysis.

Finance Services also advises that the City will receive approximately \$119,000 in taxes during the same nine (9) year grant period for the project.

In addition, the maximum value of the I.A.G. is \$35,400 paid over a 9 year period based on the 2022 assessment as illustrated in Table 1 below:

Table 1: Value of Increased Assessment Grant

Year	Yearly Percentage	Value of Grant
Year 1	90%	\$7,100
Year 2	80%	\$6,300
Year 3	70%	\$5,500
Year 4	60%	\$4,700
Year 5	50%	\$3,900
Year 6	40%	\$3,100
Year 7	30%	\$2,400
Year 8	20%	\$1,600
Year 9	10%	\$800

Staff has no objection to the approval of the subject I.A.G. application, as it:

- Conforms with the City's Urban Growth Centre C.I.P.;
- Implements intensification and development on underutilized lands within the City's Downtown Urban Growth Centre consistent with the Provincial Growth Plan and Oshawa Official Plan;
- Advances the implementation of residential strategies contained within Oshawa's Plan Twenty 30;
- Increases the provision of a broader range of accommodation in the Downtown;
- Encourages development that may not otherwise occur; and
- Facilitates construction jobs and material purchases.

Should the I.A.G. application be approved, it is recommended that the owner be required to enter into an agreement with the City to ensure that certain criteria are met. These include, but are not limited to, the following:

- The property, including any building, must be maintained in accordance with the Property Standards By-law 1-2002, as amended ("Property Standards By-law") and the Ontario Building Code Act, 1992, S.O. 1992, c.23 ("Building Code Act") during the period of the Grant;
- The owner shall continuously comply with any City agreement; and,
- Any other appropriate criteria considered advisable by the City Solicitor and Commissioner of Economic and Development Services.

6.0 Financial Implications

The City currently receives \$5,300 in taxes per year for the Site based on the 2022 Commercial tax rate.

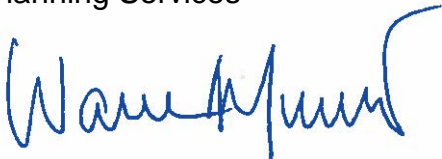
As the amount of the grant starts to decline, the City will realize increased incremental taxation revenue for each year to a time when approximately \$13,100 per year tax revenue for the City will be realized for the project, based on the 2022 new Multi-Residential Property tax rate. This is an increase of approximately \$7,800 in taxes per year based on the 2022 predevelopment assessment.

7.0 Relationship to the Oshawa Strategic Plan

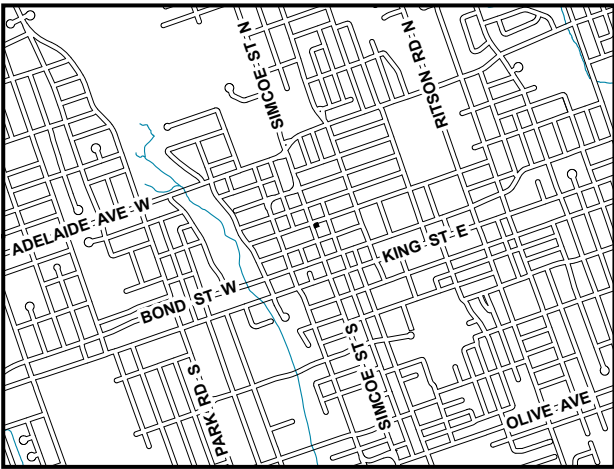
The Recommendation advances the Economic Prosperity and Financial Stewardship goal of the Oshawa Strategic Plan.



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



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

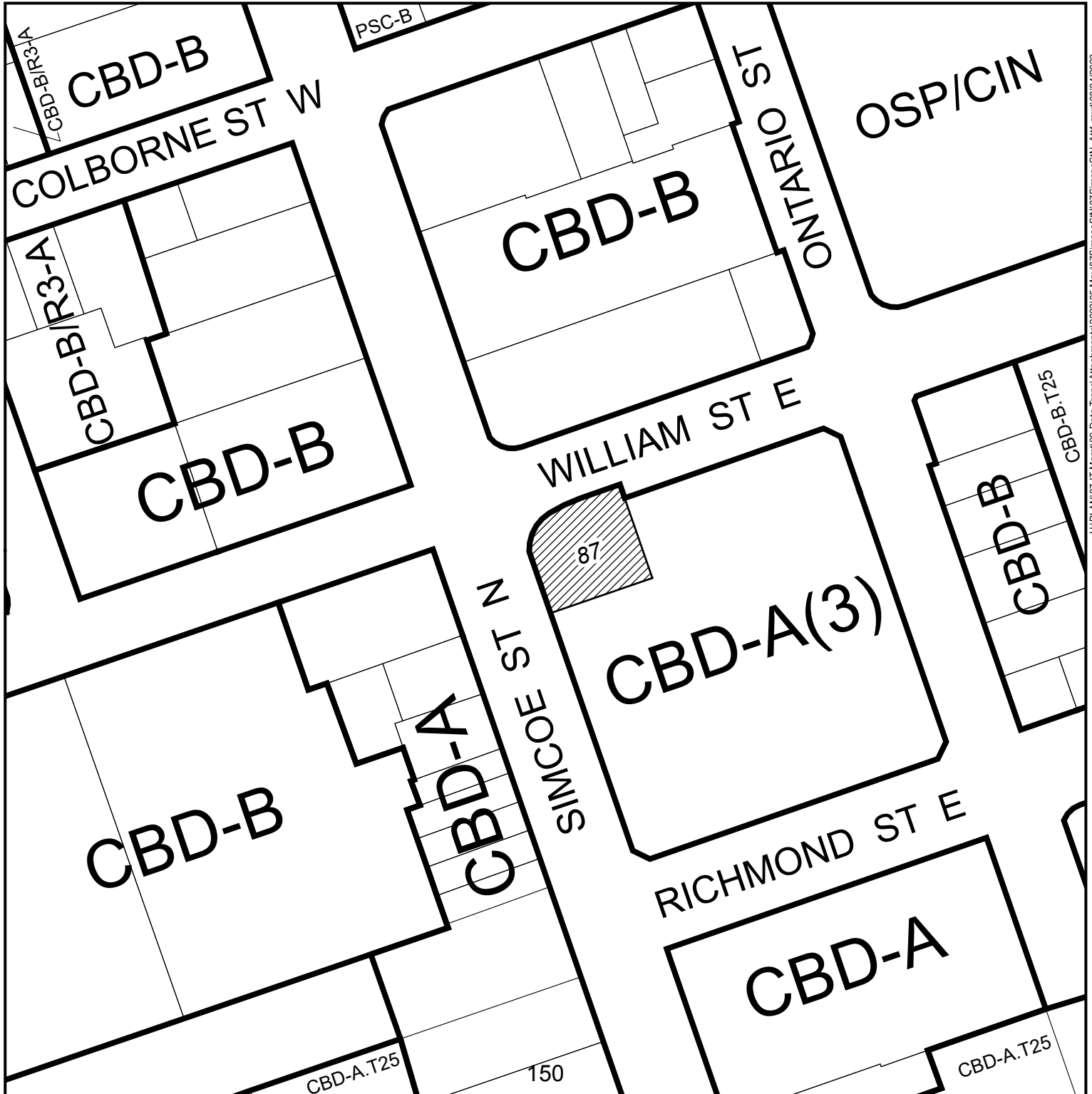


Subject: Application under the Urban Growth Centre
Community Improvement Plan,
87 Simcoe Street North, 2736516 Ontario Inc.

Ward: Ward 4
File: 12-04-2109



Subject Site



ED-23-164

From: Jason Rand <MFIPPA 14(1)>
Sent: Tuesday, August 29, 2023 1:28 PM
To: clerks <clerks@oshawa.ca>
Subject: Flood Properness - Plans - Planning Act - 144 and 155 First Ave

Hello,

For the meeting that is happening Sept 11th, for the Planning Act - 144 and 155 First Ave, to build the multi-use housing and buildings.

I find it fantastic that Oshawa is growing, but also with all these new developments is it required to have any plans for future flooding risk and resolutions ie; Build in channels to move the flood waters away from the area or is there a % of the development that must have a specific amount of tree's or greenery

The last few heavy rains I've see the current water system overflow, and from what I read from environmentalist that it's only going to get worse.

Thanks

Jason
Oshawa

To: Economic and Development Services Committee

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

Report Number: ED-23-159

Date of Report: September 6, 2023

Date of Meeting: September 11, 2023

Subject: Applications to Amend the Oshawa Official Plan and Zoning
By-law 60-94 and for approval of a Draft Plan of Subdivision,
144 and 155 First Avenue, First Avenue Investments (Oshawa)
Inc.

Ward: Ward 5

File: OPA-2023-02, Z-2023-05, S-O-2023-02

1.0 Purpose

The purpose of this Report is to provide background information for the Planning Act public meeting on the applications submitted by Fotenn Consultants Inc. (the “Applicant”) on behalf of First Avenue Investments (Oshawa) Inc. (the “Owner”) to amend the Oshawa Official Plan (the “O.O.P.”) (File: OPA-2023-02) and Zoning By-law 60-94, as amended, (File: Z-2023-05) and for approval of a draft plan of subdivision (File: S-O-2023-02) to permit eight (8) development blocks featuring multiple towers ranging in height from 14 to 42 storeys, 5,435 residential units, approximately 5,873 square metres (63,216.45 sq. ft.) of ground related commercial floor space, a 0.52 hectare (1.28 ac.) public park, two (2) road widening blocks and private roads located at 144 and 155 First Avenue (the “Subject Site”).

The Owner intends to register the proposed development blocks as condominiums. In the event the subject applications to amend the O.O.P. and Zoning By-law 60-94, as amended, and for approval of a draft plan of subdivision are approved, the Owner will be required to submit applications for approval of draft plans 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 draft plan of subdivision S-O-2023-02 submitted by the Applicant.

Attachment 3 is a copy of the proposed site plan at roof level submitted by the Applicant.

Attachment 4 is a list of the uses permitted in the GI and GI(1) (General Industrial) Zones.

Attachment 5 is a list of the uses proposed in the site-specific PCC-C (Planned Commercial Centre) Zone requested 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 signs giving notice of the applications have been posted on the Subject 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 September 8, 2023.

On November 4, 2022, the Applicant and Owner hosted an open house at the Royal Canadian Legion Branch 43 (471 Simcoe Street South) to present the development proposal for the Subject Site to the community and receive public feedback. The Applicant advertised the open house with signs on the Subject Site, and this Department facilitated the distribution of notices to property owners for that open house at the Applicant's cost. City staff also attended the open house to observe the proceedings.

2.0 Recommendation

That, pursuant to Report ED-23-159 dated September 6, 2023, concerning the applications submitted by Fotenn Consultants Inc. on behalf of First Avenue Investments (Oshawa) Inc. to amend the Oshawa Official Plan (File: OPA-2023-02) and Zoning By-law 60-94 (File: Z-2023-05) and for approval of a draft plan of subdivision (File: S-O-2023-02) to permit eight (8) development blocks featuring multiple towers ranging in height from 14 to 42 storeys, 5,435 residential units, approximately 5,873 square metres (63,216.45 sq. ft.) of ground related commercial floor space, a 0.52 hectare (1.28 ac.) public park, two (2) road widening blocks and private roads located at 144 and 155 First Avenue, 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 applications 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 applications.

5.0 Analysis

5.1 Background

The Subject Site is generally located on the north and south sides of First Avenue, between Howard Street and Front Street, and is municipally known as 144 and 155 First Avenue, respectively (see Attachment 1).

The lands on the south side of First Avenue, municipally known as 155 First Avenue, are the site of a former industrial facility owned by PPG Canada Inc. Previous applications to amend the O.O.P. and Zoning By-law 60-94, as amended, to permit a flea market and professional offices at 155 First Avenue were approved by Oshawa City Council in 2014 but no development involving these uses ever proceeded. The property has since been sold to the current Owner and the former industrial buildings have recently been demolished, leaving the site vacant.

The lands on the north side of First Avenue, municipally known as 144 First Avenue, have historically been used as a parking lot for the uses at 155 First Avenue.

The lands immediately north of 144 First Avenue, municipally known as 500 Howard Street, are owned by Metrolinx and intended to be used for the future Central Oshawa GO Train Station.

The following is background information concerning the subject applications:

Item	Existing	Requested/Proposed
Oshawa Official Plan Designation	Industrial – Regeneration Area within the Downtown Oshawa Main Central Area and the Central Oshawa Transportation Hub, subject to a site specific policy that also permits a flea market at 155 First Avenue	Planned Commercial Centre within the Downtown Oshawa Main Central Area and the Central Oshawa Transportation Hub, subject to a site specific policy to permit the proposed residential density
Zoning By-law 60-94	144 First Avenue: GI (General Industrial)	Appropriate OSP (Park Open Space) and PCC (Planned Commercial Centre) Zones to implement the proposed development with site

Item	Existing	Requested/Proposed
	155 First Avenue: GI(1) "h-51" (General Industrial)	specific conditions to permit certain performance standards relating to matters such as, but not necessarily limited to, a scoped list of permitted commercial uses, minimum first floor height for non-residential uses, minimum street frontage for buildings, minimum building setbacks, minimum separation distance between portions of buildings ten (10) storeys or higher, minimum width of a private street, maximum floor plate area for any portion of a building greater than ten (10) storeys in height, increased residential density, increased balcony projections, increased building height, reduced required parking and location of parking, including permission for a below grade parking structure to be located under a portion of the proposed park.
Use	144 First Avenue: Surface paved parking lot 155 First Avenue: Vacant (former industrial use)	144 First Avenue: Block 1: a mixed use building with 3 storey, 9 storey and 30 storey sections, containing 429 apartment units [277 one bedroom ("1B") units and 152 two bedroom ("2B") units] and 1,860 sq. m. (20,021.53 sq. ft.) of ground floor commercial floor space. Block 2: a mixed use building with 3 storey, 9 storey and 26 storey sections, containing 367 apartment units [230 1B units and 137 2B units] and 1,677 sq. m. (18,051.67 sq. ft.) of ground floor commercial floor space. 155 First Avenue: Block 3: a mixed use building with 3 storey, 4 storey, two 9 storey, 22 storey and 32 storey sections, containing 761 apartment units [424 1B units, 320 2B units and 17 three bedroom ("3B") units] and 1,246 sq. m. (13,412.27 sq. ft.) of ground floor commercial floor space. Block 4: a mixed use building with 3 storey, 4 storey, two 9 storey, 14 storey and 26 storey sections, containing 529 apartment units [299 1B units, 206 2B units and 24 3B units]

Item	Existing	Requested/Proposed
		<p>and 1,090 sq. m. (11,733.05 sq. ft.) of ground floor commercial floor space.</p> <p>Block 5: an apartment building with 3 storey, 4 storey, two 9 storey, 29 storey and 34 storey sections, containing 874 apartment units [596 1B units, 241 2B units and 37 3B units].</p> <p>Block 6: an apartment building with two 2 storey, 3 storey, 9 storey, 18 storey and 28 storey sections, containing 669 apartment units [402 1B units, 236 2B units and 31 3B units].</p> <p>Block 7: an apartment building with 4 storey, 5 storey, 9 storey, 34 storey and 42 storey sections, containing 983 apartment units [667 1B units, 274 2B units and 42 3B units].</p> <p>Block 8: an apartment building with 3 storey, 4 storey, two 9 storey, 23 storey and 37 storey sections, containing 823 apartment units [559 1B units, 235 2B units and 29 3B units].</p> <p>Block 9: 0.52 hectare (1.28 ac.) public park.</p>

The following land uses are adjacent to the Subject Site:

- **North** Future Central Oshawa GO Train Station at the former Knob Hill Farms site, currently containing a GO parking lot and the vacant former Knob Hill Farms building
- **South** Former Jackson Avenue road allowance (now closed) owned in part by the City with the remainder owned by the Ministry of Transportation, beyond which is Highway 401
- **East** Howard Street, beyond which are single detached dwellings and converted dwellings fronting on the east side of Howard Street, and Howard Park occupying the south side of First Avenue between Howard Street and Drew Street
- **West** Michael Starr Trail, beyond which are Front Street and single detached dwellings and converted dwellings fronting onto the west side of Front Street

The following are the proposed development details for the Subject Site:

Site Statistics Item	Measurement
Lot Frontage on First Avenue	<p>144 First Avenue: 234.60m (769.69 ft.)</p> <p>155 First Avenue: 238.50m (782.48 ft.)</p>

Site Statistics Item	Measurement
Gross Area of Draft Plan (inclusive of road widenings and public park)	7.03 ha (17.37 ac.)
Net Area of Draft Plan (exclusive of road widenings and public park)	6.24 ha (15.42 ac.)
Net Residential Density of Proposed Apartment Dwellings	Block 1: 759.29 u/ha (307.43 u/ac.) Block 2: 705.36 u/ha (285.48 u/ac.) Block 3: 849.24 u/ha (343.75 u/ac.) Block 4: 675.87 u/ha (273.55 u/ac.) Block 5: 893.30 u/ha (361.56 u/ac.) Block 6: 726.86 u/ha (294.17 u/ac.) Block 7: 1185.91 u/ha (479.96 u/ac.) Block 8: 1103.96 u/ha (446.63 u/ac.) Combined: 871 u/ha (352.46 u/ac.)
Number of Proposed Apartment Units	Block 1: 429 (277 1B, 152 2B) Block 2: 367 (230 1B, 137 2B) Block 3: 761 (424 1B, 320 2B, 17 3B) Block 4: 529 (299 1B, 206 2B, 24 3B) Block 5: 874 (596 1B, 241 2B, 37 3B) Block 6: 669 (402 1B, 236 2B, 31 3B) Block 7: 983 (667 1B, 274 2B, 42 3B) Block 8: 823 (559 1B, 235 2B, 29 3B) Total: 5,435 (3,454 1B, 1,801 2B, 180 3B)
Total Ground Floor Commercial Floor space	Block 1: 1,860 sq. m. (20,020.87 sq. ft.) Block 2: 1,677 sq. m. (18,051.08 sq. ft.) Block 3: 1,246 sq. m. (13,411.83 sq. ft.) Block 4: 1,090 sq. m. (11,732.66 sq. ft.) Block 5: 0 Block 6: 0 Block 7: 0 Block 8: 0 Total: 5,873 sq. m. (63,216.45 sq. ft.)
Area of Proposed Public Park (Block 9)	0.52 ha (1.28 ac.)
Parking Spaces Required	Residential (Condominium): 7,881 spaces for residents plus 1,631 spaces for visitors (1.45 spaces per unit for residents and 0.3 spaces per unit for visitors) Commercial: 245 spaces (1 space for every 24 sq. m. of gross floor area) Total Parking Required: 9,757 spaces

Site Statistics Item	Measurement
Parking Spaces Provided	Residents: 3,655 spaces (0.67 spaces per unit) Visitor plus Commercial: 916 spaces (0.17 spaces per unit) Total Parking Provided: 4,571 spaces
Bicycle Parking Provided	4,255 spaces

5.2 Oshawa Official Plan

The Subject Site is designated as Industrial within the Downtown Main Central Area in the O.O.P. Further, it is located within the portion of the Downtown Main Central Area identified in the O.O.P. as the Central Oshawa Transportation Hub. The O.O.P. also identifies the Subject Site as a Regeneration Area. That portion of the Subject Site municipally known as 155 First Avenue (south side of First Avenue) is also subject to Site Specific Policy 2.4.5.18 in the O.O.P.

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, and 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.

That portion of the Subject Site municipally known as 155 First Avenue (south side of First Avenue) is subject to Site Specific Policy 2.4.5.18 which reads as follows:

“2.4.5.18 Notwithstanding any policy of this Plan to the contrary, a flea market shall be a permitted use at 155 First Avenue subject to any relevant policies of this Plan and the inclusion of appropriate provisions in the Zoning By-law.”

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 Applicant has requested that the Subject Site be redesignated from Industrial within a Regeneration Area to Planned Commercial Centre to permit the proposed residential/commercial mixed-use development.

The O.O.P. contains policies which establish various residential density types and provide general locational criteria for such densities. The proposed development would have a net residential density of approximately 871 units per hectare (352.46 u/ac.) which is greater than the High Density II Residential density type identified in the O.O.P. Nevertheless, the locational criteria for High Density II Residential development will be reviewed to assist in the analysis of the proposal.

Table 2 in the O.O.P. is a guideline that indicates that uses in the High Density II Residential category, which generally permits 150 to 300 units per hectare (60 to 120 u/ac.) in locations other than within the Downtown Oshawa Urban Growth Centre, are to be located as follows:

- (i) Generally located 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 or within Intensification Areas along Regional Corridors.
- (ii) 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 Downtown Main Central Area is intended to function in a complementary capacity but generally at a smaller scale than the Downtown Oshawa Urban Growth Centre, with a reciprocal emphasis on major office, retail, business, personal and administrative services, residential, institutional, recreational, cultural and entertainment uses. Development in the Downtown Main Central Area shall be planned to support an overall long-term density target of at least 75 residential units per gross hectare (30.35 residential units/gross ac.) and a Floor Space Index of 2.5.

O.O.P. Policy 2.1.2.4 specifies that the built form of new development within the Downtown Main Central Area outside of the Downtown Oshawa Urban Growth Centre shall consist of a wide variety of high-rise and mid-rise buildings, with some low-rise buildings, and buildings at corner locations shall generally be higher than buildings in mid-block locations. O.O.P. Policy 2.1.2.5 specifies that the minimum building height shall be three functional storeys.

As noted above, the Subject Site is also located within the Central Oshawa Transportation Hub identified on Schedule 'B-1', Transit Priority Network of the O.O.P. The Central Oshawa Transportation Hub is an area of influence surrounding the planned future Central Oshawa GO Station where different modes of transportation, including walking, cycling, and riding transit, are planned to come together seamlessly and where there will be an intensive concentration of working, living, shopping and/or playing. O.O.P. Policy 2.1.7.1 specifies that development in Transportation Hubs shall consist of a mix of land uses at higher densities, in a compact, intensive urban form, to facilitate the provision and use of transit, where the existing or planned commuter station is served by heavy rail.

O.O.P. Policy 3.3.3 specifies that development adjacent to a commuter station, including within a Transportation Hub, shall provide a broad mix of uses whose nature lends themselves to more intensive, compact development at higher densities, which are complementary in terms of scale, design and context to the support of transit services, and which are compatible with surrounding, stable, established development.

Policy 2.1.8.2 of the O.O.P. states, in part:

"2.1.8.2 One or more land use and urban design studies shall be undertaken by the City, in consultation with Metrolinx, the Region of Durham and other appropriate agencies, to prepare Master Land Use and Urban Design Plans and implementing guidelines for Transportation Hubs and areas adjacent to Commuter Stations in the City. The Master Land Use and Urban Design Plans will guide comprehensive *development* within Transportation Hubs and areas adjacent to Commuter Stations to ensure a high quality, coordinated urban *environment* where buildings, spaces and connections are designed with pedestrian priority. Master Land Use and Urban Design Plans shall be undertaken for the following areas:

- (a) The Central Oshawa Transportation Hub – the highly-connected, centralized location of this mobility hub within the Downtown Main Central Area, adjacent to the Downtown Oshawa Urban Growth Centre, provides a unique opportunity to create a vibrant district that serves as the origin, destination or transfer point for a significant portion of trips within the regional transportation system. Further to Policy 3.4.5 of this Plan, the Central Oshawa Transportation Hub also contains the Michael Starr Trail, a key structural corridor within the hub whose importance as a landmark element shall be emphasized through complementary design and built form. A Master Land Use and Urban Design Plan and implementing guidelines shall be prepared for this Transportation

Hub prior to substantial development or redevelopment of lands within the defined hub area shown on Schedule 'B-1';"

Policy 2.1.8.5 states:

"2.1.8.5 *Development* of lands within areas for which Master Land Use and Urban Design Plans are to be prepared may occur prior to the preparation of such studies, subject to the preparation of a comprehensive urban design study and urban design guidelines for the site with consideration to how the *development* integrates with abutting lands. The scope of the area to be included in the comprehensive urban design study shall be determined by the City."

The Applicant has prepared and submitted an urban design study for the Subject Site.

First Avenue, Drew Street and Albert Street are designated as Collector Roads on Schedule 'B', Road Network, of the O.O.P. Howard Street and Front Street are local roads. The existing sections of Etna Avenue, Second Avenue, Third Avenue and Lviv Boulevard are also local roads.

The policies and provisions of the O.O.P. will be considered during the further processing of the subject applications.

5.3 Zoning By-law 60-94

The portion of the Subject Site municipally known as 144 First Avenue is zoned GI (General Industrial) and the portion of the Subject Site municipally known as 155 First Avenue is zoned GI(1) "h-51" (General Industrial) in Zoning By-law 60-94, as amended (see Attachment 1).

The GI Zone permits a variety of industrial uses including, but not limited to the following:

- 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.

In addition to any GI Zone use, in any GI(1) Zone the following uses are also permitted:

- Flea market having a maximum total gross floor area of 9,278 square metres (99,867.56 sq. ft.); and,
- Professional office having a maximum total gross floor area of 965 square metres (19,387.20 sq. ft.).

The “h-51” holding symbol is in place on the GI(1) zoned portion of the Subject Site to ensure that the use of this area for a flea market does not proceed until the following conditions are satisfied:

- (a) Site plan approval is obtained from the City for both 144 and 155 First Avenue;
- (b) Satisfactory arrangements are made with the Region of Durham, Ministry of Transportation and the City on any transportation improvements (e.g. road widening, driveway entrance design, potential traffic signals, safe pedestrian crossing and related road improvements);
- (c) Stormwater management matters are addressed to the satisfaction of the City and the Central Lake Ontario Conservation Authority; and,
- (d) The environmental condition of the site is suitable for the proposed flea market use to the satisfaction of the City and Region of Durham.

The Applicant has submitted an application to amend Zoning By-law 60-94, as amended, to rezone the Subject Site from GI and GI(1) “h-51” to appropriate OSP (Park Open Space) and PCC (Planned Commercial Centre) Zones to permit 5,435 residential units and approximately 5,873 square metres (63,216.45 sq. ft.) of ground related commercial floor space in buildings as tall as 42 storeys, and a 0.52 hectare (1.28 ac.) public park. The proposed PCC zoning would include special regulations to permit certain performance standards relating to matters such as, but not necessarily limited to, a scoped list of permitted commercial uses, minimum first floor height for non-residential uses, street frontage for buildings, building setbacks, separation distance between portions of buildings ten (10) storeys or higher, width of a private street, maximum floor plate area for any portion of a building greater than ten (10) storeys in height, increased residential density, increased balcony projections, increased building height, reduced required parking and location of parking. The proposed OSP Zone would include a special regulation to permit a below grade parking structure (associated with the proposed apartment building on Block 8) under a portion of the proposed park.

A list of the proposed uses requested by the Applicant is provided in Attachment 5.

The subject applications will be reviewed against the provisions of Zoning By-law 60-94 during the further processing of the applications.

5.4 Integrated Major Transit Station Area Study for Central Oshawa

The Subject Site is located immediately south of the future Central Oshawa GO Train Station that is planned for 500 Howard Street. The future Central Oshawa GO Train Station is identified as a Future Commuter Station on Schedule ‘B-1’, Transit Priority Network, in the O.O.P. As noted in Section 5.2 of this Report, Section 2.1.8 of the O.O.P. specifically addresses the City’s intent to undertake a study to prepare a Master Land Use and Urban Design Plan and implementing guidelines for the Central Oshawa Transportation Hub, which has the future Oshawa GO Train station as its focus.

In 2022, the City of Oshawa initiated the Integrated Major Transit Station Area Study for Central Oshawa (“M.T.S.A. Study”) to advance the policy direction contained in the O.O.P. for the Central Oshawa Transportation Hub.

The Study Area is generally bounded by John Street, the future Eulalie Avenue extension, and Eulalie Avenue to the north, sections of Ritson Road South to the east, Highway 401 to the south, and the Oshawa Creek flood plain to the west. The Study Area also includes certain lands east of Ritson Road South that the Region of Durham proposes to add within the Central Oshawa M.T.S.A. but which are not part of the Central Oshawa “Transportation Hub” shown on Schedule ‘B-1’, Transit Priority Network, of the O.O.P. The Subject Site is located within the M.T.S.A. Study Area.

The MTSA Study is comprised of two parts:

1. A Master Land Use and Urban Design Plan with implementation guidelines; and,
2. An Area-Specific Transportation Master Plan that satisfies Phases 1 to 4 of the Municipal Class Environmental Assessment process.

The M.T.S.A. Study is currently in Stage 2 of 4. Stage 2 is intended to identify land use alternatives and transportation solutions. The second of four (4) planned Public Information Centres (P.I.C.) was held on June 28, 2023 to present information and gather feedback on the following:

- Three land use alternatives that have been developed for the Study Area;
- The draft future transportation analysis undertaken for the Study Area;
- The draft urban design plan and implementation guidelines; and,
- The evaluation criteria for the land use alternatives.

The September 11, 2023 Economic and Development Services Committee agenda includes a separate report (ED-23-167) presenting the findings of Stage 2 of the M.T.S.A. Study and seeking authorization to advance to Stage 3.

In Stage 3, a preferred land use plan and design concepts will be selected and impacts and mitigation measures will be identified.

The subject applications will be reviewed against the M.T.S.A. Study materials during the further processing of the applications.

5.5 Subdivision and Site Design/Land Use Considerations

The proposed draft plan of subdivision submitted by the Applicant proposes eight (8) development blocks, four of which are proposed for residential/commercial mixed-use buildings (Blocks 1 to 4) with the remainder proposed for standalone apartment buildings (Blocks 5 to 8). The proposed draft plan of subdivision also features one (1) public park block and two (2) road widening blocks (see Attachment 2). The proposed private roads will form parts of Blocks 3, 4, 5 and 6.

The proposed buildings include low-rise podiums (2 to 4 storeys) that transition to mid-rise sections (9 storeys) and towers (14 to 42 storeys). The Applicant has positioned the taller towers in the centre and west sections of the Subject Site, whereas the shorter towers (9, 14, 18 and 23 storeys) are positioned on the east section of the Subject Site. The tallest buildings (Blocks 7 and 8 at 42 and 37 storeys, respectively), occupy the southwestern section of the Subject Site. The proposed site design is shown in Attachment 3.

A public park is proposed on the southeast portion of the Subject Site (Block 9) (see Attachment 3).

A 26 metre (85.3 ft.) wide north-south publicly accessible pedestrian promenade is proposed to bisect the Subject Site. The promenade would extend from an extended Lviv Boulevard in the south (i.e. the former Jackson Avenue road allowance) to the future Central Oshawa GO Station in the north (see Attachment 3).

Two levels of underground parking are proposed under the eight (8) development blocks (Blocks 1 to 8) and under a portion of the park block (Block 9). The parking structure under the park would be exclusively devoted to the development on Block 8. Parking is also proposed on the ground level and the second and third floors of each building. On the ground level, the parking is situated behind residential or commercial units facing the public and private streets and the park.

On November 28, 2022, the Provincial government passed Bill 23, the More Homes Built Faster Act, 2022 ("Bill 23"). Bill 23 introduced a new section to the Planning Act which permits a developer to identify land that is subject to an easement or is encumbered by below grade infrastructure as lands proposed to be dedicated to a municipality as parkland dedication and outlines an appeal process if the municipality does not accept the land as parkland dedication. These new sections of the Planning Act have not yet been proclaimed by the Lieutenant Governor and are not yet in effect.

Two east-west private roads are proposed through the Subject Site as extensions of Etna Avenue/Second Avenue and Third Avenue. The Applicant proposes to extend Lviv Boulevard as a public road easterly to Howard Street, to provide vehicular access to Blocks 7 and 8. A portion of the lands required to extend Lviv Boulevard are owned by the Owner (i.e. Block 11 – see Attachment 2). The remainder, consisting of the former Jackson Avenue road allowance, is owned in part by the City and in part by the Ministry of Transportation.

If the subject applications are approved, the Applicant would submit applications for Site Plan Approval for a building on each block where details such as building architecture and noise mitigation implementation would be addressed.

In support of the proposed development, the Applicant has submitted a variety of plans and documents including a draft plan of subdivision, site plans for the overall development and for individual blocks, a planning justification report, draft official plan and zoning by-law amendments, floor plans, elevation plans, renderings, a shadow study, a noise and vibration study, Phase 1 and 2 Environmental Site Assessment reports, a preliminary geotechnical investigation report, a park concept plan, a pedestrian level wind study, a preliminary hydrogeological investigation, a retail market study, an archeological

assessment, a tree inventory and preservation plan, an urban design study, a transportation impact study, grading and servicing plans, and a functional servicing and stormwater management report.

Detailed design matters will be reviewed during the further processing of the applications to ensure compliance with the City's Landscaping Design Policies, engineering standards and other policies. This Department will conclude its position on the subdivision and 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 applications include:

- (a) The appropriateness of the proposed subdivision design and site design;
- (b) The appropriateness of the proposed zoning regulations including maximum building height, density, the scoped list of commercial uses proposed, parking and distance between building components;
- (c) The appropriateness of the proposed parking rates;
- (d) Site/building design matters including the private road locations, driveway access, parking, refuse storage and collection, building architecture, landscaping, building setbacks and fire access;
- (e) The appropriateness of the proposed commercial uses and the amount of commercial floor space requested;
- (f) Transportation considerations, including any impact on the surrounding road network and the appropriateness of the alignment of the proposed private roads, the proposal for the First Avenue road widening to be entirely on the south side of First Avenue and the proposal to extend Lviv Boulevard to Howard Street as a public road;
- (g) The impacts of proposed building shadows;
- (h) Noise attenuation;
- (i) The environmental condition of the site given the former industrial use and the need for a Record of Site Condition in compliance with Ministry of the Environment, Conservation and Parks criteria;
- (j) Servicing, stormwater management and grading matters;
- (k) The appropriateness of the proposed configuration, size and location of the park block, including the interface between the park and the public and private roads and the proposed building in Block 8;
- (l) The appropriateness of the proposed private underground parking garage beneath a portion of the public park;

- (m) Investigating opportunities to include community uses such as schools and daycares;
- (n) The phasing of construction of the proposed development, including the timing of the park considering the proposed private underground parking garage underneath;
- (o) Access and connectivity to the adjacent Michael Starr Trail;
- (p) Parkland dedication and the proposed privately-owned publicly accessible spaces;
- (q) Crime Prevention Through Environmental Design matters;
- (r) Matters related to the M.T.S.A. Study; and,
- (s) Real estate matters regarding the potential for the Owner to acquire land from the City of Oshawa.

6.0 Financial Implications

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

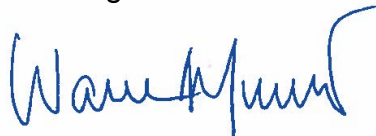
The subject applications were submitted prior to July 1, 2023 and therefore the Applicant and Owner will not be eligible for a refund under the Planning Act as amended by Bill 109 (More Homes For Everyone Act, 2022) if the City does not make a decision on the Zoning By-law Amendment application within a certain timeframe.

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.

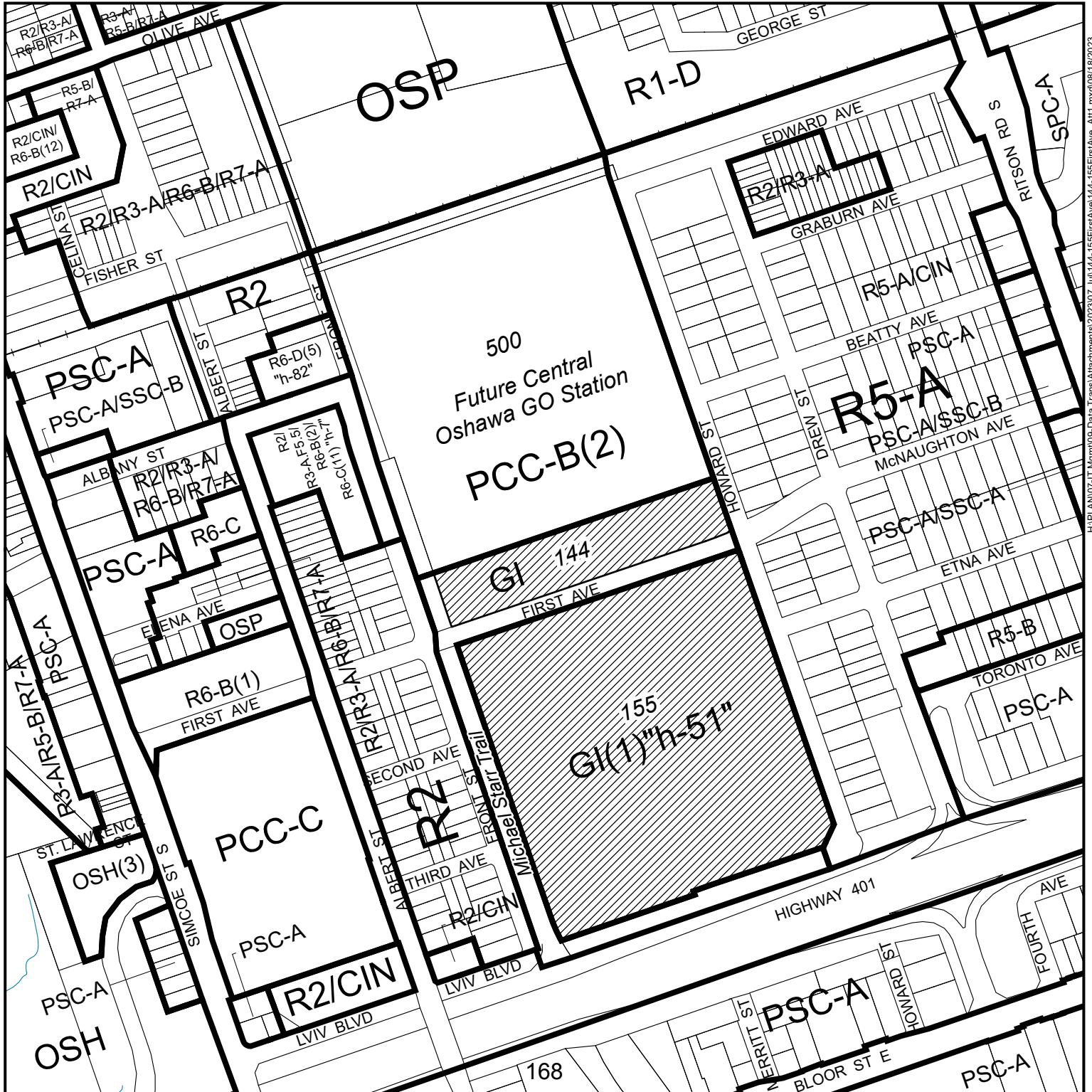


Tom Goodeve, M.Sc.Pl., MCIP, RPP, Director,
Planning Services



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

Ward: Ward 5
File: OPA-2023-02, Z-2023-05, S-O-2023-02

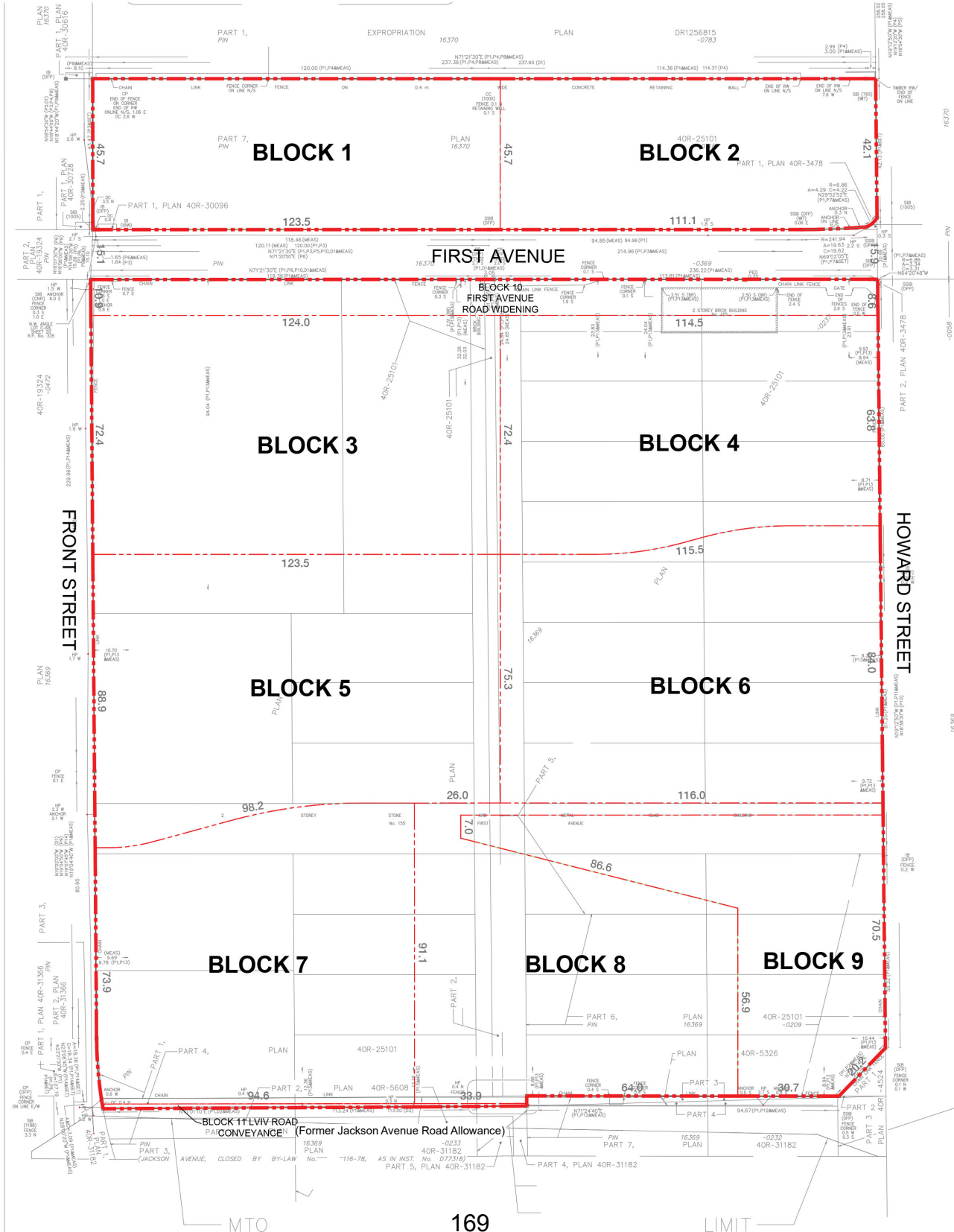
Subject Site 

Title: Proposed Draft Plan of Subdivision Submitted By Applicant
 Subject: Applications to Amend the Oshawa Official Plan and Zoning By-law 60-94 and for approval of a Draft Plan of Subdivision, 144 and 155 First Avenue,
 First Avenue Investments (Oshawa) Inc.

Ward: Ward 5

File: OPA-2023-02, Z-2023-05, S-O-2023-02

City of Oshawa
 Economic and Development Services



Title: Proposed Site Plan Submitted by Applicant
Subject: Applications to Amend the Oshawa Official Plan and Zoning By-law 60-94 and for approval of a Draft Plan of Subdivision, 144 and 155 First Avenue, First Avenue Investments (Oshawa) Inc.
Ward: Ward 5
File: OPA-2023-02, Z-2023-05, S-O-2023-02



KEY PLAN LEGEND

-  PROPOSED PRIVATELY-OWNED PUBLICLY ACCESSIBLE SPACES (POPS)
-  BLOCK 1 & 2: 488 SQM EACH
BLOCK 3 & 4: 774 SQM EACH
BLOCK 5: 1184 SQM
BLOCK 6: 759 SQM
BLOCK 7 & 8: 822 SQM EACH
TOTAL: 6110 SQM
-  PROPOSED TOTAL PARKLAND DEDICATION
5156 SQM
-  PROPOSED NEW ROADS
- FIRST AVE (NEW PUBLIC ROAD): 2080 SQM**
SECOND AVE (NEW PRIVATE ROAD): 2200 SQM
THIRD AVE (NEW PRIVATE ROAD): 2277 SQM
LIV BLDV (NEW PUBLIC ROAD): 2334 SQM EACH
TOTAL: 8891 SQM
-  BLOCK RESIDENTIAL PODIUM
(2 TO 4 ST, VARIES)
-  BLOCK RESIDENTIAL PODIUM
(4 ST TO 5 ST, VARIES)
-  BLOCK RESIDENTIAL PODIUM
(9 ST TYPICAL)
-  BLOCK RESIDENTIAL TOWER
(9 ST TYPICAL)



List of Permitted Uses in the GI and GI (1) (General Industrial) Zone:

The use indicated with an asterisk (*) is only permitted in the GI(1) 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) Flea market*
- (k) Food preparation plant
- (l) Industrially oriented office
- (m) Kennel
- (n) Manufacturing, processing or assembly industry
- (o) Metal stamping establishment
- (p) Nightclub
- (q) Outdoor storage accessory to a permitted use in a GI Zone
- (r) Parking garage or parking lot associated with a permitted use in a GI Zone
- (s) Printing establishment
- (t) Professional office
- (u) Recreational use
- (v) Recreational vehicle storage
- (w) Recycling depot
- (x) Recycling operation
- (y) Sales outlet
- (z) Service industry
- (aa) Taxi establishment
- (bb) Transport terminal including railway yard
- (cc) Underground bulk liquid storage
- (dd) Vehicle sales and service establishment
- (ee) Warehouse
- (ff) Wholesale distribution centre

List of Uses Requested by the Applicant for the Site-specific PCC-C (Planned Commercial Centre) Zone:

- (a) Adult secondary school
- (b) Animal hospital
- (c) Apartment building
- (d) Art gallery
- (e) Automobile rental establishment
- (f) Automobile repair garage
- (g) Back-to-back townhouse
- (h) Block townhouse
- (i) Brew your own operation
- (j) Church
- (k) Cinema
- (l) Clinic
- (m) Club
- (n) Commercial parking facility
- (o) Commercial recreation establishment
- (p) Commercial school
- (q) Craft Brewery
- (r) Day care centre
- (s) Financial institution
- (t) Flat
- (u) Funeral home
- (v) Hobby shop
- (w) Home and auto supply store
- (x) Home appliance store
- (y) Home decorating store
- (z) Home furnishing store
- (aa) Hotel
- (bb) Kennel
- (cc) Long Term Care Facility
- (dd) Medical office
- (ee) Merchandise service shop
- (ff) Museum
- (gg) Nursing home
- (hh) Office
- (ii) Peddle
- (jj) Personal service establishment
- (kk) Pet grooming establishment
- (ll) Pharmacy
- (mm) Printing establishment
- (nn) Private school
- (oo) Restaurant
- (pp) Retail store
- (qq) Retirement home
- (rr) Specialty food store

(ss) Studio
(tt) Supermarket
(uu) Tavern
(vv) Theatre

To: Economic and Development Services Committee

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

Report Number: ED-23-157

Date of Report: September 6, 2023

Date of Meeting: September 11, 2023

Subject: Applications to Amend the Secondary Plan for the Samac
Community and Zoning By-law 60-94, 1494339 Ontario
Limited, lands generally located at the southeast corner of
Ritson Road North and Luple Avenue

Ward: Ward 1

File: OPA-2022-06, Z-2022-07

1.0 Purpose

The purpose of this Report is to provide background information for the Planning Act public meeting on the applications submitted by D.G. Biddle & Associates Limited (the “Applicant”) on behalf of 1494339 Ontario Limited (the “Owner”) to amend the Secondary Plan for the Samac Community and Zoning By-law 60-94, as amended, to permit four (4) single detached dwellings and a six (6) storey, 46 unit apartment building on lands generally located at the southeast corner of Ritson Road North and Luple Avenue (the “Subject Site”).

The Notices of Complete Application that were distributed in 2022 for these applications indicated that the Subject Site was also subject of an application for a Draft Plan of Condominium (File: C-O-2022-06). The Applicant has since withdrawn the Draft Plan of Condominium application given that the proposed apartment building is now intended by the Owner to be a rental building.

A portion of the Subject Site is also subject to an Application for Site Plan Approval submitted by the Applicant for the proposed apartment building (File: SPA-2022-20). Accordingly, the Notices of Complete Application distributed in 2022 and the Notice of Public Meeting distributed in August 2023 indicated that the Subject Site was also the subject of an Application for Site Plan Approval.

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.

Attachment 3 is a copy of Schedule 'A', Samac Land Use and Street Plan, from the Secondary Plan for the Samac Community.

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 signs giving notice of the applications have been posted on the Subject 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 September 8, 2023.

On February 27, 2023, the Applicant and the Owner hosted a public information centre at the Kedron United Church (1995 Ritson Road North) to present the development proposal for the Subject Site to the community and receive public feedback. This Department assisted in the distribution of the notices to property owners for that public information centre at the Applicant's cost. City staff also attended the public information centre to observe the proceedings.

2.0 Recommendation

That, pursuant to Report ED-23-157 dated September 6, 2023, concerning the applications submitted by D.G. Biddle & Associates Limited on behalf of 1494339 Ontario Limited to amend both the Secondary Plan for the Samac Community (File: OPA-2022-06) and Zoning By-law 60-94 (File: Z-2022-07) to permit the development of four (4) single detached dwellings and a six (6) storey, 46 unit apartment building at lands generally located at the southeast corner of Ritson Road North and Luple Avenue, 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 applications 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 applications.

5.0 Analysis

5.1 Background

The Subject Site is generally located at the southeast corner of Ritson Road North and Luple Avenue (see Attachment 1).

The following is background information concerning the subject applications:

Item	Existing	Requested/Proposed
Oshawa Official Plan Designation	Residential in part and Open Space and Recreation in part	No change
Samac Secondary Plan Designation	Schedule 'A' Samac Land Use and Street Plan – Medium Density I Residential Schedule 'B' Samac Environmental Management Plan - Natural Heritage System and Hazard Lands	Schedule 'A' Samac Land Use and Street Plan – High Density I Residential in part Schedule 'B' Samac Environmental Management Plan – No change
Zoning By-law 60-94	FD (Future Development)	<ul style="list-style-type: none"> ▪ R1-E (Residential) to permit four (4) single detached dwellings. ▪ R6-C (Residential) to permit a six (6) storey, 46 unit apartment building with site specific conditions to permit certain performance standards such as, but not necessarily limited to, reduced front, interior and exterior side yard depths, reduced landscaped open space and reduced lot frontage. ▪ OSH (Hazard Lands Open Space) for the lands associated with the tributary of the Oshawa Creek
Use	Vacant (formerly a single detached dwelling)	<ul style="list-style-type: none"> ▪ 4 single detached dwellings each on their own future lot fronting onto Luple Avenue ▪ 6 storey, 46 unit apartment building

The following land uses are adjacent to the Subject Site:

- **North** Luple Avenue, beyond which are two storey single detached dwellings and vacant City owned lands traversed by hydro transmission towers and lines

- **South** Ritson Fields Park
- **East** One- and two-storey single detached dwellings
- **West** Ritson Road North, beyond which is a Region of Durham waste management facility

The following are the proposed development details for the Subject Site:

Site Statistics Item	Measurement
Gross Lot Area (inclusive of road widening and open space conveyances)	1.11 ha (2.74 ac.)
Net Lot Area of the Proposed Single Detached Dwelling Lots	0.13 ha (0.32 ac.)
Number of Single Detached Dwellings Proposed	4
Lot Frontage of the Proposed Single Detached Dwellings	Lot 1 – 15.27m (50.10 ft.) Lot 2 – 10m (32.81 ft.) Lot 3 – 10m (32.81 ft.) Lot 4 – 10m (32.81 ft.)
Residential Density of the Proposed Single Detached Dwellings	30.8 units per hectare (12.47 u/ac.)
Lot Frontage of the Proposed Apartment Building	Ritson Road North – 19.70m (64.63 ft.) Luple Avenue – 55.80m (183.07 ft.)
Net Lot Area of the Proposed Apartment Building	0.45 ha (1.11 ac.)
Number of Proposed Apartment Units	46 units
Residential Density of the Proposed Apartment Building	102.22 units per hectare (41.38 u/ac.)
Height of Proposed Apartment Building	19.50m (63.98 ft.)
Floor Space Index of the Proposed Apartment Building	0.92
Parking Spaces Required for the Proposed Apartment Building	62 (1.0 space per unit for residents plus 0.33 spaced per unit for visitors)
Parking Spaces Proposed for the Proposed Apartment Building	63 (1.02 spaced per unit for residents plus 0.33 spaces per unit for visitors)

5.2 Oshawa Official Plan

The Subject Site is designated Residential and Open Space and Recreation in the Oshawa Official Plan (“O.O.P.”).

The O.O.P. specifies, in part, that areas designated as Residential shall be predominantly used for residential dwellings.

The O.O.P. contains policies which establish various density types and provide general locational criteria for such densities. The proposed apartment building would have a net residential density of approximately 102 units per hectare (41 u/ac.) which is classified as the High Density I Residential density type. The locational criteria for the High Density I Residential category will be reviewed to assist in the analysis of the proposal.

Table 2 in the O.O.P. is a guideline that indicates that uses in the High Density I Residential category, which generally permits 85 to 150 units per hectare (34 to 60 u/ac.), are subject to the following 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 or along 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 O.O.P. also specifies, in part, that lands designated as Open Space and Recreation within Oshawa's Major Urban Area shall be predominantly used for recreation, conservation, reforestation, cemeteries, allotment gardens, community gardens, nursery gardening, existing golf courses and campgrounds. These uses shall have regard for the natural environment and be compatible with their surroundings.

Areas of the Subject Site to the west and south, which include a tributary of the Oshawa Creek system, are designated as Natural Heritage System and Hazard Lands in Schedule 'D-1', Environmental Management, in the O.O.P.

The Natural Heritage System refers to a connected system of environmental components consisting of key natural heritage features, key hydrologic features, riparian corridors and areas identified for natural cover regeneration/reforestation that will improve connectivity and habitat. It is intended to achieve a linked open space and natural heritage system. When opportunities for public ownership arise, the O.O.P. requires all reasonable efforts be made to support the acquisition and/or conveyance of lands within the Natural Heritage System for natural heritage conservation purposes.

The O.O.P. specifies, in part, that Hazard Lands shall be used primarily for the preservation and conservation of land and/or the environment. These lands shall be managed in a manner to complement adjacent land uses and protect adjacent lands from physical hazards.

Ritson Road North is designated as a Type "B" Arterial Road in Schedule 'B', Road Network, of the O.O.P. Luple Avenue is a local road.

The policies and provisions of the O.O.P. will be considered during the further processing of the subject applications.

5.3 Secondary Plan for the Samac Community

The Subject Site is designated Medium Density I Residential in the Secondary Plan for the Samac Community (see Attachment 3).

The Secondary Plan for the Samac Community specifies, in part, that areas designated as Medium Density I Residential on Schedule 'A', Samac Land Use and Street Plan, shall be predominantly used for residential dwellings. The Medium Density I Residential designation generally includes such uses as single detached dwellings, semi-detached dwellings, duplexes and townhouses at a density of 30 to 60 units per hectare (12 to 24 u/ac.).

The Applicant is proposing to develop a six (6) storey apartment building containing 46 units on part of the Subject Site. The proposed apartment building has a net residential density of approximately 102 units per hectare (41 units/ac.). Accordingly, an amendment to the Secondary Plan for the Samac Community is required to permit the proposed apartment by changing the designation of that part of the Subject Site proposed to be developed for the apartment building to High Density I Residential designation. The High Density I Residential designation generally includes such uses as low rise and medium rise apartments at a density range of 85 to 150 units per hectare (34 to 60 u/ac.).

An amendment to the Samac Secondary Plan is not required to permit the 4 single detached dwellings.

Areas of the Subject Site to the west and south are designated as Natural Heritage System and Hazard Lands on Schedule 'B', Samac Environmental Management Plan, in the Secondary Plan for the Samac Community.

The Secondary Plan for the Samac Community also specifies, in part, that the City shall endeavor to retain areas designated as Natural Heritage System in Schedule 'B', Samac Environmental Management Plan, in a natural state wherever possible.

The Secondary Plan for the Samac Community specifies, in part, that areas designated as Hazard Lands shall be used primarily for the preservation and conservation of the natural land or the environment, and shall be managed in such a fashion as to complement adjacent land uses and protect such uses from any physical hazards or their effects.

A portion of the Subject Site associated with the tributary of the Oshawa Creek is identified as part of a Waste Management Disposal Assessment Area on Schedule 'B', Samac Environmental Management Plan. The Waste Disposal Assessment Areas shown on this schedule have been identified in consultation with the Ministry of the Environment, Conservation and Parks as posing or having the potential to pose an environmental health hazard. The extent and exact location of the Waste Disposal Assessment Areas have been determined in relation to the severity of the existing or potential hazard. The Applicant is not proposing any development within the Waste Management Disposal Area.

The policies and provisions of the Secondary Plan for the Samac Community will be considered during the further processing of the subject applications.

5.4 Zoning By-law 60-94

The Subject Site is currently zoned FD (Future Development) in Zoning By-law 60-94, as amended (see Attachment 1).

Prior to June 24, 2023, the Subject Site was zoned UR (Urban Reserve). On May 29, 2023, pursuant to Report ED-23-110 dated May 3, 2023, Oshawa City Council passed a number of amendments to Zoning By-law 60-94, as amended, as part of the City's regular annual City-initiated amendments exercise. Among other matters, the Report outlined 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. In this regard, the word "reserve" may be associated with a "wildlife reserve" or a "nature reserve", or any connotation which may imply the lands are protected from any form of urban development.

Conversely, the UR Zone (now FD Zone) is intended to implement Policy 9.3.3 of the O.O.P. This policy 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 the lands is considered to be premature or not in the public interest. It goes on to state that 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.

To provide clarity on this matter, one of the City-initiated amendments to Zoning By-law 60-94, as amended, was to change the symbol and name of the UR (Urban Reserve) Zone to FD (Future Development) in both the text and on all zoning maps in the by-law. No appeals were received during the appeal period which ended on June 23, 2023, resulting in the amendments coming into full force and effect.

The FD Zone permits:

- (a) Accessory retail stands for the sale of seasonal produce, produced on the farm;
- (b) Agricultural uses including a maximum of one farm dwelling;
- (c) One single detached dwelling on an existing lot or on a lot created by consent; and,
- (d) Riding stable.

The intent of the FD Zone is to allow existing uses to continue until the property is rezoned to accommodate a different use. Accordingly, an amendment to Zoning By-law 60-94, as amended, is required to permit the subject proposed uses and site design. The proposed zoning amendment would:

- Rezone the northeast portion of the Subject Site to an R1-E (Residential) Zone to permit four (4) single detached dwellings;
- Rezone the lands associated with the tributary of the Oshawa Creek to OSH (Hazard Lands Open Space); and,
- Rezone the balance of the Subject Site to an appropriate R6-C (Residential) Zone to permit a six (6) storey, 46 unit apartment building with site specific conditions to permit

certain performance standards such as, but not necessarily limited to, reduced front, interior and exterior side yard depths, reduced lot frontage and reduced landscaped open space.

At the time the Notice of Complete Application for the proposed Zoning By-law Amendment Application was distributed in 2022, the Applicant was proposing a reduction in the minimum amount of required parking. The Applicant has since revised the development proposal to provide the minimum amount of parking required by Zoning By-law 60-94, as amended.

The subject applications will be reviewed against the provisions of Zoning By-law 60-94, as amended, during the further processing of the applications.

5.5 Site Design/Land Use Considerations

The plans submitted by the Applicant for the development of the Subject Site show four (4) single detached dwellings fronting onto Luple Avenue and a six (6) storey apartment building with frontage on Ritson Road North containing 46 units with associated resident and visitor parking (see Attachment 2). Driveway access for the proposed apartment building is proposed from Luple Avenue opposite Falconridge Drive.

Each apartment unit will have access to a private balcony or patio. In addition, common indoor amenity areas and a locker room will be provided.

Hydro transmission towers, lines and an associated easement bisect the Subject Site and encumber a 33 metre (108.27 ft.) wide by 120 metre (393.70 ft.) long area (see Attachment 2). The Applicant proposes driveway access, parking and landscaping within the hydro easement lands.

The Applicant has also submitted an application for site plan approval (File: SPA-2022-20) for the proposed development of the apartment building. The Applicant intends on making future applications to the Durham Region Land Division Committee to create individual lots for the four (4) proposed single detached dwellings.

The area of the Subject Site traversed by the tributary of the Oshawa Creek (see Attachment 2) is intended to be conveyed to the City from the Owner. These lands are not included in the calculations of building setbacks, residential density or landscaped open space. The Applicant proposes to construct a storm water outfall through these lands to discharge storm water to the tributary. An easement in favour of the apartment building lands would be required in this regard.

In support of the proposed site design/development the Applicant has submitted a variety of plans and documents including a site plan, floor plans, elevation plans, landscape plans, a servicing plan, a grading plan, erosion and sediment control plans, a lighting plan, functional servicing and stormwater management reports, a stormwater management operations and maintenance manual, a stormtech/infiltration reservoir monitoring program, dust impact and odour studies, a calcium carbonate memo, a noise study, a planning justification report and a traffic impact study.

Detailed design matters will be reviewed during the further processing of the applications 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 applications include:

- (a) The appropriateness of the proposed residential density at this location;
- (b) The appropriateness of the proposed zoning regulations;
- (c) Site/building design matters including driveway access, parking, refuse storage and collection, building architecture, landscaping, building setbacks and fire access;
- (d) Land use compatibility with the Region of Durham waste management facility located on the west side of Ritson Road North opposite the Subject Site;
- (e) Compatibility with the Oshawa Executive Airport;
- (f) Environmental management including the determination of the development limits abutting the natural heritage system;
- (g) The environmental condition of the lands for residential use;
- (h) Transportation considerations;
- (i) Lighting impacts;
- (j) Noise attenuation; and,
- (k) The proposed use of the hydro easement bisecting the Subject Site for driveway access, parking and landscaping.

6.0 Financial Implications

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

The subject applications were submitted prior to July 1, 2023 and therefore the Applicant and Owner will not be eligible for a refund under the Planning Act as amended by Bill 109 (More Homes for Everyone Act, 2022) if the City does not make a decision on the Zoning By-law Amendment application within a certain timeframe.

7.0 Relationship to the Oshawa Strategic Plan

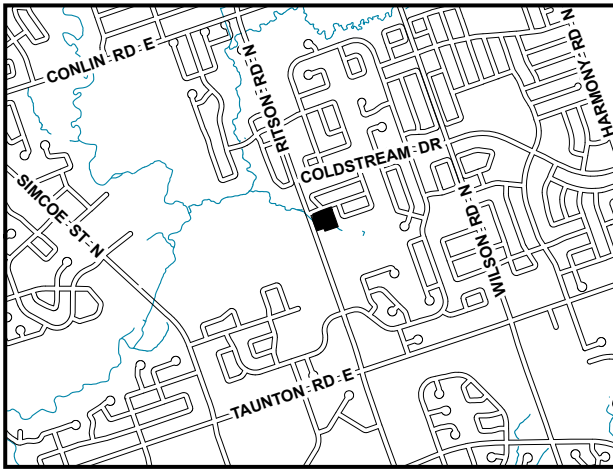
Holding a public meeting on development applications advances the Accountable Leadership goal of the Oshawa Strategic Plan.



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



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



Item: ED-23-157
Attachment 1

Economic and Development Services

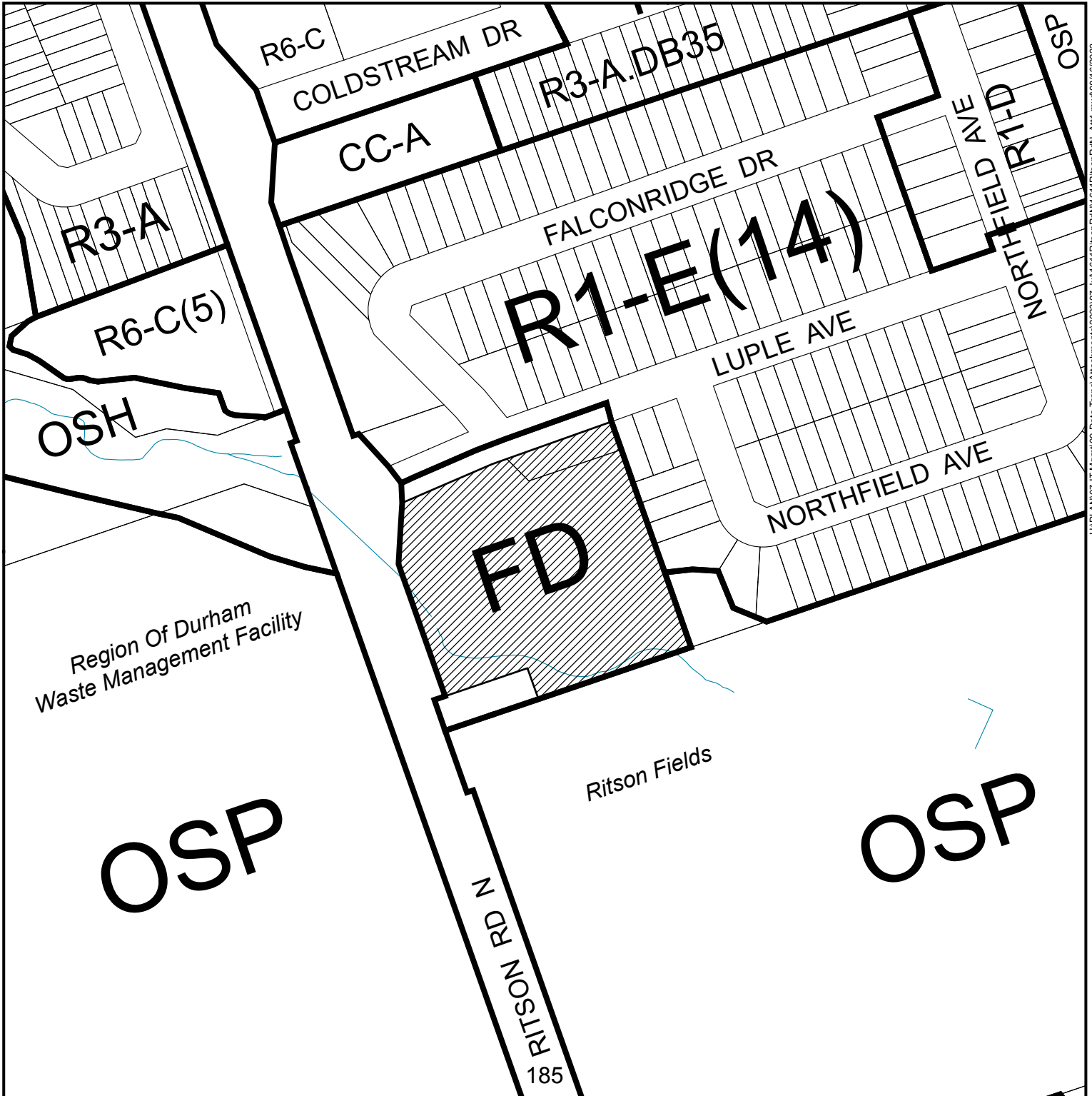
Subject: Applications to Amend the Secondary Plan for the Samac Community and Zoning By-law 60-94, 1494339 Ontario Limited, lands generally located at the southeast corner of Ritson Road North and Luple Avenue

Ward: Ward 1

File: OPA-2022-06, Z-2022-07

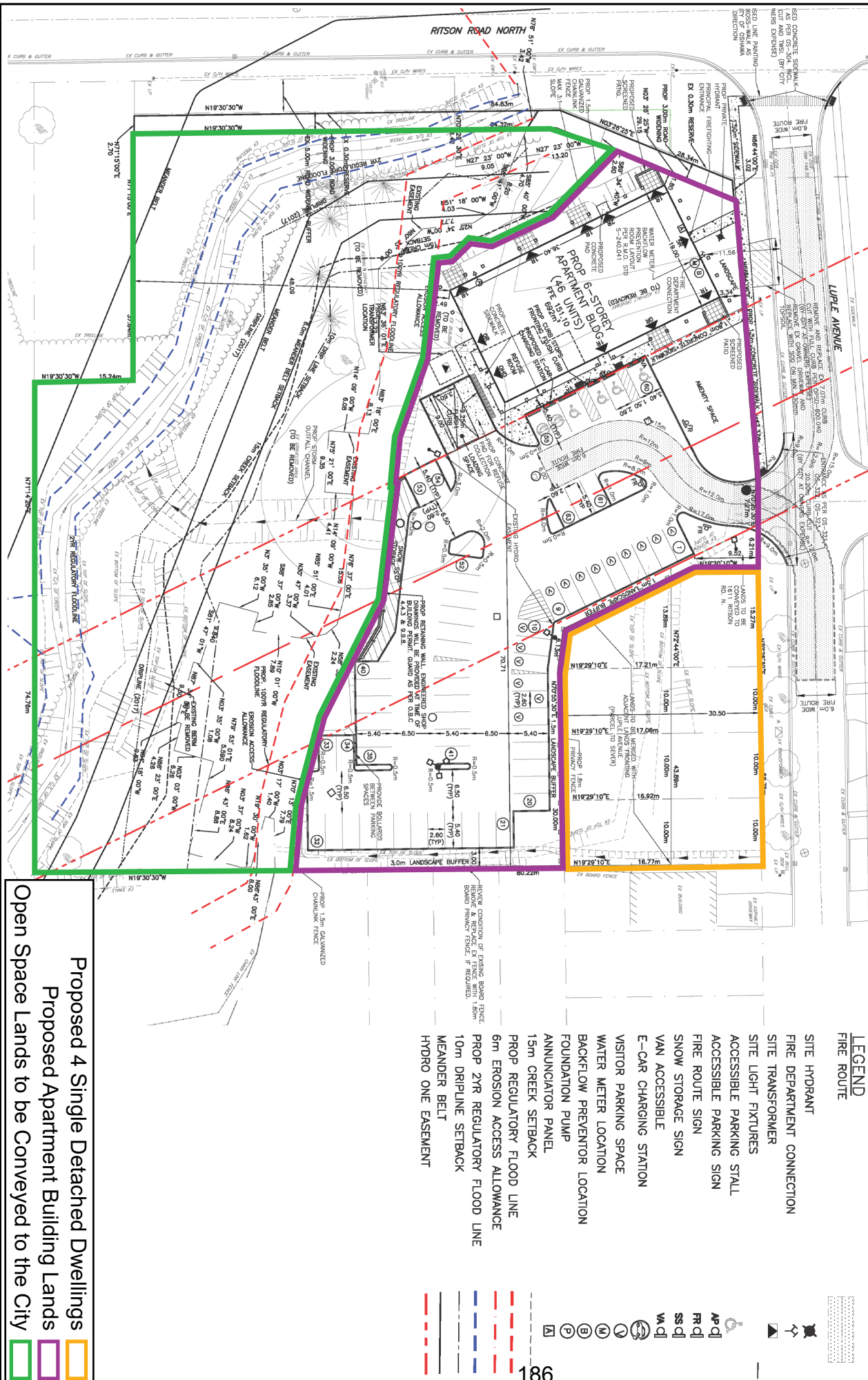


Subject Lands



Title: Site Plan Proposed by the Applicant
Subject: Applications to Amend the Secondary Plan for the Samac Community and Zoning By-law 60-94, 1494339 Ontario Limited, lands generally located at the southeast corner of Ritson Road North and Luple Avenue
Ward: Ward 1
File: OPA-2022-06, Z-2022-07

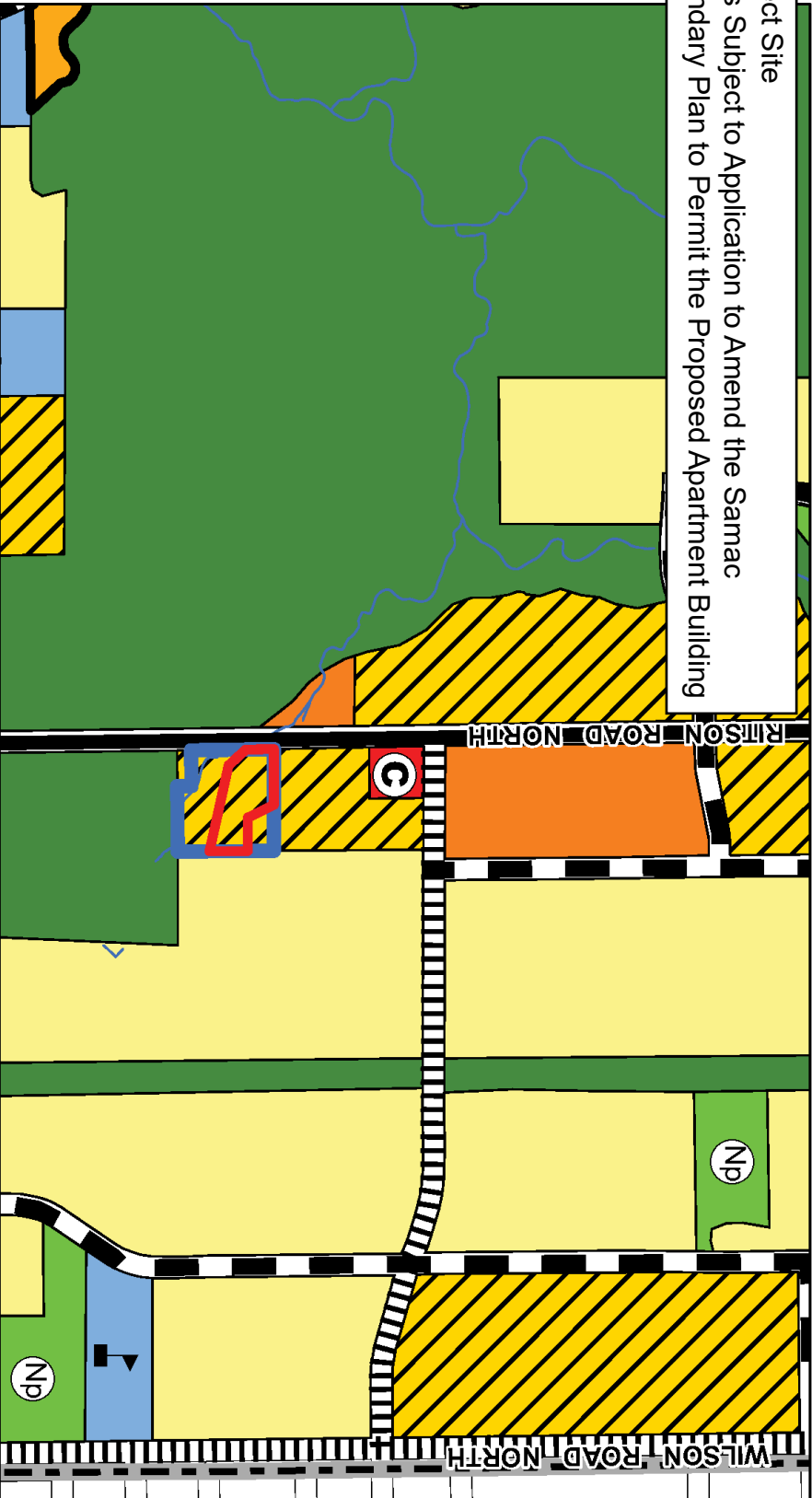
City of Oshawa
Economic and Development Services



Title: Schedule 'A' Samac Land Use and Street Plan
Subject: Applications to Amend the Secondary Plan for the Samac Community and Zoning By-law 60-94, 1494339 Ontario Limited, lands generally located at the southeast corner of Ritson Road North and Luple Avenue
Ward: Ward 1
File: OPA-2022-06, Z-2022-07



Subject Site
Lands Subject to Application to Amend the Samac
Secondary Plan to Permit the Proposed Apartment Building



Schedule 'A'
Samac Land Use and Street Plan
Secondary Plan for the Samac Community Official Plan of the former Oshawa Planning Area

- Legend**
- Residential
 - Low Density
 - Medium Density I
 - Medium Density II
 - High Density I
 - Subject to Policy 4.23 in the Samac Secondary Plan
 - Subject to Policy 4.24 in the Samac Secondary Plan
 - Subject to Policy 4.25 in the Samac Secondary Plan
 - Open Space and Recreation
 - Neighbourhood Park
 - Open Space and Recreation
 - Commercial
 - Planned Commercial Strip
 - Convenience Commercial
 - Centre
 - Community Use
 - Place of Worship
 - Other
 - Public Elementary School
 - Separate Elementary School
 - Institutional
 - Institutional
 - Mixed Use
 - Mixed Use Commercial/Residential
 - Mixed Use Residential
 - Mixed Use Node
 - Transportation
 - Type 'A' Arterial Street
 - Type 'B' Arterial Street
 - Type 'C' Arterial Street
 - Collector Street
 - Samac Community Boundary

0 50 100 200 300 Meters

July 2023

Development Services
Department

1. There exists a noticeable disparity in ground elevation between the Valleyview Community Center, situated within Valleyview Park (the home of O.C.C.N.A & N.A.S.C sports), and the properties at 200 Bond St W and 184 Bond St W. Our primary concern revolves around the potential impact on this elevation difference when the new building is constructed. This impact could stem from various sources, such as the vibrations generated during drilling and construction activities for the new building and other consequences associated with its construction.

We are particularly worried that these activities may lead to the disturbance and potential damage of this delicate elevation difference. Consequently, the existing fence, in conjunction with the sand in the vicinity, might become dislodged, posing a risk to the parking lot at 200 Bond St W. Moreover, there's a possibility that water might start flowing downhill from the Valleyview Community Center toward 200 Bond St W. Unfortunately, we are uncertain about the potential effects on the 184 Bond St building.

Addressing this critical issue is of paramount importance. Please refer to the attached photograph illustrating the elevation difference for a visual representation of the concern.



The elevation difference between Oshawa Center and 200 Bond St W.

2. The mandated reduction in the number of parking spaces, as per Oshawa bylaws, will have a significant impact on both the available street parking in the vicinity and the parking lot at 200 Bond Street West office building. Given the anticipated lack of sufficient parking spaces within the new building, residents of the upcoming development will likely seek additional parking options in the surrounding area. This may lead them to utilize the parking lot at 200 Bond Street West, which is currently free for use by current tenants and their customers.
3. The proposed development consists of 19 one-bedroom apartments and 33 two-bedroom apartments. It's reasonable to assume that some of the 33 two-bedroom apartments will have two cars. Based on this estimate, the total number of cars resulting from the new building would be approximately $19 + (33/2) + 33$, which equals 68.5 cars. However, the new building is only planning to provide 22 parking spots, which falls significantly short of the required number of parking spaces for a building of this size. This shortfall in parking spots is sure to lead to a shortage of parking availability, which will undoubtedly impact the parking situation at 200 Bond Street West.

The proposed 6th-floor building stands in stark contrast to the existing McLaughlin Community. This neighborhood predominantly comprises private bungalow and two-story houses. Along Bond St, you'll find a mix of commercial buildings and businesses, most of which are one or two stories tall. In contrast, the proposed development at 184 Bond St intends to construct a 6-story building. This significant departure from the prevailing architectural style threatens to fundamentally alter the unique character of the McLaughlin Community.

Introducing a 6-story building in the heart of this community would be highly conspicuous and could have a profound impact on the ambiance and identity of the neighborhood. The increased height of the new building

would completely obscure the 200 Bond St W office building, which is presently prominently visible from the elevated perspective on Bond St hill. This visibility is vital for advertising available rental space within the 200 Bond St W building, as well as showcasing businesses through their signage, and its loss would be detrimental to these purposes.

4. In The documentation provided by the city does not clearly specify the type of separation fence that will be installed between the new building and the parking lot of 200 Bond St W. It is unclear whether there will be a fence on the west side of the new building, which borders the 200 Bond St parking lot. Additionally, the documentation does not specify whether the fence will be made of wood or net metal.

It's worth noting that a wood fence would likely block the immediate view of the neighbouring building, providing more privacy but potentially altering the open concept of the area. On the other hand, a metal net fence would allow for a more open and unobstructed view, which might better complement the surrounding environment. However, without specific details from the documentation, it's challenging to determine the exact nature of the fence that will be used in this scenario.

Haim Rabinoviz.

To: Economic and Development Services Committee

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

Report Number: ED-23-158

Date of Report: September 6, 2023

Date of Meeting: September 11, 2023

Subject: Application to Amend Zoning By-law 60-94, 184 Bond Oshawa
Limited, 184 Bond Street West

Ward: Ward 4

File: Z-2023-04

1.0 Purpose

The purpose of this Report is to provide background information for the Planning Act public meeting on the application submitted by D.G. Biddle and Associates Limited (the “Applicant”) on behalf of 184 Bond Oshawa Limited (the “Owner”) to amend Zoning By-law 60-94, as amended, to permit a new six (6) storey, 52 unit apartment building at 184 Bond Street West (the “Subject Site”) with site specific conditions to implement the proposed site design. According to the Planning Justification Report submitted by the Applicant, it is the Owner’s intent to maintain the proposed apartment building as a rental building and to designate 25% of the proposed units as affordable housing.

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.

Attachment 3 is a list of the uses permitted in the PSC-A (Planned Strip Commercial) Zone.

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 signs giving notice of the application have been posted on the Subject 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 September 8, 2023.

2.0 Recommendation

That, pursuant to Report ED-23-158 dated September 6, 2023, concerning the application submitted by D.G. Biddle and Associates Limited on behalf of 184 Bond Oshawa Limited to amend Zoning By-law 60-94 (File Z-2023-04) to permit the development of a new six (6) storey, 52 unit apartment building at 184 Bond Street West, 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 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 applications.

5.0 Analysis

5.1 Background

The Subject Site is generally located at the northwest corner of Bond Street West and Arena Street, and is municipally known as 184 Bond Street West (see Attachment 1).

The following is background information concerning the subject application:

Item	Existing	Requested/Proposed
Oshawa Official Plan Designation	Planned Commercial Strip within the Downtown Main Central Area (outside of the Downtown Oshawa Urban Growth Centre and Central Oshawa Transportation Hub)	No Change

Item	Existing	Requested/Proposed
Zoning By-law 60-94	PSC-A (Planned Strip Commercial)	An appropriate PSC-A (Planned Strip Commercial) Zone with site specific regulations to permit certain performance standards related to matters such as, but not necessarily limited to, increased residential density, building height and lot coverage, and reduced landscaped open space, parking requirements, and front, interior and exterior side yard depths.
Use	Vacant	6 storey, 52 unit apartment building

The following land uses are adjacent to the Subject Site:

- **North:** Valleyview Community Centre and Valleyview Park
- **South:** Bond Street West, beyond which are Pioneer Memorial Garden Cemetery (designated as a property of cultural heritage value or interest in 2015 pursuant to By-law 68-2015 passed under Section IV of the Ontario Heritage Act, R.S.O. 1990, c. O.18) and one (1) storey commercial buildings related to automobile sales and repair
- **East:** Arena Street, beyond which is a one (1) storey automobile sales and service establishment and associated multi-level parking structure
- **West:** A two (2) storey building containing various commercial uses including offices and personal service establishments

The following are the proposed development details for the Subject Site:

Site Statistics Item	Measurement
Lot Frontage	Bond Street West – 31m (101.71 ft.) Arena Street – 67.50m (221.46 ft.)
Gross Lot Area (inclusive of road widening)	0.22 ha (0.54 ac.)
Net Lot Area (exclusive of road widening)	0.21 ha (0.52 ac.)
Number of Proposed Apartment Units and Bedroom Types	52 units – 19 one-bedroom units – 33 two-bedroom units
Maximum Net Residential Density Permitted in the PSC-A Zone	85 units per hectare (34 u/ac.)
Proposed Net Residential Density	243 units per hectare (98 u/ac.)

Site Statistics Item	Measurement
Maximum Building Height Permitted in the PSC-A Zone	13m (42.65 ft.)
Proposed Building Height	20.50m (67.26 ft.) (6 storeys)
Proposed Floor Space Index	2.01
Parking Spaces Required	70 spaces (1.0 space per unit for residents plus 0.33 spaces per unit for visitors)
Parking Spaces Provided	37 spaces (0.52 spaces per unit for residents plus 0.19 spaces per unit for visitors)

5.2 Oshawa Official Plan

The Subject Site is designated Planned Commercial Strip within the Downtown Main Central Area in the Oshawa Official Plan ("O.O.P."). Staff note that the Subject Site is not located within those parts of the Downtown Main Central Area comprising the Downtown Oshawa Urban Growth Centre or the Central Oshawa Transportation Hub, which are located east and southeast of the Subject Site, respectively.

The O.O.P. specifies, in part, that areas designated as Planned Commercial Strip may be developed for residential development without a commercial development, subject to the inclusion of appropriate policies in the Zoning By-law.

The O.O.P. further specifies, in part, that the portion of the Downtown Main Central Area outside of the Downtown Oshawa Urban Growth Centre will function in a complementary capacity but generally at a smaller scale than the Downtown Oshawa Urban Growth Centre, with a reciprocal emphasis on major office, retail, business, personal and administrative services, residential, institutional, recreational, cultural and entertainment uses. Development of these lands shall be planned to support an overall long-term density target of at least 75 residential units per gross hectare (30.35 residential units/gross ac.) and a Floor Space Index ("F.S.I.") of 2.5.

It is important to note that the F.S.I. target of 2.5 is an overall target that applies to the Downtown Main Central Area as a whole, excluding the Downtown Oshawa Urban Growth Centre. The use of the F.S.I. as a general performance indicator to ensure more intensive development at higher densities was first introduced into the Durham Regional Official Plan ("D.R.O.P.") through Regional Official Plan Amendment 128. The O.O.P. was subsequently amended through Official Plan Amendment 128 to include the same F.S.I. targets, to ensure conformity with the D.R.O.P.

Given that the F.S.I. is intended to be applied to a broad area, applications which on a site specific basis do not meet the overall target threshold are typically assessed on the key criterion of density, as density serves as a valuable performance indicator for assessing intensification. With respect to the subject application, staff note that while the proposed F.S.I. is approximately 80 percent of the overall minimum target for the broader area, the proposed density is approximately three times greater than the overall minimum target for the broader area.

The O.O.P. contains policies which establish various residential density types and provide general locational criteria for such densities. The proposed apartment building at 184 Bond Street West would have a net residential density of approximately 243 units per hectare (98 u/ac.), which is classified as the High Density II Residential density type. The locational criteria for High Density II Residential development will be reviewed to assist in the analysis of the proposal.

Table 2 in the O.O.P. is a guideline that indicates that uses in the High Density II Residential category, which generally permits 150 to 300 units per hectare (60 to 120 u/ac.) for locations other than 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 Areas, Sub-Central Areas, Community Central Areas or within Intensification Areas along Regional Corridors; and,
- (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.

Bond Street West is designated as a Type “B” Arterial Road on Schedule ‘B’, Road Network, of the O.O.P. and as a Regional Transit Spine on Schedule ‘B-1’, Transit Priority Network, of the O.O.P. Arena Street is designated as Collector Road in Schedule ‘B’, Road Network, of the O.O.P.

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 PSC-A (Planned Strip Commercial) in Zoning By-law 60-94, as amended (see Attachment 1).

The PSC-A Zone permits a range of residential, commercial and institutional uses in standalone or mixed-use buildings. Attachment 3 is a list of the uses permitted in the PSC-A Zone.

The PSC-A Zone permits commercial and mixed use buildings with a maximum height of 13 metres (42.65 ft.) and building setbacks of 0 metres (0 ft.) to the street lines and 0 metres (0 ft.) to neighbouring commercially zoned properties. Residential uses in the PSC-A Zone in mixed use buildings or standalone apartment buildings are permitted to have a maximum residential density of 85 units per hectare (34 u/ac.). A standalone apartment building requires a minimum building setback of 6 metres (19.69 ft.) to the Bond Street West street line, 1.50 metres (4.92 ft.) per storey to the Arena Street street line, and 1.50 metres per storey to the side (west) lot line.

The Applicant proposes to amend Zoning By-law 60-94, as amended, to rezone the Subject Site to permit an apartment building with a proposed residential density of 243 units per hectare (98 u/ac.) and to permit the proposed site/building design, including

regulations related to maximum height and lot coverage, and minimum landscaped open space, parking requirements, and front, interior and exterior side yard depths.

The subject application will be reviewed against the provisions of Zoning By-law 60-94, as amended, during the further processing of the application.

5.4 Site Design/Land Use Considerations

The Applicant proposes to develop a six (6) storey, 52 unit apartment building on the Subject Site (see Attachment 2). The proposed building will feature a one (1) storey westerly section and a six (6) storey easterly section (see Attachment 2).

The proposed development includes a total of 37 parking spaces, with 22 spaces located within the building, on the ground floor and the remainder located in the rear (north) yard. Driveway ingress and egress to the Subject Site will be from Arena Street. No driveways are proposed from Bond Street West.

The building includes indoor bicycle stalls, outdoor bicycle stalls, 52 storage lockers, and balconies for each unit.

The proposed site plan shows a new retaining wall located along the north limit of the Subject Site, parallel to the rear lot line. This lot line is shared with the City-owned Valleyview Park. At present, there is an existing retaining wall that encroaches onto the City-owned park lands. Through the proposed development, the encroachment would be removed and the new retaining wall located entirely on the Subject Site.

In support of the proposed site design/development, the Applicant has submitted a variety of plans and documents including a planning justification report, a site plan, floor plans, building elevations, a grading plan, a servicing plan, a stormwater management and functional servicing report, storm drainage plans, an erosion and sediment control plan, an environmental site assessment, a parking justification study and a geotechnical report.

Staff note that while the Pioneer Memorial Garden Cemetery is designated as a property of cultural heritage value or interest and is located in proximity to the Subject Site, it does not directly abut the Subject Site. As such, the proposed development does not trigger the need to undertake a Cultural Heritage Evaluation Report pursuant to Policy 2.6.3 of the Provincial Policy Statement (2020).

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 zoning regulations;

- (b) The appropriateness of the proposed residential density at this location;
- (c) Site/building design matters including driveway access, parking, building architecture, building setbacks, building orientation, waste storage and collection, fire access, and landscaping;
- (d) The removal of the existing retaining wall encroaching on the City-owned Valleyview Park to the north, and appropriate reinstatement of the affected City lands;
- (e) Transportation and parking considerations including the appropriateness of the proposed parking rate;
- (f) Noise attenuation;
- (g) Servicing and stormwater management and grading matters; and,
- (h) Landscaping.

6.0 Financial Implications

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

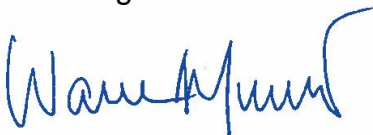
The subject application was submitted prior to July 1, 2023 and therefore the Applicant and Owner will not be eligible for a refund under the Planning Act as amended by Bill 109 (More Homes for Everyone Act, 2022) if the City does not make a decision on the Zoning By-law Amendment application within a certain timeframe.

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.

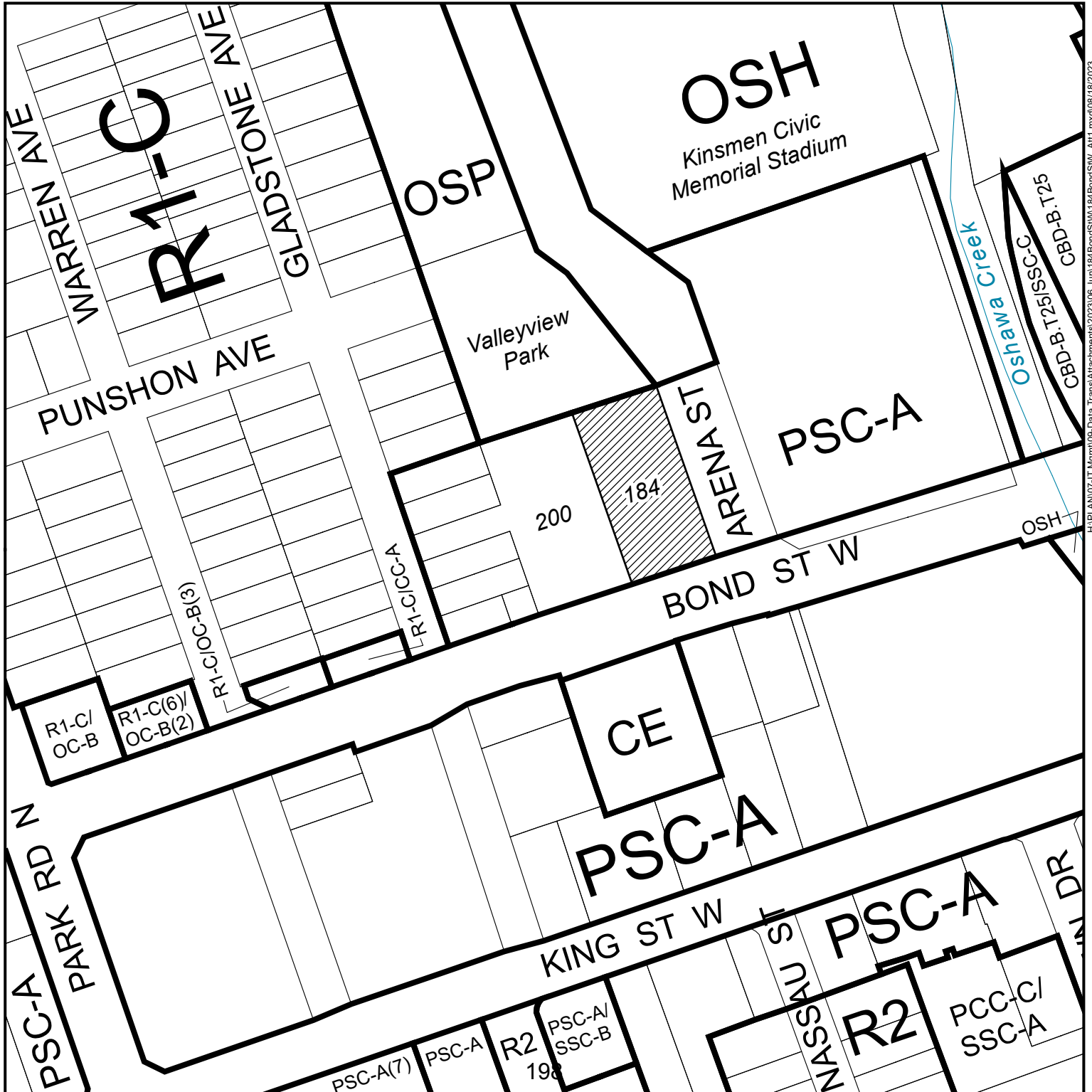


Tom Goodeve, M.Sc.Pl., MCIP, RPP, Director,
Planning Services



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

Subject: Application to Amend Zoning By-law 60-94,
184 Bond Oshawa Limited
Address: 184 Bond Street West
Ward: Ward 4
File: Z-2023-04

Subject Site 

City of Oshawa
Development Services



Excerpts from the Zoning By-law 60-94

List of Permitted Uses in the PSC-A (Planned Strip Commercial) Zone:

- (a) Animal hospital
- (b) Apartment building
- (c) Art gallery
- (d) Auction establishment
- (e) Automobile rental establishment
- (f) Automobile repair garage
- (g) Automobile sales and service establishment
- (h) Block townhouse
- (i) Brew your own operation
- (j) Church
- (k) Cinema
- (l) Club
- (m) Commercial recreation establishment, except a billiard hall
- (n) Commercial school
- (o) Craft Brewery
- (p) Crisis care residence
- (q) Day care centre
- (r) Financial institution
- (s) Flat
- (t) Funeral home
- (u) Hotel
- (v) Lodging house
- (w) Long Term Care Facility
- (x) Merchandise service shop
- (y) Museum
- (z) Nursing home
- (aa) Office
- (bb) Outdoor storage accessory to a permitted use in the PSC-A Zone
- (cc) Peddle
- (dd) Personal service establishment
- (ee) Printing establishment
- (ff) Private School
- (gg) Restaurant
- (hh) Retail store
- (ii) Retirement home
- (jj) Studio
- (kk) Tavern
- (ll) Taxi establishment
- (mm) Theatre