



## Economic and Development Services Committee Meeting Agenda

Monday, April 8, 2024, 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

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Pages

### Public Meeting

#### Traditional Land Acknowledgment

The City of Oshawa is situated on lands within the traditional and treaty territory of the Michi Saagiig and Chippewa Anishinaabeg and the signatories of the Williams Treaties, which include the Mississaugas of Scugog Island, Curve Lake, Hiawatha and Alderville First Nations, and the Chippewas of Georgina Island, Rama and Beausoleil First Nations.

We are grateful for the Anishinaabeg who have cared for the land and waters within this territory since time immemorial.

We recognize that Oshawa is steeped in rich Indigenous history and is now present day home to many First Nations, Inuit and Métis people. We express gratitude for this diverse group of Indigenous Peoples who continue to care for the land and shape

and strengthen our community.

As a municipality, we are committed to understanding the truth of our shared history, acknowledging our role in addressing the negative impacts that colonization continues to have on Indigenous Peoples, developing reciprocal relationships, and taking meaningful action toward reconciliation.

We are all Treaty people.

### **Additional Agenda Items**

(As may be presented at the meeting)

### **Declarations of Pecuniary Interest**

(As may be presented by Council Members)

### **Presentations**

#### **Parsons Inc. - Stage Three of the Integrated Major Transit Station Area Study for Central Oshawa**

John Grieve, Deputy Project Manager, Parsons Inc., to provide a presentation concerning Stage Three of the Integrated Major Transit Station Area Study for Central Oshawa.

### **Delegations**

#### **Mike Leonard - Oshawa Museum at Lakeview Park**

Mike Leonard requesting to address the Economic and Development Services Committee concerning correspondence Item ED-24-48 regarding a request to place a modular building as a 'Welcome & Educational Centre' at the Oshawa Museum and to begin fund raising

#### **J. Allan Arnott - Report ED-24-42**

J. Allan Arnott requesting to address the Economic and Development Services Committee concerning the revised applications to amend Zoning By-law 60-94 and for Approval of a Draft Plan of Subdivision, Icon Harmony Limited, 1081 and 1093 Harmony Road North and 836 Pinecrest Road

#### **Andrew Beacom - Report ED-24-42**

Andrew Beacom requesting to address the Economic and Development Services Committee concerning the revised applications to amend Zoning By-law 60-94 and for Approval of a Draft Plan of Subdivision, Icon Harmony Limited, 1081 and 1093 Harmony Road North and 836 Pinecrest Road

#### **Adam Layton and Will Maria - Report ED-24-42**

Adam Layton, Evans Planning, and Will Maria, GHD, requesting to address the Economic and Development Services Committee concerning the revised

applications to amend Zoning By-law 60-94 and for Approval of a Draft Plan of Subdivision, Icon Harmony Limited, 1081 and 1093 Harmony Road North and 836 Pinecrest Road

### Referrals from Council

None

### Reports from Advisory Committees

#### **ED-24-47 - Bloor Simcoe Intensification Working Group Report (Previously OEAC-24-20) (Ward 5)**

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##### Recommendation

That the Oshawa Environmental Advisory Committee recommend to the Economic and Development Services Committee:

That based on Report OEAC-24-20 from the Bloor Simcoe Intensification Working Group Report:

1. Bike lanes be installed along Bloor St to support the intensification of the area;
2. Conserving the old growth trees that are present at the southwest segment of the vacant lot located at the Northwest corner of Wentworth Street West and Simcoe Street South;
3. Part of the vacant lot be utilized to create green space and sports/exercise equipment or fields for the community;
4. The study team considers our comments and questions during the intensification study process;
5. A mitigation plan be developed should de-vehicalization in the area be not as successful as projected; and,
6. The City should continue to promote applicable Community Improvement Plan financial incentives to help grow and support development.

#### **ED-24-49 - Snow Placement Zones (Previously OAAC-24-15) (All Wards)**

##### Recommendation

That the Oshawa Accessibility Advisory Committee recommend to the Economic and Development Services Committee:

1. That Snow Placement Zones be clearly indicated on all site plans for multi-residential projects, including long term care homes, schools and senior residential buildings; and,
2. That the Snow Placement Zones not be located within proximity to designated accessible parking spaces.

## Items Requiring Direction

- ED-24-48 - Mike Leonard submitting correspondence to make a delegation regarding a request to place a modular building as a 'Welcome & Educational Centre' at the Oshawa Museum and to begin fund raising (Ward 5)** 13

## Public Consent Agenda

### Correspondence with recommendations

- ED-24-46 - Carolyn Adams submitting correspondence in support of the expansion of the Oshawa Museum (Ward 5)** 15

#### Recommendation

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

That Correspondence ED-24-46 concerning Carolyn Adams submitting correspondence in support of the expansion of the Oshawa Museum be received for information.

- ED-24-45 - Various residents submitting correspondence in opposition of the revised applications to amend Zoning By-law 60-94 and for Approval of a Draft Plan of Subdivision, 1081 and 1093 Harmony Road North and 836 Pinecrest Road (Ward 3)** 17

#### Recommendation

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

That Correspondence ED-24-45 from various residents submitting correspondence in opposition to the revised applications to amend Zoning By-law 60-94 and for Approval of a Draft Plan of Subdivision, 1081 and 1093 Harmony Road North and 836 Pinecrest Road, be referred to Report ED-24-42.

### Staff Reports/Motions with recommendations

- ED-24-42 - Revised Applications to Amend Zoning By-law 60-94 and for Approval of a Draft Plan of Subdivision, Icon Harmony Limited, 1081 and 1093 Harmony Road North and 836 Pinecrest Road (Ward 3)** 23

#### Recommendation

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

1. That, pursuant to Report ED-24-42 dated April 3, 2024, the revised application submitted by Icon Harmony Limited to amend Zoning By-law 60-94 (File: Z-2022-11) to rezone 1081 and 1093 Harmony Road North and 836 Pinecrest Road from R1-A (Residential) to an appropriate R2 (Residential) zone to permit the development of 33 single detached dwellings, 24 semi-detached dwellings and 21 block townhouse

dwellings be approved, generally in accordance with the comments contained in said Report, and the necessary by-law be passed in a form and content acceptable to the Commissioner of Economic and Development Services and the City Solicitor; and,

2. That, pursuant to Report ED-24-42 dated April 3, 2024, the revised application submitted by Icon Harmony Limited for approval of a draft plan of subdivision (File: S-O-2022-04) which proposes a block for single detached dwellings, semi-detached dwellings and block townhouses and a road widening block at 1081 and 1093 Harmony Road North and 836 Pinecrest Road be approved, and that the Commissioner of Economic and Development Services or Director of Planning Services be authorized to impose City conditions in the draft plan of subdivision approval Planning Act decision; and,
3. That, in accordance with Section 34(17) of the Planning Act and notwithstanding that the Zoning By-law amendment proposed in Report ED-23-10 dated January 4, 2023, presented at the public meeting of January 9, 2023, differs to some degree from the proposed amendment recommended to be approved by City Council pursuant to Part 1 of this Recommendation, such differences are not substantial enough to require further notice and another public meeting.

**ED-24-39 - Request by Umiak Investments Limited (Fieldgate) to fully develop the parkette in Block 95 of Registered Plan of Subdivision 40M-2720, north of Conlin Road East, east of Coppermine Street and west of Grandview Street North (Ward 1)**

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Recommendation

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

1. That, pursuant to Report ED-24-39 dated April 3, 2024, the request by Umiak Investments Limited (Fieldgate) to fully develop the parkette in Block 95 of Registered Plan of Subdivision 40M-2720 located north of Conlin Road East, east of Coppermine Street and west of Grandview Street North, be approved;
2. That the City's contribution for the development of the parkette in Block 95 of Registered Plan of Subdivision 40M-2720 not exceed \$280,000, inclusive of applicable taxes, in accordance with the City's typical park program;
3. That funding in the amount of \$280,000, inclusive of applicable taxes, be approved for the City's share of the development of the parkette in Block 95 of Registered Plan of Subdivision 40M-2720 with \$266,000 provided from the Parks, Recreation and Trail Development Charge Reserve and \$14,000 provided from the Growth Related Non Development Charge

Reserve;

4. That Umiak Investments Limited (Fieldgate) be paid for the City's share of the parkette development work in Block 95 of Registered Plan of Subdivision 40M-2720 only after the following conditions have been met:
  - a. The parkette is completed prior to May 31, 2025 to the satisfaction of the City;
  - b. The subdivider has submitted a statutory declaration and progress payment certificate certifying that all invoices have been paid and no liens exist and all contractors and subcontractors have verified receipt of final payment;
  - c. The City is satisfied that all warranties on park construction, material and equipment will be honoured;
  - d. Safe vehicular access in the opinion of the City via public streets and safe pedestrian access from the streets are provided to the park prior to the City taking over maintenance responsibility for the park; and,
  - e. Any other condition deemed advisable by the Commissioner of Safety and Facilities Services including but not necessarily limited to those set out in Section 5.2.4 of Report ED-24-39 dated April 3, 2024.
5. That an appropriate agreement for the construction and maintenance of the parkette in Block 95 of Registered Plan of Subdivision 40M-2720 be executed by the Commissioner, Economic and Development Services Department on behalf of the City and by Umiak Investments Limited (Fieldgate) which includes all of the City's requirements for the development and maintenance of the parkette as set out in Report ED-24-39 dated April 3, 2024, in a form and content acceptable to the City Solicitor and the Commissioner, Economic and Development Services Department.

**ED-24-44 - Bloor-Simcoe Intensification Study associated with Interim Control By-law 133-2023 (Ward 5)**

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**Recommendation**

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

1. That, pursuant to Report ED-24-44 dated April 3, 2024, Planning Services staff be authorized to initiate the statutory public process under the Planning Act, R.S.O. 1990,c.P.13 for Council to consider proposed amendments to the Oshawa Official Plan and Zoning By-law 60-94, generally in accordance with the Bloor-Simcoe Intensification Study

associated with Interim Control By-law 133-2023, contained in Attachment 1 of said Report;

2. That, pursuant to Report ED-24-44 dated April 3, 2024, Planning Services staff be directed to prepare two Master Block Concept Plans generally in accordance with Section 5.3 of Attachment 1 to said Report;
3. That, pursuant to Report ED-24-44 dated April 3, 2024, Economic and Development Services staff be directed to investigate undertaking a high-level drainage analysis, master stormwater drainage plan and downstream erosion assessment, including a cost estimate for such work in the event external professional consultant services are recommended to be retained, in consideration of the potential for the proposed intensification within the Bloor-Simcoe Intensification Study area to exacerbate flooding constraints for upstream and/or downstream properties;
4. That, pursuant to Report ED-24-44 dated April 3, 2024, Planning Services staff be directed to consider potential amendments to the Oshawa Official Plan through the recently initiated Municipal Comprehensive Review of the City's official plan, generally reflective of the amendments outlined in Section 5.4.2 of Attachment 1 to said Report; and
5. That, pursuant to Report ED-24-44 dated April 3, 2024, Economic and Development Services staff be directed to review the Simcoe Street South Renaissance Community Improvement Plan and to investigate the potential implementation of a new Transit-oriented Development Community Improvement Plan for the City, generally in accordance with Section 5.4.3 of Attachment 1 to said Report.

**ED-24-43 - Revised Application to Amend Zoning By-law 60-94, Rossland Residences Corp., 555 Rossland Road West (Ward 4)**

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Recommendation

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

1. That, pursuant to Report ED-24-43 dated April 3, 2024, the revised application submitted by Rossland Residences Corp. to amend Zoning By-law 60-94 (File: Z-2023-02) to rezone 555 Rossland Road West from R1-C/CIN/SO-D (Residential/Community Institutional/Specialized Office) to an appropriate R6-C (Residential) Zone to permit six (6) stacked townhouse buildings (apartment buildings) with a combined total of 175 dwelling units be approved, generally in accordance with the comments in said Report, and the necessary by-law be passed in a form and content acceptable to the Commissioner of Economic and Development

Services and the City Solicitor; and,

2. That, in accordance with Section 34(17) of the Planning Act and notwithstanding that the Zoning By-law Amendment proposed in Report ED-23-78 dated April 12, 2023 presented at the public meeting of April 17, 2023 differs to some degree from the proposed amendment recommended to be approved by City Council pursuant to Part 1 of this Recommendation, such differences are not substantial enough to require further notice and another public meeting.

**ED-24-41 - Graffiti and Vandalism Remediation Fund (Ward 4)**

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Recommendation

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

That pursuant to Report ED-24-41 dated April 3, 2024 concerning a Graffiti and Vandalism Remediation Fund, the Economic and Development Services Department be authorized to implement and deliver the Graffiti and Vandalism Remediation Fund in accordance with Attachment 1 to this report.

**ED-24-40 - Oshawa Culture Counts Awards 2024 Recipients (All Wards)**

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Confidential Attachment #3 Closed Pursuant to Section 239(2)(b) of the Municipal Act, 2001.

(See Pages C1 to C6)

Recommendation

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

1. That, pursuant to Report ED-24-40 dated April 3, 2024, Nominee Number 1 listed in Confidential Attachment 3 of the Oshawa Culture Counts Professional Artist nominations presented in Report ED-24-40 be selected as the winner of the 2024 Oshawa Culture Counts Professional Artist Award;
2. That, pursuant to Report ED-24-40 dated April 3, 2024, Nominee Number 2 listed in Confidential Attachment 3 of the Oshawa Culture Counts Emerging Artists nominations presented in Report ED-24-40 be selected as the winner of the 2024 Oshawa Culture Counts Emerging Artist Award; and
3. That, pursuant to Report ED-24-40 dated April 3, 2024, Nominee Number 1 listed in Confidential Attachment 3 of the Innovation and Creation Champion Award nominations presented in Report ED-24-40 be selected as the winner of the 2024 Innovation and Creation Champion Award.



## Public Discussion Agenda

### Matters Excluded from the Consent Agenda

### Items Introduced by Council Members

### Items Pulled from the Information Package

None

### Questions to Staff Concerning the Committee's Outstanding Items List

## Closed Consent Agenda

### Closed Correspondence with recommendations

### Closed Staff Reports/Motions with recommendations

#### **ED-24-37 - Request to Purchase City-owned Parkland on the east side of Kingside Park, west of Emerson Court (Ward 5)**

Closed Pursuant to Section 239(2)(c) of the Municipal Act, 2001.

(See Pages C7 to C24)

#### Recommendation

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

That, pursuant to Closed Report ED-24-37 dated April 3, 2024, City staff be authorized to advance the recommendation in accordance with Section 2.0 of said Closed Report.

#### **ED-24-38 - Update on the Recommended Disposal of a Portion of the Cromwell Avenue Road Allowance, North of Highway 401, East of Park Road South (Ward 5)**

Closed Pursuant to Section 239(2)(c) of the Municipal Act, 2001.

(See Pages C25 to C138)

#### Recommendation

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

That, pursuant to Closed Report ED-24-38 dated April 3, 2024, the Commissioner of Economic and Development Services be authorized to enter into an agreement of purchase and sale for the City-owned lands comprising a portion of the Cromwell Avenue road allowance, located north of Highway 401, east of Park Road South, generally in accordance with the key terms as set out in Section 5.6 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 agreements and other required documents be in a form and content satisfactory to the City

Solicitor and the Commissioner, Economic and Development Services  
Department.

**Closed Discussion Agenda**

**Matters Excluded from the Consent Agenda**

**Items Requiring Direction**

**Matters Tabled**

None

**Adjournment**

**ED-24-47**  
(previously OEAC-24-20)

**Bloor-Simcoe Intensification Study Report**

**Prepared by:** Gregory Waclawek, Joseph Young, AJ Groen, Tim Speirs, Emily Noel

**Date:** March 5, 2024

**Recommendations:**

- We recommend that bike lanes be installed along Bloor St to support the intensification of the area.
- We recommend conserving the old growth trees that are present at the southwest segment of the vacant lot located at the Northwest corner of Wentworth St W and Simcoe St S.
- We recommend that part of the vacant lot be utilized to create green space and sports/exercise equipment or fields for the community.
- We recommend that the study team considers our comments and questions during the intensification study process.
- We recommend a mitigation plan be developed should de-vehicalization in the area be not as successful as projected.
- The City should continue to promote applicable Community Improvement Plan financial incentives to help grow and support development.

**Comments:**

- Vacant Lot @Northwest corner of Wentworth St W and Simcoe St S:
  - Conserve the old growth trees that are present at the southwest segment of the vacant lot
  - Utilizing part of the vacant lot to create green space and sports/exercise equipment or fields
    - We are concerned that there will be sufficient recreational opportunities available to the residents in this area.
- Highway noise mitigation:
  - With the increase in traffic and population, are there plans on implementing strategies to mitigate that increase in sound?
- The environmental condition (i.e., potential presence or absence of subsurface contamination from potentially contaminating activities) of a lot of these properties in the study area are likely unknown. If subsurface contamination was to be identified at properties in the study area there would be delays in redevelopment and the City should promote their financial incentives to help the City to meet the objectives of the intensification program. This could help to avoid certain lands being or remaining underutilized for an extensive period of time.
- Is there a mitigation plan in the event that de-vehicleization is not as successful as projected, given existing constraints on roadways due to the current number of vehicles.

- Are sidewalks being improved?
- Are additional bus lines being implemented?
- Are additional bike lanes being implemented?
  - We can look into how other countries implement bike lanes: The Netherlands paints bike lanes right onto the road, making the road narrower and subsequently the cars slow down. This achieves safer traffic conditions and bike lane allowance.

## ED-24-48

**From:** LEONARD <M.F.I.P.P.A 14(1)>  
**Sent:** Friday, February 23, 2024 11:48 AM  
**To:** Mary Medeiros <[MMedeiros@oshawa.ca](mailto:MMedeiros@oshawa.ca)>  
**Cc:** Anthony Ambra <[AAmbra@oshawa.ca](mailto:AAmbra@oshawa.ca)>  
**Subject:** Economic & Development Services Committee - April 8 - Mike Leonard

Hi Mary, (Long time no talk :) )

Since retiring, I became a board member & the treasurer of the Oshawa Historical Society. We oversee and operate our beautiful Oshawa Museums down at Lakeview Park.

**Request:**

**I would like an opportunity to speak to the 'Economic & Development Services Committee' requesting two things:**

1. Permission to place a modular building there as a Welcome & Educational Centre, and,
2. Permission to begin our fund raising process.

I have a 'five-minute' power point presentation for Committee. I was hoping to get on the **April 8<sup>th</sup> EcDev Agenda**.

Lakeview Park is 'City property' and all of the buildings are 'City-owned'. We, therefore, need Committee's and Council's approval for any building development there.

Over the last year, we have met with Tracy Adams, Warren Munro, Tyler Stoddard, Kevin Alexander and Tom Goodeve to obtain the requirements and get their feedback. As well, we have mentioned our hopes to a few Councillors. Just yesterday, I spoke with Anthony Ambra about this Welcome Centre for the museum complex. He told me that I should get in touch with you.

Thanks for your help, Mary. (If you require anything more, please do not hesitate to call me.)

Mike Leonard

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



**ED-24-46**

From: Carolyn Adams <M.F.I.P.P.A 14(1)>  
Sent: Monday, April 1, 2024 10:59 AM  
To: clerks <[clerks@oshawa.ca](mailto:clerks@oshawa.ca)>  
Cc: <M.F.I.P.P.A 14(1)>

Subject: Oshawa Museum

To whom it does concern

I, as a citizen of Oshawa, support the Oshawa Museum plan for expansion. We, in Oshawa, are fortunate to have a museum plus a very dedicated staff. More and more people are realizing the value for many of the artifacts in their possession. They are donating so much of our history to the museum. The museum, in their respect for these artifacts, understands the care and protection that is required. This year Oshawa is celebrating 100 years since inception. The museum has over 100 years of history in its possession. We do need to protect it and provide more space to display the many wonderful items. Every year we get older. Every year our past grows. Once artifacts are gone; they are gone; never to return. I support the museum's plan to create proper protection for our past.

Sincerely,  
Carolyn Adams  
<M.F.I.P.P.A 14(1)>





## ED-24-45

From: Carrie Douglas <M.F.I.P.P.A. 14(1)>  
Sent: Monday, April 1, 2024 1:28 PM  
To: Bradley Marks <[BMarks@oshawa.ca](mailto:BMarks@oshawa.ca)>  
Cc: clerks <[clerks@oshawa.ca](mailto:clerks@oshawa.ca)>; \* Council <[council@oshawa.ca](mailto:council@oshawa.ca)>  
Subject: Objection to Proposed Icon Development at Harmony/Pinecrest

We are very concerned about the impact the above development will have on our neighborhood.

A few specific concerns would be

1 - the density of the proposed development as it does not fit with our current neighborhood footprint/density 2-the entrance/exit onto Pinecrest Road only as our current neighborhood is not designed for hundreds of extra vehicles per day ie. no sidewalks/curbs/steep hill incline with s-corner (horrible in the winter) 3-pedestrian safety concern with increased vehicle traffic

I look forward to your hearing your thoughts on this matter and your support of our neighborhood will not be forgotten!

Larry and Carrie Douglas  
<M.F.I.P.P.A. 14(1)>

**From:** Matthew Davison <M.F.I.P.P.A. 14(1)>>

**Sent:** Sunday, March 31, 2024 10:40 AM

**To:** [Mayor@Oshawa.ca](mailto:Mayor@Oshawa.ca); John Neal <[JNeal@oshawa.ca](mailto:JNeal@oshawa.ca)>; Rosemary McConkey <[RMcConkey@oshawa.ca](mailto:RMcConkey@oshawa.ca)>; Tito-Dante Marimpietri <[TDMarimpietri@Oshawa.ca](mailto:TDMarimpietri@Oshawa.ca)>; Jim Lee (Councillor) <[JALee@oshawa.ca](mailto:JALee@oshawa.ca)>; Bob Chapman <[BChapman@oshawa.ca](mailto:BChapman@oshawa.ca)>; Bradley Marks <[BMarks@oshawa.ca](mailto:BMarks@oshawa.ca)>; Rick Kerr <[RKerr@oshawa.ca](mailto:RKerr@oshawa.ca)>; Derek Giberson <[DGiberson@oshawa.ca](mailto:DGiberson@oshawa.ca)>; Brian Nicholson <[BNicholson@oshawa.ca](mailto:BNicholson@oshawa.ca)>; John Gray <[JGray@oshawa.ca](mailto:JGray@oshawa.ca)>; clerks <[clerks@oshawa.ca](mailto:clerks@oshawa.ca)>; \* Council <[council@oshawa.ca](mailto:council@oshawa.ca)>

**Subject:** Revised Applications to Amend Zoning By-law 60-94 and for Approval of a Draft Plan of Subdivision, Icon Harmony Limited

Good morning respected members of Council.

Please allow me to introduce myself. My name is Matthew Davison. I have lived in Oshawa for 15 years.

My wife and I (along with our two children) recently purchased a home at <M.F.I.P.P.A. 14(1)> in Oshawa.

After spending time with our new neighbours this summer, the gravity of the situation regarding the development being proposed at Harmony and Pinecrest has more than peaked my interest.

The idea of having almost 100 homes built who need access to Pinecrest Rd is unsettling.

This is one of the very last streets in the region that has kept its original charm. There are no sidewalks or curbs, the streets are narrow, the trees are very mature. It is quiet. Not a single resident wants this to change.

We spent a significant (to me anyway) amount of money to purchase this home as it reminds us of the homes we grew up in back in the 70's-80's. We have also just spent another large sum of money in renovations as this was supposed to be the last home we ever buy. That is now in question.

Many of these houses were built in the late 1950's. The simple truth is that the infrastructure on the street cannot support the traffic that will surely come if the residents in the new community need access to Pinecrest. Not to mention that the proposed entrance on the south will become incredibly congested and unsafe for those of us who use that access point. Both pedestrian and vehicle traffic will be impacted significantly.

As a Neighbourhood Association (**Maxwell Village Neighbourhood Association**) our concerns focused on the increased traffic throughout the community and the safety issues that will inevitably arise from that increase. We (as well as the Developer), both

requested direct access to Harmony from the new development. We also further suggested that a reduction in density would lessen traffic and therefore safety concerns. Unfortunately, the city stated they reviewed all of our concerns and justified all of their findings.

Our group has articulately made arguments about the below yet we have been ignored. We would all like to know why. Does anyone on council care about any of the below issues? For the families who live on Pinecrest and Swiss Heights? For the effort we are all putting in to preserve one last street in the city?

Some of the issues being ignored are;

1. Safety concerns arising from the additional traffic. Pinecrest simply cannot be an access road to the new development. It is not equipped. Pinecrest access is at the top of an already challenging hill with limited visibility. To increase traffic here would cause significant issues. There could be traffic jams simply trying to leave the subdivision. This is unacceptable.
2. Parking overflow into the existing community. There is no room for parking on the side of the street. This would become a huge problem. Among other things, our lawns come right up to the edge of the street.
3. Pedestrian safety throughout the community. The street is hardly wide enough now for two cars to pass each other in the event there is someone walking on the street. Adding more traffic to this area will be a significant problem.
4. Pedestrian safety for residents of the new development, especially children attempting to cross Harmony Road. 100 new homes = 200 residents at a minimum. All coming and going at the same time.
5. The impact on the existing streets and infrastructure. Pinecrest has no infrastructure to support this kind of traffic.
6. The costs to the city if it is determined it's necessary to add curbs and sidewalks to Pinecrest and Swiss Heights. Not to mention the fact that no residents want this. This will destroy the charm of the street.
7. Impact on local schools – overcrowding. Pierre Elliotte Trudeau is already over capacity. Where will the kids go?
8. This neighbourhood is noted by the city as 'desirable' — what will the impact of the development be after completion? Might I suggest; 'Less Desirable'.
9. Heritage value: one of the first post-war subdivisions. We are getting close to being 100 years old. Does that not matter to anyone?

Thank you for taking the time to read this. If you have made it this far, please know that I understand that things must change. Building new homes is important to the city. I would challenge that there is plenty of space to the North that would not impact our incredible street and neighbourhood and I very much feel for my neighbours across the

street as every house on that side is going to have unwelcome neighbours behind them.

Aside from that however, we urge you to reconsider the Pinecrest access point. There must be access from Harmony Rd coming North and South to the new community. If the proposed community has the ability to access Harmony from the North and South, where all of the required infrastructure can be built appropriately, both communities can exist together.

After reviewing the sequence of events to get us to the meeting on April 8<sup>th</sup> I do find it odd how the meetings have been scheduled at incredibly inconvenient times. Is it intentional to reduce the pressure from those who live in the community? Those who vote and pay an incredible amount of taxes? Those who likely commute to work and cannot get to an early afternoon meeting?

The scheduled EDSC meeting is at 1:30, currently is not available to the public and on a date where there will be a total eclipse of the sun. Could this meeting be moved to a more accessible date and time? Many of us on the street not only live in Oshawa but we work here. We have hundreds of employees who live here and commute from here. This is our home. This matters to us. As elected officials, I naturally assume you would like to hear all of our concerns.

Respectfully.

Matt Davison

Economic Development and Services Committee

April 2, 2024

RE: ED 24-42

Dear Committee:

I have expressed concerns on this application on a redevelopment of 1081,1093 Harmony Road last year, specifically the impact that the proposed development would have on the existing established neighborhood.

- . significant increased traffic on Swiss Hts
- . increased pedestrians jaywalking Harmony to catch southbound bus

I was fortunate to have meetings with the Region (Glyn Reedman) and City of Oshawa (Renjit Gill) who listened to concerns but both felt it wasn't in their respective jurisdiction to resolve traffic accessing Harmony Road. ie a City Problem that would need the Region to alleviate.

I believe:

- the problem can be solved by a separate signaled access from the new development.
- the problem can be reduced by keeping to the current zoning R1A
- the problem can be eliminated by keeping the status quo

At a meeting I attended last summer in the city offices , both the Maxwell Neighbourhood Assoc and Icon representatives expressed support for a dedicated signaled access onto Harmony. The proposal I see today has no such access and there is an increase in units form that proposed initially.

I understand that any change comes with good and bad features.... However, in this instance I see

5 real options:

- 1) Status Quo.. three homes with three separate accesses onto Harmony
- 2) Keep the zoning R1A... 26 new detached homes and 100% increase in traffic on Swiss Height and Pinecrest
- 3) Keep the zoning R1A with access onto Harmony... 26 homes and no increase in traffic on Swiss Hts and Pinecrest
- 4) Rezone and allow for access onto Harmony... 78 units and minimum impact on Swiss Hts and Pinecrest and problems with pedestrians crossing Harmony
- 5) Rezone without a new access... 78 units and 300% increase in traffic on Swiss Hts and Pinecrest and problems with pedestrians crossing Harmony

With increased traffic there will always be increased risk. In "Risk Management", if you can't eliminate a risk one tries to reduce it. I am flabbergasted that each proposal I have seen increases the risk.

I would encourage the committee to think on any proposal rather than simply follow process flowsheets. I do not see any reason to change the zoning to allow for a proposal such as this one. This is shoehorning too big of a development into an existing well functioning neighbourhood... It is not a good plan. Yes the current neighborhood it was planned in the 1950's and 1960's. That does not mean it is bad. A lot of things from the 50's and 60's function better than what I see today.

Personally I feel Option 2 has merit.

Thank you for your attention. I trust collectively you can make a good choice.

J Allan Arnott

Citizen, Resident

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

To: Economic and Development Services Committee

From: Anthony Ambra, P.Eng., Commissioner,  
Economic and Development Services Department

Report Number: ED-24-42

Date of Report: April 3, 2024

Date of Meeting: April 8, 2024

Subject: Revised Applications to Amend Zoning By-law 60-94 and for  
Approval of a Draft Plan of Subdivision, Icon Harmony Limited,  
1081 and 1093 Harmony Road North and 836 Pinecrest Road

Ward: Ward 3

File: Z-2022-11, S-O-2022-04

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## **1.0 Purpose**

The purpose of this Report is to provide a recommendation on the revised applications submitted by Icon Harmony Limited (the “Applicant”) to amend Zoning By-law 60-94 (File: Z-2022-11) and for approval of a draft plan of subdivision (File: S-O-2022-04) to permit 33 single detached dwellings, 24 semi-detached dwellings and 21 block townhouse dwellings on lands municipally known as 1081 and 1093 Harmony Road North and 836 Pinecrest Road (the “Subject Site”).

The Applicant intends to register the proposed development as a common elements draft plan of condominium pursuant to File: C-O-2022-07.

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 Schedule “A”, Pinecrest Land Use and Road Plan, from the Pinecrest Part II Plan showing the location of the Subject Site.

Attachment 3 is a copy of the original proposed site plan submitted by the Applicant and considered at the January 9, 2023 public meeting.

Attachment 4 is a copy of the revised proposed site plan submitted by the Applicant to address certain public and technical comments.

Attachment 5 is a copy of the original proposed draft plan of subdivision (File: S-O-2022-04) submitted by the Applicant and considered at the January 9, 2023 public meeting.

Attachment 6 is a copy of the revised proposed draft plan of subdivision (File: S-O-2022-04) submitted by the Applicant to address certain technical comments.

A public meeting was held on January 9, 2023 concerning the subject development applications. At the conclusion of the public meeting, the Economic and Development Services Committee adopted a recommendation to direct staff to further review the subject applications and prepare a subsequent report and recommendation back to the Economic and Development Services Committee. The minutes of the January 9, 2023 public meeting form Attachment 7 to this Report.

Subsequent to the January 9, 2023 public meeting, the Applicant revised the subject development proposal. The key differences between the original proposal considered at the public meeting (see Attachment 3) and the revised proposal (see Attachment 4) are as follows:

- (a) The total number of dwelling units has increased from 73 to 78. The number of single detached dwellings has decreased from 36 to 33. The number of semi-detached dwellings has increased from 22 to 24. The number of block townhouse dwellings has increased from 15 to 21.
- (b) The number of proposed single detached dwelling lots located around the perimeter of the site abutting the existing neighbourhood has been reduced from 36 to 33.
- (c) The original site design proposed a driveway access on Pinecrest Road and an emergency access only on Harmony Road North. In response to concerns from the existing neighbourhood with respect to traffic impacts, the Applicant subsequently revised the site design in an attempt to make the driveway on Harmony Road North an open full movement driveway access. Ultimately, it was determined that the road geometry and sight distance conditions along the adjacent segment of Harmony Road North render most turning movements from this access unsafe. The development does not require an emergency access or more than one driveway access. The Applicant is now proposing a single driveway access for the proposed development, which will be located on Pinecrest Road.
- (d) The area of the common outdoor amenity area (parkette) has been expanded, incorporating additional space at the northwest corner of the Subject Site previously occupied by the emergency access. The size of the private parkette has increased from 458 square metres (4,929.87 sq. ft.) to 686 square metres (7,384.04 sq. ft.).
- (e) The visitor parking rate has been increased from 0.23 spaces per unit to 0.25 spaces per unit (20 visitor parking spaces in total).
- (f) The original proposal requested a maximum building height of 11 metres (36.08 ft.) for all single detached dwellings, semi-detached dwellings and block townhouses. The Applicant subsequently revised the proposal to request a maximum building height of 9 metres (29.52 ft.) for twenty of the proposed single detached dwellings (i.e. Lots 1 to 11 and 25 to 33 as shown on Attachment 4) and a maximum building height of 11 metres (36.08 ft.) for the front wall facing the internal private road and a maximum height of 9 metres (29.52 ft.) (2 storeys) for the rear wall facing the rear lot line for the



remaining thirteen single detached dwellings (i.e. Lots 12 to 24 as shown on Attachment 4). Further, the Applicant has reduced the proposed height of all semi-detached dwellings to 9.50 metres (31.17 ft.) (2 storeys), and increased the proposed height of all block townhouses to 11.75 metres (38.55 ft.) measured on the exterior of the west side of the building facing Harmony Road North and 11.25 metres (36.91 ft.) measured on the east side of the building facing the internal private road.

- (g) The net site area of Block 1 in the draft plan of subdivision has increased from 2.342 hectares (5.79 ac.) to 2.426 hectares (5.99 ac.). This change is a result of a reduction in the width of the road widening conveyance required by the Region of Durham along the frontage of Harmony Road North.

## **2.0 Recommendation**

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

1. That, pursuant to Report ED-24-42 dated April 3, 2024, the revised application submitted by Icon Harmony Limited to amend Zoning By-law 60-94 (File: Z-2022-11) to rezone 1081 and 1093 Harmony Road North and 836 Pinecrest Road from R1-A (Residential) to an appropriate R2 (Residential) zone to permit the development of 33 single detached dwellings, 24 semi-detached dwellings and 21 block townhouse dwellings be approved, generally in accordance with the comments contained in said Report, and the necessary by-law be passed in a form and content acceptable to the Commissioner of Economic and Development Services and the City Solicitor.
2. That, pursuant to Report ED-24-42 dated April 3, 2024, the revised application submitted by Icon Harmony Limited for approval of a draft plan of subdivision (File: S-O-2022-04) which proposes a block for single detached dwellings, semi-detached dwellings and block townhouses and a road widening block at 1081 and 1093 Harmony Road North and 836 Pinecrest Road be approved, and that the Commissioner of Economic and Development Services or Director of Planning Services be authorized to impose City conditions in the draft plan of subdivision approval Planning Act decision.
3. That, in accordance with Section 34(17) of the Planning Act and notwithstanding that the Zoning By-law amendment proposed in Report ED-23-10 dated January 4, 2023, presented at the public meeting of January 9, 2023, differs to some degree from the proposed amendment recommended to be approved by City Council pursuant to Part 1 of this Recommendation, such differences are not substantial enough to require further notice and another public meeting.

## **3.0 Executive Summary**

This Department recommends the approval of the revised applications to amend Zoning By-law 60-94, as amended, and for approval of a draft plan of subdivision to permit the development of 33 single detached dwellings, 24 semi-detached dwellings and 21 block townhouse dwellings at 1081 and 1093 Harmony Road North and 836 Pinecrest.

The Applicant and Department staff, working with the Region of Durham, attempted to find ways to minimize the need for vehicular traffic to and from the proposed development to

drive through the existing surrounding neighbourhood. However, due to the design and characteristics of the adjacent sections of Harmony Road North and Pinecrest Road, it was not possible to implement alternative driveway access designs.

The proposal represents an infill residential development with a density and built form that is appropriate given the locational context of the Subject Site, which is at the periphery of a neighbourhood abutting an arterial road designated as a Regional Corridor and a Regional Transit Spine, and can be designed to be compatible with the surrounding residential uses. The proposed interface between the surrounding existing residential development and the proposed new residential development is appropriate. The proposed block townhouses are located adjacent to the westerly limit of the Subject Site abutting Harmony Road North rather than adjacent to any existing residential properties.

The proposed development conforms to the Provincial Growth Plan, is consistent with the Provincial Policy Statement, conforms to the Durham Regional Official Plan and Oshawa Official Plan, is within the City's Built Boundary and represents good planning. The proposed development will help the City's efforts to achieve the delivery of 23,000 new housing units in Oshawa between 2022 and 2031 as targeted by the Province.

## **4.0 Input From Other Sources**

### **4.1 Other Departments and Agencies**

No department or agency that provided comments has any objection to the subject revised applications. Certain technical issues and requirements related to the proposed development have been identified and can be resolved during the site plan approval and building permit processes, if the revised applications are approved.

### **4.2 Public Comments**

The minutes of the January 9, 2023 public meeting concerning the subject applications form Attachment 7 to this Report. Several letters were also received from the public with respect to the subject applications containing comments and expressing objections to the applications.

On August 16, 2023, City staff coordinated a meeting between the Applicant and three members of the Maxwell Heights Neighbourhood Association to discuss changes to the site plan resulting from comments on the first submission and concerns from the neighbourhood.

Key concerns raised by the public at the public meeting, in subsequent meetings with area residents and in the written correspondence are set out below together with a staff response.

#### **4.2.1 Conformity to the Pinecrest Part II Plan**

**Comment:**

Comments were made concerning the need for an amendment to the Pinecrest Part II Plan (official plan amendment) based on the proposed density and housing type/form of the proposed development.

**Staff response:**

The lands subject to the revised applications are designated Low Density Residential on Schedule 'A' of the Pinecrest Part II Plan.

The Low Density Residential designation generally permits a maximum net residential density of up to 30 units per hectare (12 u/ac.), as outlined in Table 2 of the Oshawa Official Plan (the "O.O.P."). The density of the revised proposal is 32.15 units per hectare (13.02 u/ac.).

Policy 10.1.2(a) of the O.O.P. states, in part, that with the exception of floor space indices, all numbers and quantities shown in the O.O.P. are approximate and that minor changes to such numbers and quantities will be permitted without amendment provided that such changes do not affect the intent of the O.O.P. Therefore, the densities outlined in Table 2 of the O.O.P. are not fixed limits for the given density category, but rather provide a guideline in evaluating development proposals. The difference between 30 units per hectare and 32.15 units per hectare is minor and can be considered to still be consistent with the Low Density Residential Category and therefore the intent of the O.O.P.

Table 2 of the O.O.P. also provides descriptions of the general representative housing type/form for each density type. Low Density Residential development has the general representative housing type/form of single detached dwellings, semi-detached dwellings and duplexes. In the footnote associated with Table 2, the O.O.P. acknowledges that these descriptions represent only the anticipated housing forms for the density categories specified in the Table, and that differences in building design, site specifications and lot area may produce considerable variation in housing type at any given density. On this basis, the housing form of the proposed development, which consists of single detached and semi-detached dwellings in the interior of the lot and block townhouse dwellings fronting Harmony Road North, is consistent with the O.O.P. guidance for the Low Density Residential designation in the Pinecrest Part II Plan.

A built example of how townhouse form development can be consistent with Low Density Residential development is the block townhouse development at 1640 Grandview Street North. The site is designated Low Density Residential in the Taunton Part II Plan and is developed with 47 townhouse units. The site is approximately 1.5 hectares (3.7 ac.) in size, which yields a density of 31.3 units per hectare (12.7 u/ac.). This density is generally consistent with the Low Density Residential designation despite consisting entirely of block townhouse units.

For comparison, the 79 block townhouses at Harmony Road North and Missom Gate have a combined density of 60.8 units per hectare (24.6 u/ac.), the 56 block townhouses at

Phillip Murray Avenue and Park Road South have a density of 54.15 units per hectare (29.1 u/ac.), the 212 block townhouses at Harmony Road South and Taylor Avenue have a density of 46.6 units per hectare (11.2 u/ac.), and the 38 block townhouses at 1280 Harmony Road North have a density of 43.4 units per hectare (17.6 u/ac.).

#### **4.2.2 Compatibility with the Surrounding Neighbourhood**

##### **Comment:**

Comments were made concerning compatibility between the built form of the proposed development and the surrounding neighbourhood.

##### **Staff response:**

The proposal features 33 single detached dwellings located along the northern, eastern and southern limits of the Subject Site abutting the existing residential neighbourhood, 24 semi-detached dwellings situated within the interior of the Subject Site, and 21 block townhouse dwellings located along the western limit of the Subject Site fronting Harmony Road North.

Harmony Road North is classified as a Type “A” Arterial Road. The policies of the Provincial Growth Plan, Durham Regional Official Plan and the O.O.P. encourage appropriate residential intensification along arterial roads.

Harmony Road North is designated as a Regional Corridor and a Regional Transit Spine in the O.O.P. It is also identified as part of the High Frequency Transit Network in the new Durham Regional Official Plan (Envision Durham), which was adopted by Regional Council on May 17, 2023 and is currently with the Ministry of Municipal Affairs and Housing for approval. Envision Durham encourages higher density developments along Regional Corridors and along High Frequency Transit Networks to support compact communities and efficient transit service. The minimum density target along High Frequency Transit Networks is 45 dwelling units per hectare. A development proposal having a density of 45 units per hectare at the Subject Site would produce approximately 109 units (39.7% more units than currently proposed). With only 78 units, yielding a density of 32.15 dwelling units per hectare, the density of the proposed development is lower than this minimum target. Notwithstanding this, the Region of Durham is supportive of the proposed development as it generally conforms to the current in-force Durham Regional Official Plan and provides a range of housing types that would be complementary with the surrounding low-density community.

Staff note that all of the proposed single detached dwellings along the perimeter of the site abutting existing housing feature a minimum rear yard depth of 7.50 metres (24.61 ft.), which complies with the existing zoning. The maximum height of the single detached dwellings measured at the wall facing the rear lot line is 9 metres (29.52 ft.), reflective of a two-storey condition.

### **4.2.3 Traffic Impacts**

#### **Comment:**

Comments were made concerning the impact of the proposed development on vehicular traffic in the area, as well as the adequacy of the study methods used to prepare the Traffic Impact Study (“T.I.S.”) submitted in support of the applications.

#### **Staff response:**

Harmony Road North is designated as a Type “A” Arterial Road on Schedule ‘B’, Road Network, of the O.O.P. Pinecrest Road, Swiss Height and Grand Ridge Avenue (east of Harmony Road North) are all local roads.

Type “A” Arterial Roads are intended to carry high volumes of traffic, including high volumes of truck traffic. Harmony Road North is under the jurisdiction of the Region of Durham. Local roads are intended to collect light volumes of traffic moving between points of origin and the collector road system and arterial roads.

The revised proposal features a full movement driveway access on Pinecrest Road only, with no direct access on Harmony Road North.

An additional driveway access is only required where the furthest point on a private road or public road is greater than 250 metres (820.21 ft.) from a single access point. In this case, the furthest point on the private road from the driveway access on Pinecrest Road is approximately 230 metres (754 ft.). Consequently, only one driveway is required for emergency service access. The site design complies with the City’s private road design standards including minimum private road width and radii for fire truck access, minimum building setbacks from the fire route (private road), and Fire Route/No Parking signs posted alongside the entire private road.

The intersection of Harmony Road North and Pinecrest Road permits right-in and right-out movements only. Drivers exiting the proposed development that wish to travel southbound on Harmony Road North would have to drive east along Pinecrest Road through the existing neighbourhood to access intersections that permit left turns onto Harmony Road North (Swiss Height or Grand Ridge Avenue). Alternatively, they could exit onto Pinecrest Road, turn right onto northbound Harmony Road North, turn onto Taunton Road East and then turn south on another arterial road such as Ritson Road North or Grandview Street North.

Southbound drivers on Harmony Road North intending to access the proposed development would have to turn left onto Swiss Height or Grand Ridge Avenue and then access the site via Pinecrest Road.

The Applicant hired GHD, a professional consulting company with transportation engineering expertise, to prepare a Transportation Impact Study (“T.I.S.”) which was

submitted in support of the revised applications. The key findings and conclusions of the T.I.S. are as follows:

- The proposed development is expected to generate a total of 49 new two-way vehicle trips during the weekday morning peak hour traffic period consisting of 13 inbound trips and 36 outbound trips, and 61 new two-way vehicle trips during the weekday afternoon peak hour traffic period consisting of 37 inbound trips and 24 outbound trips.
- The T.I.S. describes the existing vehicle trips on the area’s roads in 2024. The T.I.S. also describes the vehicle trips generated by the proposed development and the projected combined total vehicle trips based on the completed proposed development. This data is summarized in the following table:

<b>Peak Hour Period Turning Movement</b>	<b>2024 Vehicle Trips</b>	<b>2024 Vehicle Trips Including Subject Site Development</b>	<b>Difference as a result of Subject Site Development</b>
Morning peak hour right turn from northbound Harmony Road North onto Pinecrest Road	10	14	4*
Afternoon peak hour right turn from northbound Harmony Road North onto Pinecrest Road	4	18	14*
Morning peak hour right turn from Pinecrest Road onto northbound Harmony Road North	6	26	20*
Afternoon peak hour right turn from Pinecrest Road onto northbound Harmony Road North	3	18	15*
Morning peak hour right turn from northbound Harmony Road North onto Swiss Height	3	3	0
Afternoon peak hour right turn from northbound Harmony Road North onto Swiss Height	10	10	0
Morning peak hour right turn from Swiss Height onto northbound Harmony Road North	4	4	0
Afternoon peak hour right turn from Swiss Height onto northbound Harmony Road North	11	11	0
Morning peak hour left turn from Swiss Height onto southbound Harmony Road North	6	22	16

Peak Hour Period Turning Movement	2024 Vehicle Trips	2024 Vehicle Trips Including Subject Site Development	Difference as a result of Subject Site Development
Afternoon peak hour left turn from Swiss Height onto southbound Harmony Road North	3	12	9
Morning peak hour left turn from southbound Harmony Road North onto Swiss Height	6	15	9
Afternoon peak hour left turn from southbound Harmony Road North onto Swiss Height	8	31	23

- The additional vehicle trips indicated with an asterisk (\*) are trips for which the driver would only be travelling on Pinecrest Road between Harmony Road North and the Subject Site’s driveway (i.e. the driver would only be driving on Pinecrest Road for approximately 35 metres). This represents approximately half of all trips generated by the proposed development.
- Traffic generated by the Subject Site will have a nominal impact on the operation of the surrounding study area intersections with respect to capacity, delays and queueing. No intersection improvements are required within the study area to accommodate traffic generated by the development.

Professional traffic engineering staff at both the City and the Region of Durham reviewed the T.I.S. and have no objections to the methodology or the key conclusions noted above with respect to a single driveway access on Pinecrest Road.

The initial applications received by staff in November 2022 and considered at the January 9, 2023 public meeting (see Attachment 3) proposed a full turning movement driveway access on Pinecrest Road and an emergency vehicle access only on Harmony Road North. The Region would allow an emergency access on Harmony Road North. However, the City’s Fire Services does not support new permanent emergency accesses.

In response the neighbourhood’s concerns about the potential impact of traffic generated by the proposed development on local roads, the Applicant’s second submission (received in June 2023) redesigned the northwest corner of the Subject Site in an attempt to provide a full movement driveway access on Harmony Road North.

Between June 2023 and January 2024, the City, Region and the Applicant worked collaboratively to assess the feasibility of the proposed full movement driveway access on Harmony Road North. In support of the revised access the Applicant submitted a sightline assessment prepared by GHD. Ultimately it was determined by the Region that the road geometry and sight distance conditions, combined with the existing traffic volumes and speeds on the arterial road, lack of appropriate left turn lane width south of Swiss Height, lack of a left turn refuge lane within Harmony Road North, and proximity of the potential

driveway to the Swiss Height intersection render all turning movements directly to or from Harmony Road North unsafe for drivers except right-out turns. Because future residents will be able to turn right onto Harmony Road North from Pinecrest Road, providing an additional right-out only access on Harmony Road North would not reduce traffic through the neighbourhood.

Between January 2024 and March 2024, at the request of City staff, the Region of Durham assessed the feasibility of providing a signalized intersection at Harmony Road North and Pinecrest Road to reduce potential traffic through the neighbourhood. Through this assessment it was determined that the necessary sightlines for a signalized intersection are not available for northbound traffic and would result in an increased risk of rear-end and turning movement collisions at the proposed signal. Constructing a signalized intersection at this location would also require widening Harmony Road North on both approaches to accommodate a left turn lane and a divisional island. This would be technically challenging and very costly given the steep slopes on both sides of Harmony Road North in the area and the need to relocate utility poles, potentially install a guiderail system and construct new retaining walls. Furthermore, the spacing of the proposed signalized intersection does not comply with the Region of Durham's guidelines for signalized intersections on Type "A" Arterial Roads [700m (2,297 ft.)] and would result in traffic delays on Harmony Road North. For these reasons, a signalized intersection at Harmony Road North and Pinecrest Road is not feasible, and not supported by the Region.

Between January 2024 and February 2024, at the request of City staff, the Region of Durham also assessed the feasibility of providing protected signalized advance U-turns on Harmony Road North at each of the signalized intersections at Beatrice Street East and Grand Ridge Avenue to reduce traffic through the neighbourhood by providing an intentional U-turn option for drivers driving to or from the Subject Site. To accommodate protected U-turns, both signalized intersections would need to be widened to include a third receiving lane to provide sufficient space for the U-turn movement to happen in a single stage. Otherwise, a three-point turn may be required at the end of the movement for many vehicles, which would block the intersection and create an unsafe condition. Widening the road would require the relocation of utility poles and the acquisition of property. Implementing a split phase signal is not feasible due to the excessive traffic delays on Harmony Road North that would occur as a result. For these reasons, advance protected U-turns cannot be provided at these intersections, and are not supported by the Region.

Lastly, between January 2024 and February 2024, Traffic and Streetlighting Services investigated the feasibility of a directional closure on Pinecrest Road to prevent traffic exiting the proposed development from traveling east through the neighbourhood. The Oshawa Neighbourhood Traffic Management Guide defines a directional closure as a curb extension or barrier which extends to the centerline of a road to prohibit traffic in one direction of travel for the purpose of reducing traffic volume. The proposed directional closure would prevent drivers exiting the proposed development from travelling east through the existing neighbourhood; drivers would only be able to exit the development and travel west directly to Harmony Road North. Westbound traffic along Pinecrest Road would be uninterrupted by the directional closure.



It was determined that the directional closure would create a safety risk as the low volume of traffic on Pinecrest Road will encourage drivers to disobey the closure by driving around it in the opposite lane, which has reduced visibility due to the horizontal and vertical curve of Pinecrest Road at this location. The directional closure would also inconvenience existing residents residing beyond the closure, who would have to drive further to reach their homes, and would likely shift traffic onto other nearby streets. It was also noted that the projected peak hour traffic volumes generated by the proposed development are not significant and that Pinecrest Road and Swiss Height will be able to accommodate the increased traffic. The directional closure would have prevented 16 vehicle trips from the Subject Site during the morning peak hour and 9 trips from the Subject Site during the afternoon peak hour from driving east along Pinecrest Road, but would have added trips from the existing neighbourhood onto portions of Pinecrest Road and other streets that would not have otherwise used those roads. For these reasons, a directional closure on Pinecrest Road is not feasible.

As a result of these discussions and assessments, the Applicant has redesigned the proposal again to maintain one driveway access on Pinecrest Road with no access of any sort directly onto Harmony Road North (see Attachment 4).

The circumstances that prevent a full movement driveway on Harmony Road North exist regardless of the number of residential units or the types of units proposed in the development.

In the event the revised applications are approved, traffic calming measures in the existing neighbourhood can be explored once the proposed development is complete and speeding issues, if any, can be assessed to determine appropriate mitigation measures.

#### **4.2.4 Parking**

##### **Comment:**

Comments were made that the proposed development does not provide sufficient parking and that parking may spill onto Pinecrest Road or Swiss Height.

##### **Staff response:**

As it relates to the proposed development, Zoning By-law 60-94 requires 156 parking spaces consisting of a minimum of 2.0 parking spaces for every single detached dwelling and semi-detached dwelling and 1.65 parking spaces for every block townhouse dwelling, plus 0.35 parking spaces for every block townhouse dwelling unit (7 visitor spaces). Zoning By-law 60-94 does not require visitor parking for single detached dwellings and semi-detached dwellings.

The revised site design provides:

- 2 parking spaces per unit for 20 of the single detached dwellings;
- 4 parking spaces per unit for 13 of the single detached dwellings;
- 2 parking spaces for every semi-detached dwelling;
- 2 parking spaces for every block townhouse dwelling; and,

- 20 visitor parking spaces.

The proposal exceeds the parking requirements of Zoning By-law 60-94 by providing 202 parking spaces (46 more spaces than required). The visitor parking is intended to be used by visitors to all dwelling types and is not restricted to the visitors of the block townhouse dwellings.

#### **4.2.5 Townhouse Basements**

**Comment:**

Some residents expressed concern that the proposed block townhouse dwellings do not have basements, which could lead to some residents using their garage for storage rather than parking.

**Staff response:**

In addition to exceeding the minimum parking requirements for block townhouse dwellings, the Applicant has also incorporated additional storage space into the design of the garages.

The proposed single detached and semi-detached dwelling units contain basements.

#### **4.2.6 Tree Removal**

**Comment:**

Comments were made concerning the removal of trees and associated impacts on the tree canopy and wildlife.

**Staff response:**

In support of the revised applications, the Applicant has submitted a Tree Preservation Plan ("T.P.P."). The T.P.P. inventories all existing trees on the Subject Site and on adjacent properties near the mutual property line. The T.P.P. documents how trees along or near the property line will be preserved and protected during construction. These measures include the installation of temporary tree protection fencing prior to any demolition or works on site that shall remain until the completion of fine grading and sodding/seeding.

In support of the revised applications, the Applicant has also submitted a landscape plan illustrating where trees will be planted along the public boulevard and internal to the site in alignment with the City's policies.

It is important to note that a development in conformity with the existing zoning of the Subject Site would likely also result in the removal of the trees internal to the site.

The Central Lake Ontario Conservation Authority (C.L.O.C.A.) has reviewed the revised subject applications and has no objection the subject revised applications.

## **4.2.7 Pedestrian Safety**

### **Comment:**

Comments were made concerning the lack of safe pedestrian access between the proposed development and the bus stop on the west side of Harmony Road North near the intersection with Swiss Height, and the potential for conflicts between vehicles and pedestrians on Pinecrest Road and Swiss Height.

### **Staff response:**

Harmony Road North is designated as a Type “A” Arterial Road on Schedule ‘B’, Road Network, of the O.O.P. and is under the jurisdiction of the Region of Durham. Type “A” Arterial Roads are intended to carry large volumes of traffic, including large volumes of truck traffic.

The segment of Harmony Road North between Rossland Road East and Taunton Road East was reconstructed by the Region of Durham in 2021. The reconstruction included widening the road to four lanes to increase capacity, with turning lane improvements at critical intersections.

The location of transit stops is determined by Durham Region Transit (D.R.T.). In urban areas, D.R.T. aims to provide transit stops within a 500 metre (1640.42 ft.) walk to 80% of dwellings and within an 800 metre (2624.67 ft.) walk of 95% of dwellings. These service proximity goals are noted in D.R.T.’s current Service Guidelines.

Residents of the proposed development will need to walk to/from the transit stops at the signalized intersections of Grand Ridge Avenue [approximately 430 metres (1,410 ft.)] or Beatrice Street East [approximately 400 metres (1,312 ft.)].

Pinecrest Road and Swiss Height are local roads under the jurisdiction of the City. Both roads have a rural cross section without curbs or pedestrian facilities (e.g. sidewalks). Professional traffic engineering staff at the City have reviewed the revised applications and have not identified any concerns with respect to conflicts between vehicles and pedestrians within the neighbourhood as a result of the vehicle trips generated by the proposed development. Both Pinecrest Road and Swiss Height are still expected to operate within the parameters of the local road category.

In the event the revised applications are approved, traffic calming measures can be explored once the proposed development is complete and speeding issues, if any, can be assessed to determine appropriate mitigation measures.

## **5.0 Analysis**

### **5.1 Background**

The Subject Site is generally located on the east side of Harmony Road North, north of Pinecrest Road, and is municipally known as 1081 and 1093 Harmony Road North and 836 Pinecrest Road (see Attachment 1).

The following is background information concerning the subject revised applications:

<b>Item</b>	<b>Existing</b>	<b>Requested/Proposed</b>
<b>Oshawa Official Plan Designation</b>	Residential	No change
<b>Pinecrest Part II Plan Designation</b>	Low Density Residential	No change
<b>Zoning By-law 60-94</b>	R1-A (Residential)	An appropriate R2 (Residential) Zone to permit the proposed development, with site specific conditions to permit certain performance standards to implement the site and building designs.
<b>Use</b>	Three (3) single detached dwellings	33 single detached dwellings, 24 semi-detached dwellings, 21 block townhouse dwellings on a new private road, and a road widening block.

The following land uses are adjacent to the Subject Site:

- **North**     Single detached dwellings fronting onto Swiss Height
- **South**    Pinecrest Road and single detached dwellings fronting onto Pinecrest Road
- **East**      Single detached dwellings fronting onto Pinecrest Road
- **West**      Harmony Road North, beyond which are single detached dwellings

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

<b>Site Statistics Item</b>	<b>Measurement</b>
Lot Frontage	Harmony Road North – 125.12m (410.50 ft.) Pinecrest Road – 42.96m (140.94 ft.)
Gross Lot Area (inclusive of road widening)	2.44 ha (6.03 ac.)
Net Lot Area (exclusive of road widening)	2.426 ha (5.99 ac.)
Number of Proposed Residential Units	Single Detached Dwellings – 33 Semi-Detached Dwellings – 24 Block Townhouse Dwellings – 21 Total: 78 units
Net Residential Density	32.15 u/ha (13.02 u/ac.)
Minimum Lot Frontages of the Proposed Single Detached Dwelling Lots	9m (29.53 ft.) – 20 lots 11m (36.09 ft.) – 13 lots

<b>Site Statistics Item</b>	<b>Measurement</b>
Minimum Lot Frontages of the Proposed Semi-Detached Dwelling Lots	6.5m (21.33 ft.) – 12 lots 7m (22.97 ft.) – 12 lots
Minimum Lot Frontages of the Proposed Block townhouse Dwelling Lots	5.78m (18.96 ft.) – 21 lots
Parking Spaces Required	149 spaces for residents (2.0 spaces per unit for single detached dwellings and semi-detached dwellings and 1.65 spaces per unit for block townhouse dwellings).  7 spaces for visitors (0.35 spaces per block townhouse dwelling unit).  Zoning By-law 60-94 does not require visitor parking for single detached dwellings and semi-detached dwellings.  Total required parking: 156
Parking Spaces Provided	182 parking spaces for residents (2 spaces per unit for 20 single detached dwellings, 4 spaces per unit for 13 single detached dwellings, 2 spaces per unit for all semi-detached dwellings, and 2 spaces per unit for all block townhouse dwellings).  20 spaces for visitors (0.25 spaces per unit) Total parking provided: 202

**5.2 Oshawa Official Plan**

The Subject Site is designated Residential in the O.O.P.

The O.O.P. specifies, in part, that areas designated as Residential shall be predominantly used for residential dwellings.

Schedule “A-2”, Corridors and Intensification Areas, of the O.O.P. designates Harmony Road North as a Regional Corridor. The O.O.P. specifies, in part, that development along Regional Corridors shall achieve higher density, intensive and compact built form and complementary mixed uses subject to the relevant policies of the underlying land use designation. Regional Corridors are intended to develop as ribbons of compact, intensive, higher density development along what form the key connections between Central Areas within the City and to those in abutting municipalities, and provide for the efficient movement of people and goods between the Central Areas to support their vitality. A range of residential uses at higher densities may be permitted in Regional Corridors where the underlying land use designation permits a residential development.

Harmony Road North is designated as a Type “A” Arterial Road and a Regional Transit Spine in the O.O.P. Pinecrest Road is a local road.

The subject revised applications conform to the O.O.P.

### **5.3 Pinecrest Part II Plan**

The Subject Site is designated as Low Density Residential in the Pinecrest Part II Plan (see Attachment 2). The Low Density Residential designation generally permits a maximum net residential density of up to 30 units per hectare (12 u/ac.).

The general representative housing type/form within the Low Density Residential category generally consists of single detached, semi-detached and duplex dwellings with a density of up to 30 units per hectare (12 u/ac.), subject to general locational criteria as follows:

- (a) Generally located in the interior of residential neighbourhoods on local or collector roads, or along arterial roads subject to the policies of this Plan.
- (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 net residential density of the revised proposed development is 32.15 units per hectare (13.02 u/ac.), which is generally consistent with the Low Density Residential Designation. While the proposed development contains 21 townhouse dwellings, the proposed townhouse dwellings are located on the periphery of the Subject Site adjacent to Harmony Road North, a Regional Corridor.

It should be noted that in order to provide for flexibility in the interpretation of the text and schedules of the O.O.P., all numbers and quantities (with the exception of floor space indices) shall be considered to be approximate. Policy 10.1.2(a) of the O.O.P. specifies that minor changes to such numbers and quantities will be permitted without the need for an Official Plan amendment, provided that such changes do not affect the intent of the O.O.P. This policy would apply in the consideration of minor deviations from the density ranges outlined in Table 2 of the O.O.P., which serves as a guideline for reviewing matters related to the density of development.

The General Representative Housing Type/Form column heading in Table 2 includes a footnote that reads as follows:

“These descriptions represent only the anticipated housing forms for the density categories specified in this Table. It should be noted that differences in building design, site specifications and lot area may produce considerable variation in housing type at any given density. Therefore, conformity with the locational criteria for the respective density categories contained in this Table is determined primarily on the basis of net density.”

The subject revised applications conform to the Pinecrest Part II Plan.

#### **5.4 Zoning By-law 60-94**

The Subject Site is currently zoned R1-A (Residential) in Zoning By-law 60-94 which permits single detached dwellings subject to compliance with various regulations. The R1-A Zone requires a minimum 7.50 metres (24.61 ft.) rear yard depth and permits a maximum building height of 9 metres (29.53 ft.).

The Applicant proposes to amend Zoning By-law 60-94 by rezoning the Subject Site from R1-A (Residential) to an appropriate R2 (Residential) Zone to permit 33 single detached dwellings, 24 semi-detached dwellings and 21 block townhouse dwellings with site specific conditions to permit certain performance standards. The site specific R2 Zone regulations requested by the Applicant are as follows:

- Maximum building height of 11 metres (36.08 ft.) for the front wall facing the internal road and a maximum height of 9 metres (29.52 ft.) (2 storeys) for the rear wall facing the rear lot line for thirteen single detached dwellings (i.e. Lots 12 to 24 as shown on Attachment 4);
- Maximum building height of 9 metres (29.52 ft.) for twenty of the single detached dwellings (i.e. Lots 1 to 11 and 25 to 33 as shown on Attachment 4);
- Maximum building height of 9.50 metres (31.17 ft.) for all semi-detached dwellings;
- Maximum building height of 11.75 metres (38.55 ft.) (3 storeys) for the block townhouses facing Harmony Road North and 11.25 metres (36.91 ft.) facing the internal private road;
- Reduced landscaped open space in the front yard of the four 11 metre (36.09 ft.) wide single detached dwelling lots located on the outside of the northeasterly and southeasterly elbows of the private road;
- Reduced landscaped open space and driveway length in the rear yards of the block townhouse dwellings;
- Reduced landscaped open space in the front yard and a reduced driveway length of 5.75 metres (18.86 ft.) for semi-detached dwelling corner lots only;
- Reduced lot frontages for semi-detached dwellings;
- Reduced lot areas;
- Reduced front yard depths;
- 0.25 parking spaces per unit for visitors;
- Minimum of 2 parking spaces per block townhouse unit whereas only 1.65 spaces per unit is required;

- Minimum of 2 parking spaces per unit for single detached dwellings and semi-detached dwellings except that for twenty of the single detached dwellings, the minimum parking shall be 4 spaces per unit (i.e. Lots 1 to 11 and 25 to 33 as shown on Attachment 4);
- Minimum rear yards of all single detached dwellings and semi-detached dwellings will be 7.50 metres (24.61 ft.).

This Department has no objection to rezoning the Subject Site to an appropriate R2 (Residential) Zone subject to a special condition to permit the single detached dwellings, semi-detached dwellings and block townhouses with regulations to implement the proposed building/site design.

This Department recommends that an “h” holding symbol be applied to the zoning of the Subject Site which would restrict development until such a time as:

- a) Site Plan Approval is obtained from the City that addresses such matters as landscaping, fencing, lighting, amenity area design and tree preservation;
- b) Appropriate arrangements shall be made for the provision of adequate sanitary, water, storm, foundation drainage and transportation services and facilities to serve this development; and,
- c) Noise mitigation has been addressed to the satisfaction of the City.

While the “h” holding symbol is in effect, only uses permitted in an R1-A Zone and a temporary sales office would be permitted.

Section 5.7 of this Report sets out the rationale for this position.

## **5.5 Subdivision and Condominium**

### **5.5.1 Standard Condominium versus a Common Elements Condominium**

The Condominium Act, 1998 permits four different types of condominiums: common elements, phased, vacant land and leasehold. The Applicant is proposing to establish a common elements condominium for the proposed 33 single detached dwellings, 24 semi-detached dwellings and 21 block townhouse dwellings.

To implement a common elements condominium, a declaration is registered which converts certain lands into common elements that are owned in common by the owners of specified freehold lands situated in the same land registry division. A common elements condominium does not have any units. Each owner’s percentage interest in the common elements will be specified in the declaration, will be appurtenant to the owner’s freehold land and will not be severable from it. Arrears of common expenses will result in a lien in favour of the condominium corporation on the default owner’s freehold land.

An example of a common elements condominium would be the common ownership of a private road. The owners of the lands serviced by the road could be part of a common elements condominium corporation for the road and would pay proportionately its common



expenses (maintenance, repair, management and insurance). This type of condominium enables a positive obligation (the payment of common expenses) to “run with the land”.

The following chart identifies the key differences between a standard condominium and a common elements condominium:

<b>Standard Condominium</b>	<b>Common Elements Condominium</b>
A standard condominium cannot be registered until all dwelling units are built. Therefore, the developer cannot close a deal with a purchaser on any of the units until all the units are built.	A common elements condominium is registered before any dwelling is conveyed. The developer can close a deal with a purchaser when the unit is completed. The developer does not have to wait until all units are built to close a real estate deal.
The individual units and common elements are created with the registration of the plan and are part of the condominium. The home owners are subject to the by-laws of the condominium corporation.	The individual units are created through either a plan of subdivision, consent approval or removal of part lot control. The dwelling units are not part of the condominium and therefore the homeowners are not subject to any condominium by-laws. The homeowners only have an interest in the common elements.

**5.5.2 Draft Plan of Condominium and Draft Plan of Subdivision**

The Applicant has submitted an application for approval of a common elements draft plan of condominium (File: C-O-2022-07). The common elements condominium would be tied to the proposed 33 single detached dwellings, 24 semi-detached dwellings and 21 block townhouse dwellings. The following would generally be the common elements:

- (a) The private road providing access to each individual driveway serving the single detached dwellings, semi-detached dwellings and townhouse dwellings;
- (b) The internal sidewalks/walkways;
- (c) The common outdoor amenity area (parkette);
- (d) Community mailbox(es);
- (e) Visitor parking spaces; and,
- (f) Utility building (water meter room).

The 78 individual lots are proposed to be created through the removal of part lot control. These lots are commonly referred to as Parcels of Tied Land (“P.O.T.L.s”). The individual P.O.T.L.s have a percentage of ownership interest in the common elements but are not part of the condominium. To date, the Applicant has not submitted an application to remove part lot control. Applications to remove part lot control are delegated to the Commissioner of Economic and Development Services and Director of Planning Services for approval.

The Applicant proposes a draft plan of subdivision with 2 blocks: 1 block for a road widening and 1 block for the proposed condominium development (see Attachment 6). A part lot control by-law under the Planning Act can only be approved for lands in a registered plan of subdivision.

The City has approved other common element condominium developments. Recent examples include the sites at 487 Aztec Drive (Modeno Homes), 211 Thomas Street (Wiltshire Homes), 1640 Grandview Street North (Ballantry Homes), the southwest corner of Phillip Murray Avenue and Park Road South (SO Developments Inc.), 849 Rossland Road West (Delpark Homes), 250 Harmony Road South (Marlin Spring) and 800 and 805 Missom Gate (Sundance Developments).

Applications for approval of a draft plan of condominium are delegated to the Commissioner of Economic and Development Services and Director of Planning Services. The condominium application will not be approved unless the zoning by-law amendment application is approved.

## **5.6 Site Design/Land Use Considerations**

The Applicant proposes 78 dwelling units in total consisting of 33 single detached dwellings, 24 semi-detached dwellings and 21 block townhouse dwellings on a private roadway (see Attachment 4). The 78 dwellings are proposed to be tied to a common elements condominium.

The 21 block townhouse dwellings will have front doors facing Harmony Road North with individual walkways leading to the Harmony Road North sidewalk. The remaining 57 dwellings will have frontage on the private condominium road only. The individual driveways for all 78 dwellings will have access from the private road only.

The development has been designed such that the 33 single detached dwellings are located along the north, east and south limits of the site abutting the existing low-rise residential neighbourhood. The minimum rear yard depth for the proposed single detached dwellings is 7.50 metres (24.61 ft.) which complies with the existing zoning of the Subject Site. The maximum height of twenty of the proposed single detached dwellings (i.e. Lots 1 to 11 and 25 to 33 as shown on Attachment 4) is 9 metres (29.52 ft.). The maximum height of the remaining thirteen single detached dwellings (i.e. Lots 12 to 24 as shown on Attachment 4) measured at the wall facing the rear lot line and the adjacent existing residential development is 9 metres (29.52 ft.).

The Applicant intends to construct, at their cost, a new 1.8 metre (6 ft.) high wood privacy fence along the north, east and south property lines abutting all existing single detached dwelling lots on Pinecrest Road and Swiss Height.

The proposed development also features a 686 square metre (7,384.04 sq. ft.) common amenity area (parkette) located at the northwest corner of the Subject Site. The parkette will include a children's playground, benches and open play area.

The Applicant will be required to install street curbing and a new public sidewalk on the north side of Pinecrest Road between Harmony Road North and the proposed driveway

access to the development. The site design includes a network of sidewalks along the internal private roads. The site design will also include sidewalk connections from the internal private roads to Pinecrest Road and to Harmony Road North through the parkette at the northwest corner of the Subject Site.

The Applicant has also submitted an application for Site Plan Approval (File: SPA-2023-07) for the proposed development.

In support of the proposed development, the Applicant has submitted a variety of plans and documents including a draft plan of subdivision, a draft plan of condominium, a site plan, floor plans, elevation plans, landscape and tree preservation plans, a servicing plan, a grading plan, an erosion and sediment control plan, a functional servicing and stormwater management report, a planning justification report, transportation impact assessments, an archaeological assessment, a geotechnical report, an environmental site assessment and a noise study.

Detailed design matters will be reviewed during the further processing of the application for site plan approval (File: SPA-2023-07) to ensure compliance with the City's Landscaping Design Policies, engineering standards and other policies in the event the subject revised applications are approved.

Some of the specific matters this Department will be reviewing during the further processing of the application for site plan approval, if the subject revised applications are approved, include:

- (a) Site/building design matters including parking, waste storage and collection, landscaping, lighting, outdoor amenity area design and snow storage;
- (b) Building architecture to ensure the quality of the design of the new homes;
- (c) Design and installation of privacy fencing abutting surrounding residential properties;
- (d) Noise attenuation;
- (e) Tree preservation;
- (f) Servicing, grading and stormwater management matters; and,
- (g) Construction management.

### **5.7 Basis for Recommendation**

This Department has no objection to the approval of the subject revised applications submitted by the Applicant to amend Zoning By-law 60-94 and for approval of a draft plan of subdivision for the following reasons:

- (a) Redeveloping an under-utilized property at this location along an arterial road at the periphery of a neighbourhood along a Regional Corridor and Transit Spine is consistent with the Provincial Policy Statement and conforms to the Provincial Growth Plan.

- (b) The proposed development conforms to the Durham Regional Official Plan and the O.O.P.
- (c) The proposal will advance development that is within the City's Built Boundary. The Growth Plan for the Greater Golden Horseshoe established a Built Boundary for municipalities within which a certain percentage of all new residential development must take place to reduce the demand for new residential growth in greenfield areas.
- (d) The proposed development contributes to a range of housing types in the area.
- (e) The proposed development has been designed to exceed the minimum parking requirements of Zoning By-law 60-94 for single detached, semi-detached and block townhouse dwellings.
- (f) The increased traffic as a result of the proposed development will have a negligible impact on the adjacent local roads and their intersections with Harmony Road North. The road network can accommodate the additional vehicle trips.
- (g) The proposed development is transit supportive given its proximity to D.R.T. bus routes 423 and Pulse 916 and its location on an arterial road that is part of the High Frequency Transit Network described in the new Durham Regional Official Plan.
- (h) The proposed development has been designed to be compatible with surrounding land uses and provides an appropriate interface with surrounding existing residential development.
- (i) The proposed development will help the City's efforts to achieve the delivery of 23,000 new housing units in Oshawa by 2031, as targeted by the Province.
- (j) Through the use of a holding symbol, appropriate conditions can be implemented in the zoning of the Subject Site to ensure matters related to noise mitigation, servicing, storm water management, foundation drainage, landscaping, fencing, lighting, amenity area design, tree preservation, and transportation services are appropriately addressed to the satisfaction of the City prior to construction.
- (k) The proposed development will make efficient use of existing municipal services such as water and sanitary services.
- (l) The proposed development represents good planning.

## **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 will not be eligible for a fee 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

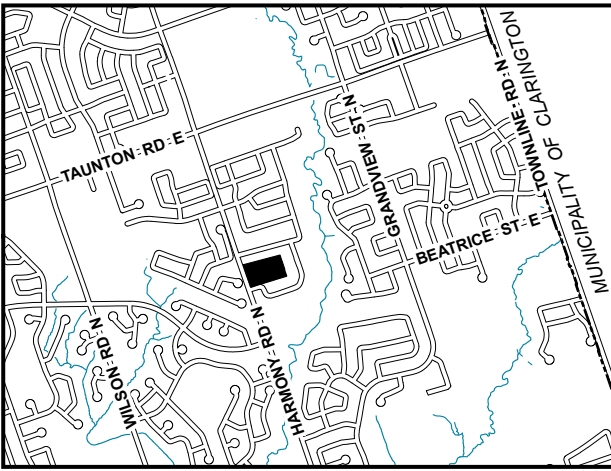
The Recommendation in this Report advances the Economic Prosperity and Financial Stewardship and Environmental Responsibility goals of the Oshawa Strategic Plan.



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



Anthony Ambra, P.Eng., Commissioner,  
Economic and Development Services Department



**Item: ED-24-42  
Attachment 1**

Economic and Development Services

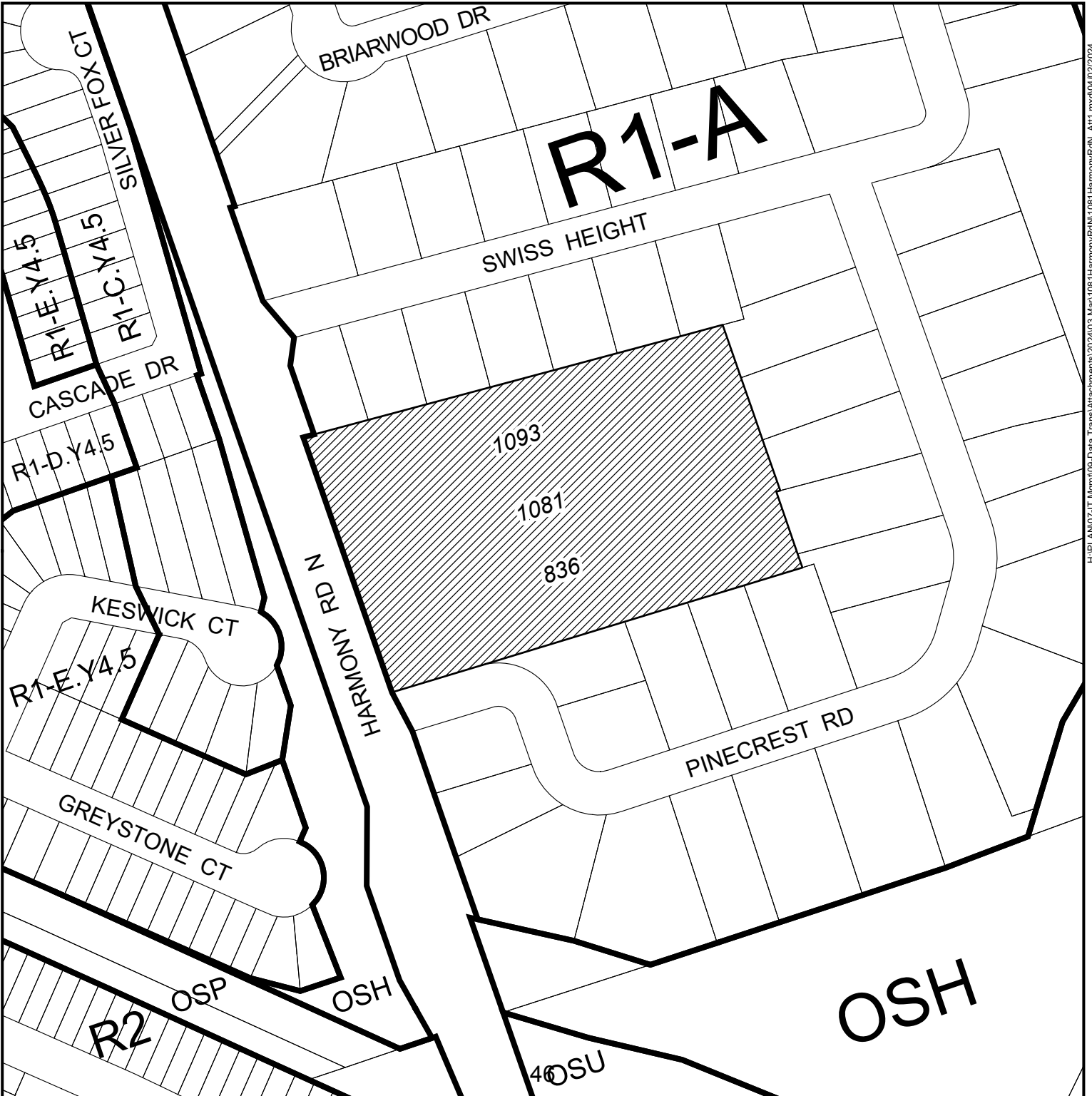
**Subject:** Revised Applications to Amend Zoning By-law 60-94 and for Approval of a Draft Plan of Subdivision, Icon Harmony Limited, 1081 and 1093 Harmony Road North and 836 Pinecrest Road

**Ward:** Ward 3

**File:** Z-2022-11, S-O-2022-04

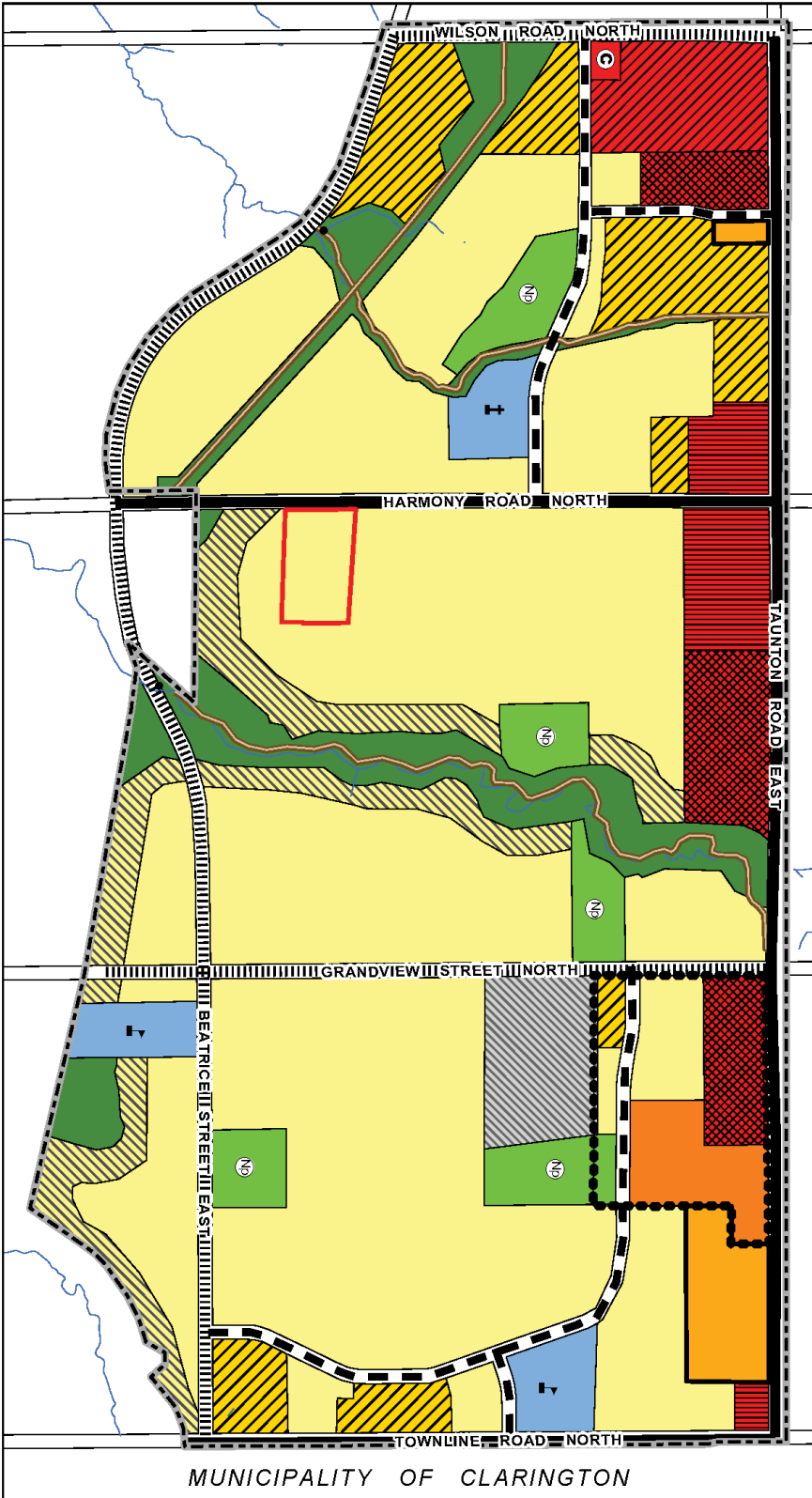


**Subject Site**



Title: Schedule 'A' Pinecrest Land Use and Road Plan of the Oshawa Official Plan  
 Subject: Revised Applications to Amend Zoning By-law 60-94 and for Approval of a Draft Plan of Subdivision, Icon Harmony Limited, 1081 and 1093 Harmony Road North and 836 Pinecrest Road  
 Ward: Ward 3  
 File: Z-2022-11, S-O-2022-04

 Subject Site  
 City of Oshawa  
 Economic and Development Services



**Schedule 'A' Pinecrest Land Use and Road Plan**  
 Part II Plan for the Pinecrest Planning Area

March 2021  
 Development Services Department

0 50 100 200 300 Meters

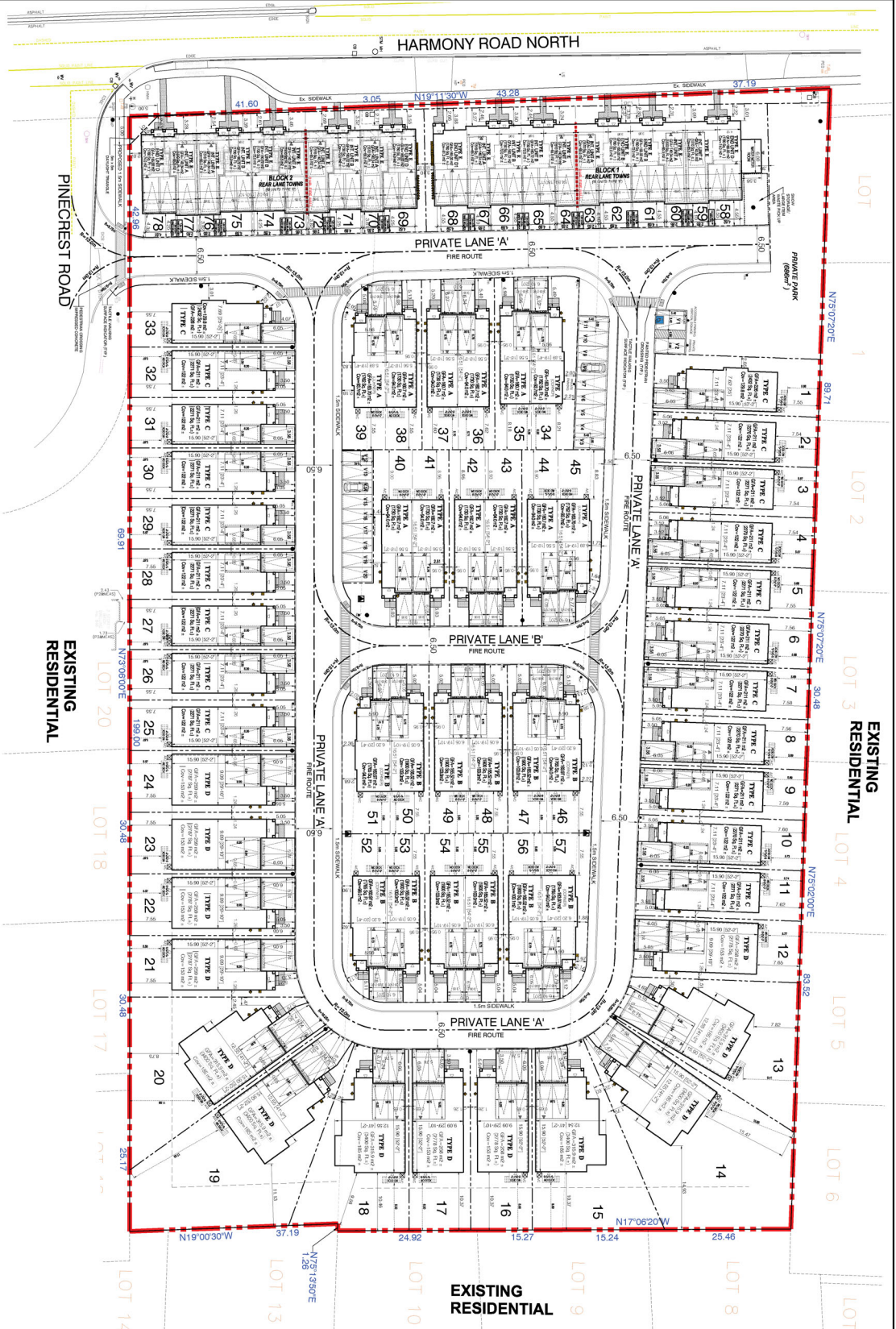
Residential	Commercial	Transportation
Low Density Residential	Convenience Commercial Centre	Type A Arterial Road
Medium Density I Residential	Special Purpose Commercial	Type B Arterial Road
Medium Density II Residential	Planned Commercial Strip	Type C Arterial Road
High Density I Residential	Planned Commercial Centre	Collector Road
Large Lot Single Detached Dwellings	Community Use	Recreational Trail
Subject to Policy 8.4.6.12 in the Pinecrest Part II Plan	Public Elementary School	Pinecrest Planning Area Boundary
Open Space and Recreation	Separate Elementary School	Pedestrian Underpass
Neighbourhood Park	Utilities	Planned Development Area
Open Space and Recreation		





Title: Revised Site Plan Submitted by the Applicant  
Subject: Revised Applications to Amend Zoning By-law 60-94 and for Approval of a Draft Plan of Subdivision, Icon Harmony Limited, 1081 and 1093 Harmony Road North and 836 Pinecrest Road  
Ward: Ward 3  
File: Z-2022-11, S-O-2022-04

City of Oshawa  
Economic and Development Services



**LEGEND**

- EXISTING CONSTRUCTION
- PROPOSED CONSTRUCTION
- EXISTING DRIVEWAYS
- PROPOSED DRIVEWAYS
- EXISTING SIDEWALKS
- PROPOSED SIDEWALKS
- EXISTING UTILITIES
- PROPOSED UTILITIES
- EXISTING FENCES
- PROPOSED FENCES
- EXISTING LANDSCAPE
- PROPOSED LANDSCAPE
- EXISTING TREES
- PROPOSED TREES
- EXISTING CURBS
- PROPOSED CURBS
- EXISTING LIGHT FIXTURES
- PROPOSED LIGHT FIXTURES
- EXISTING SIGNAGE
- PROPOSED SIGNAGE
- EXISTING WALLS
- PROPOSED WALLS
- EXISTING FOUNDATIONS
- PROPOSED FOUNDATIONS
- EXISTING ROADS
- PROPOSED ROADS
- EXISTING UTILITIES
- PROPOSED UTILITIES
- EXISTING FENCES
- PROPOSED FENCES
- EXISTING LANDSCAPE
- PROPOSED LANDSCAPE
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- EXISTING CURBS
- PROPOSED CURBS
- EXISTING LIGHT FIXTURES
- PROPOSED LIGHT FIXTURES
- EXISTING SIGNAGE
- PROPOSED SIGNAGE
- EXISTING WALLS
- PROPOSED WALLS
- EXISTING FOUNDATIONS
- PROPOSED FOUNDATIONS
- EXISTING ROADS
- PROPOSED ROADS

**NOTES:**

- ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SPECIFIED.
- ALL BEARINGS ARE TRUE BEARINGS UNLESS OTHERWISE SPECIFIED.
- ALL LOT DIMENSIONS ARE AS SHOWN ON THIS PLAN.
- ALL UTILITIES SHOWN ARE AS NOTED ON THIS PLAN.
- ALL TREES SHOWN ARE AS NOTED ON THIS PLAN.
- ALL FENCES SHOWN ARE AS NOTED ON THIS PLAN.
- ALL CURBS SHOWN ARE AS NOTED ON THIS PLAN.
- ALL LIGHT FIXTURES SHOWN ARE AS NOTED ON THIS PLAN.
- ALL SIGNAGE SHOWN ARE AS NOTED ON THIS PLAN.
- ALL WALLS SHOWN ARE AS NOTED ON THIS PLAN.
- ALL FOUNDATIONS SHOWN ARE AS NOTED ON THIS PLAN.
- ALL ROADS SHOWN ARE AS NOTED ON THIS PLAN.

**PRELIMINARY**  
NOT FOR CONSTRUCTION

**CONCEPT SITE PLAN**

1081 & 1093 HARMONY ROAD NORTH  
AND 836 PINECREST RD. CITY OF OSHTAWA

SCALE: 1:300

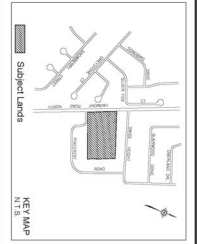
DATE: 22-15

BY: A01

**JORDIN DESIGN GROUP INC.**  
1081 HARMONY ROAD NORTH  
SUITE 101  
OSHTAWA, ONTARIO L1M 1W8  
TEL: (905) 477-1111  
WWW.JORDINDESIGNGROUP.COM

Title: Draft Plan of Subdivision Considered at the January 9, 2023 Public Meeting  
 Subject: Revised Applications to Amend Zoning By-law 60-94 and for Approval of a Draft Plan of Subdivision,  
 Icon Harmony Limited, 1081 and 1093 Harmony Road North and 836 Pinecrest Road  
 Ward: Ward 3  
 File: Z-2022-11, S-O-2022-04

City of Oshawa  
 Economic and Development Services



**OWNER'S AUTHORIZATION**  
 I hereby authorize the preparation and filing of this plan for other approval.  
 Signature: [Signature]  
 Date: September 23, 2022

**SUBDIVISION'S CERTIFICATE**  
 I hereby verify that the boundaries of the lands shown are defined and are in accordance with the Survey Act and the Survey Regulations.  
 Signature: [Signature]  
 Date: September 23, 2022

**ADDITIONAL INFORMATION**  
 1) No-pond water to be retained by Developer  
 2) No-pond water to be retained by Developer  
 3) No-pond water to be retained by Developer  
 4) No-pond water to be retained by Developer

**DEVELOPMENT STATISTICS**

PROPOSED LAND USE	Lot/Block No.	Area
1) Road Widening	2	2,342.16 m <sup>2</sup>
2) Road Widening	2	6,100.76 m <sup>2</sup>
<b>TOTAL SITE AREA</b>		<b>2,442 ha</b>

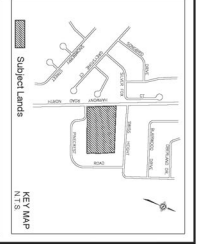
Lot/Block No.	Area
1) Road Widening	2,342.16 m <sup>2</sup>
2) Road Widening	6,100.76 m <sup>2</sup>
<b>TOTAL SITE AREA</b>	<b>2,442 ha</b>

**DRAFT PLAN OF SUBDIVISION**  
 PART OF LOT 4  
 (BOUNDARIES DETERMINED BY DATE WHEN)  
 CITY OF OSHTAWA  
 REGIONAL MUNICIPALITY OF DURHAM  
 Scale: 1:400



Title: Revised Draft Plan of Subdivision Submitted by the Applicant  
 Subject: Revised Applications to Amend Zoning By-law 60-94 and for Approval of a Draft Plan of Subdivision, Icon Harmony Limited, 1081 and 1093 Harmony Road North and 836 Pinecrest Road  
 Ward: Ward 3  
 File: Z-2022-11, S-O-2022-04

City of Oshawa  
Economic and Development Services



**OWNER'S AUTHORIZATION**  
 I hereby authorize the preparation and submission of this plan to the City of Oshawa.  
 Signature: [Signature]  
 Date: May 22, 2022

**SUBROTOR'S CERTIFICATE**  
 I hereby certify that the above is a true and correct copy of the plan as shown to me by the owner and that I have no objection to the same being submitted to the City of Oshawa.  
 Signature: [Signature]  
 Date: May 22, 2022

**ADDITIONAL INFORMATION**  
 1) - [ ]  
 2) - [ ]  
 3) - [ ]  
 4) - [ ]  
 5) - [ ]  
 6) - [ ]  
 7) - [ ]  
 8) - [ ]  
 9) - [ ]  
 10) - [ ]

**DEVELOPMENT STATISTICS**

Proposed Land Use	Lot/Block No.	Area
Block 1	1	2,426 ha
Block 2	2	0,016 ha
<b>TOTAL SITE AREA</b>		<b>2,442 ha</b>

Lot No.	Area (ha)	Area (sq. ft.)
1	2,426	26,000,000
2	0,016	1,740,000
<b>TOTAL</b>	<b>2,442</b>	<b>27,740,000</b>

**DRAFT PLAN OF SUBDIVISION**  
 PART OF LOT 4  
 CONCESSION 3  
 (INCORPORATING CONVEYANCE OF PART INTEREST)  
 CITY OF OSHTAWA  
 REGIONAL MUNICIPALITY OF DURHAM  
 Scale: 1:400  
 0 5 10 20 30m

**Excerpts from the Minutes of the Economic and Development Services Committee Meeting held on January 9, 2023**

**Application ED-23-10**

**Presentation**

**Evans Planning - 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**

Connor Wright, Associate Planner, Evans Planning presented an overview of the applications to amend Zoning By-law 60-94 and for Approval of Draft Plan of Subdivision and a Common Elements Draft Plan of Condominium, Icon Harmony Limited for lands located at 1081 and 1093 Harmony Road North and 836 Pinecrest Road.

Members of the Committee questioned Connor Wright.

**Delegations**

**Christine Arsenault and Mark Purcell - 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**

Christine Arsenault and Mark Purcell addressed the Economic and Development Services Committee on behalf of the Maxwell Village Homeowners Association development applications submitted for lands located at 1081 and 1093 Harmony Road North and 836 Pinecrest Road, expressing concerns with how the development will fit into the neighbourhood given its current density and make up. Christine Arsenault stated that the community is open to growth, however not the rate that has been proposed and suggested that 46 units would be acceptable. Christine Arsenault suggested the scope of the traffic study was too narrow and contained inaccurate information. Christine Arsenault stated that the association also has concerns with traffic flow and increased patterns in the area of the development and recommended that current the Harmony Road and Pinecrest intersection be relocated within the development instead.

Members of the Committee questioned Christine Arsenault.

**Correspondence**

**ED-23-19 - Various Residents submitting comments concerning ED-23-10 regarding the Applications to Amend Zoning By-law 60-94 and for Approval of a Draft Plan of Subdivision 1081 and 1093 Harmony Road North and 836 Pinecrest Road (Ward 3)**

Moved by Councillor Chapman

That Correspondence ED-23-19 from Al Arnott submitting comments concerning ED-23-10 regarding the 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 be referred to Report ED-23-10.

Motion Carried

## **Reports**

### **ED-23-10 - 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 (Ward 3)**

Moved by Councillor Kerr

That, pursuant to Report ED-23-10 dated January 4, 2023, concerning the applications submitted by Icon Harmony Limited to amend Zoning By-law 60-94 (File: Z-2022-11) and for approval of a draft plan of subdivision (File: S-O-2022-04) and a common elements draft plan of condominium (File: C-O-2022-07) to permit 36 single detached dwellings, 22 semi-detached dwellings and 15 block townhouse dwellings on lands municipally known as 1081 and 1093 Harmony Road North and 836 Pinecrest Road, staff be directed to further review and prepare a report and recommendation back to the Economic and Development Services Committee. This direction does not constitute or imply any form or degree of approval.

Motion Carried



To: Economic and Development Services Committee

From: Anthony Ambra, P.Eng., Commissioner,  
Economic and Development Services Department

Report Number: ED-24-39

Date of Report: April 3, 2024

Date of Meeting: April 8, 2024

Subject: Request by Umiak Investments Limited (Fieldgate) to fully develop the parkette in Block 95 of Registered Plan of Subdivision 40M-2720, north of Conlin Road East, east of Coppermine Street and west of Grandview Street North

Ward: Ward 1

File: S-O-2014-03

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## **1.0 Purpose**

The purpose of this Report is to recommend that Umiak Investments Limited (“Fieldgate”) be allowed to fully develop or “finish” the parkette in Block 95 of Registered Plan of Subdivision 40M-2720 on behalf of the City.

The subject parkette is in a new subdivision located north of Conlin Road East, east of Coppermine Street and west of Grandview Street North.

In accordance with the approved draft plan of subdivision, the parkette is approximately 0.66 hectares (1.63 ac.) in size and is intended to be developed with a children’s bicycle course, shaded seating area, pathways and informal play areas. The parkette is zoned OSP (Park Open Space).

On June 19, 2000, Council adopted a policy which gives a developer the option, on a site specific basis, to request that they be allowed to fully finish a park in a draft plan of subdivision on behalf of the City.

In accordance with Council policy, Condition 75 of the September 10, 2018 City’s conditions of approval for Fieldgate’s draft plan of subdivision (S-O-2014-03) reads as follows:

“That the subdivider be advised that it may request permission from Council to fully ‘finish’ the park including any facilities and appropriate park furniture, as an alternative to waiting for the City to ‘finish’ the park. The subdivider’s request must include the proposed timing of full park construction, the costs to the City

and a proposed method and timeline for reimbursement by the City. The subdivider's request is to be made to the Commissioner of Development Services who shall report to Committee and Council on the request. The subdivider is advised that the timing of the finishing of the park is at Council's discretion and that Council cannot at this time, commit to the approval of any request by the subdivider to 'finish' the park on the City's behalf."

By letter dated February 14, 2024, Fieldgate requested Council approval to permit Fieldgate to fully finish the parkette in Block 95 of Registered Plan of Subdivision 40M-2720.

Attachment 1 is a map showing the location of Fieldgate's approved draft plan of subdivision S-O-2014-03 and the zoning for the area.

Attachment 2 is a copy of Fieldgate's approved draft plan of subdivision S-O-2014-03 showing the location of the parkette (Block 380).

Attachment 3 is a letter dated February 14, 2024 from Siqi Liu, Development Manager, Fieldgate, requesting to fully finish the parkette in Block 95 of Registered Plan of Subdivision 40M-2720.

Attachment 4 is a copy of the proposed parkette concept plan.

## **2.0 Recommendation**

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

1. That, pursuant to Report ED-24-39 dated April 3, 2024, the request by Umiak Investments Limited (Fieldgate) to fully develop the parkette in Block 95 of Registered Plan of Subdivision 40M-2720 located north of Conlin Road East, east of Coppermine Street and west of Grandview Street North, be approved.
2. That the City's contribution for the development of the parkette in Block 95 of Registered Plan of Subdivision 40M-2720 not exceed \$280,000, inclusive of applicable taxes, in accordance with the City's typical park program.
3. That funding in the amount of \$280,000, inclusive of applicable taxes, be approved for the City's share of the development of the parkette in Block 95 of Registered Plan of Subdivision 40M-2720 with \$266,000 provided from the Parks, Recreation and Trail Development Charge Reserve and \$14,000 provided from the Growth Related Non Development Charge Reserve.
4. That Umiak Investments Limited (Fieldgate) be paid for the City's share of the parkette development work in Block 95 of Registered Plan of Subdivision 40M-2720 only after the following conditions have been met:
  - (a) The parkette is completed prior to May 31, 2025 to the satisfaction of the City;



- (b) The subdivider has submitted a statutory declaration and progress payment certificate certifying that all invoices have been paid and no liens exist and all contractors and subcontractors have verified receipt of final payment;
  - (c) The City is satisfied that all warranties on park construction, material and equipment will be honoured;
  - (d) Safe vehicular access in the opinion of the City via public streets and safe pedestrian access from the streets are provided to the park prior to the City taking over maintenance responsibility for the park; and,
  - (e) Any other condition deemed advisable by the Commissioner of Safety and Facilities Services including but not necessarily limited to those set out in Section 5.2.4 of Report ED-24-39 dated April 3, 2024.
5. That an appropriate agreement for the construction and maintenance of the parkette in Block 95 of Registered Plan of Subdivision 40M-2720 be executed by the Commissioner of Economic and Development Services on behalf of the City and by Umiak Investments Limited (Fieldgate) which includes all of the City's requirements for the development and maintenance of the parkette as set out in Report ED-24-39 dated April 3, 2024, in a form and content acceptable to the City Solicitor and the Commissioner of Economic and Development Services.

### **3.0 Executive Summary**

In response to a written request from Fieldgate to fully finish the parkette in Block 95 of Registered Plan of Subdivision 40M-2720, this Report recommends that the request be approved subject to a number conditions.

The City's share of the development of the Fieldgate parkette is not included in the 2024 approved capital budget or any previously approved capital budget.

The development of the subject parkette was included in the 2025-2033 capital forecast presented as part of the 2024 Mayor's budget. The development of the subject parkette was divided into two phases, the first phase being the design of the parkette in 2027 with an estimated budget of \$75,000 and the second phase being the construction of the parkette in 2028 with an estimated budget of \$407,000.

The 2025-2033 capital forecast estimated the City's total cost to finish the parkette to be \$482,000 inclusive of applicable taxes.

By allowing the parkette to be fully completed by the developer the City is committing to reimburse Fieldgate \$280,000 inclusive of applicable taxes for development of the parkette, subject to a number of conditions, for work normally undertaken by the City at a later date.

The developer intends to finish the parkette by December 31, 2024, weather permitting, which is four years earlier than the City's projected date to finish the parkette. The earlier

completion of the parkette is expected to be of benefit to the new residents moving into the area.

## **4.0 Input From Other Sources**

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

- Chief Administrative Officer
- Commissioner, Community and Operations Services
- Commissioner, Corporate and Finance Services
- Commissioner, Safety and Facilities Services

## **5.0 Analysis**

### **5.1 Council Policy in Respect to the Development of Parks**

The City's Landscaping Design Policies and Development Charge Background Study have been coordinated and generally require a developer to undertake, at its cost, the rough grading, fine grading, topsoil, sodding and the installation of drainage facilities and perimeter fencing in new parks. This work is referred to as the "basic" park development work.

Developers are required to complete the basic park development work through the subdivision agreement. A timeline for completion of the work is included in the agreement. The basic park development work undertaken by the developer is intended to provide the neighbourhood with a simple grassed park.

A component of the development charge collected by the City is for park development and it allows the City to "finish" the park with the following types of features:

- (a) Playground equipment;
- (b) Equipment for playing fields (e.g. lighting, backstops, home run fencing, soccer goal posts), where applicable;
- (c) Pathways, benches, waste receptacles and landscaping; and,
- (d) Parking areas, where applicable.

Decisions to finish parks with equipment and pathways, etc. are made through the budget process based on the City's financial resources and an assessment of priorities. This decision-making control is critical, since the work required to finish a park cannot be funded completely through development charges. A portion of the budget to finish a park must come from the tax levy or a tax levy funded capital reserve such as the Growth Related Non Development Charge Reserve.

## **5.2 Assessment of Request by Fieldgate**

### **5.2.1 Key Issues**

The key issues to be considered in assessing Fieldgate's request are:

- (a) The need for a parkette to be developed at this time;
- (b) The financial implications for the City, potential sources of funding and possible pay back scenarios; and,
- (c) The arrangements by which the City can reasonably retain control over the quality of the parkette development.

### **5.2.2 Need and Timing for the Parkette**

On September 18, 2000, Council adopted a policy in respect to the need and timing of parks in subdivisions. The policy states that parks in new subdivisions are to be developed to the basic stage (e.g. grading, drainage facilities, sod and fencing) by the developer within one year of the date of registration of the subdivision.

To date, Fieldgate has registered Phase 1A of the approved draft plan of subdivision which contains a total of 116 dwelling units (see Attachment 2). Fieldgate has advised that all 116 dwelling units will be occupied by the proposed completion date of December 31, 2024. Fieldgate will be advancing the registration of Phase 2 of the approved draft plan of subdivision in the near future.

Fieldgate intends to finish the parkette by December 31, 2024, weather permitting. This proposed construction timing is acceptable based on the occupancy provisions of Council's policy.

### **5.2.3 Financial Implications, Potential Sources of Funding and Pay Back Scenario**

The City's share of the development of the Fieldgate parkette is not included in the 2024 Mayor's budget or any previously approved capital budget.

The development of the subject parkette was included in the 2025-2033 capital forecast presented as part of the 2024 Mayor's budget. The development of the subject parkette was divided into two phases, the first phase being the design of the parkette in 2027 with an estimated budget of \$75,000 and the second phase being the construction of the parkette in 2028 with an estimated budget of \$407,000.

The 2025-2033 capital forecast estimated the City's total cost to finish the parkette to be \$482,000 inclusive of applicable taxes. Approximately \$457,900 would be funded from the Parks, Recreation and Trail Development Charge Reserve and the remaining \$24,100 funded from the Growth Related Non Development Charge Reserve.

If Fieldgate's request is approved, the City is committing to reimburse Fieldgate for the cost of finishing the parkette, in accordance with the City's normal requirements, to a maximum of \$280,000 inclusive of applicable taxes.

Fieldgate has agreed to ensure a finished parkette is developed that will meet the City's normal standards at a maximum cost to the City of \$280,000 inclusive of applicable taxes.

The City will only pay for work that is the responsibility of the City to the maximum amounts set out above. Any work normally required to be done by the developer as part of the basic park as well as any additional features beyond the City's normal requirements will be paid for by Fieldgate.

Fieldgate intends to finish the parkette by December 31, 2024. It is recommended that Fieldgate not be reimbursed by the City until the conditions outlined in this Report are met. It is expected that the City will be reimbursing Fieldgate after final acceptance by Parks and Waste Operations no earlier than May 31, 2025.

Fieldgate has agreed to this payment schedule and the conditions outlined in this Report.

#### **5.2.4 City Control Over Quality of Park Development**

The City must work with Fieldgate in the development of the parkette and must direct the design and quality of the finished park through input from Parks Planning and Redevelopment staff, Planning Services staff and City standards. In this regard, it is recommended that the following conditions apply to any approval for Fieldgate to fully finish the parkette:

- (a) Fieldgate shall hire a qualified Landscape Architect, acceptable to Parks Planning and Redevelopment staff to prepare a mutually acceptable parkette concept for review and approval. The Landscape Architect shall manage the project from start to completion to ensure a consistent level of services and to maintain quality control.
- (b) Following approval of the parkette concept, Fieldgate shall have construction drawings prepared. Parks Planning and Redevelopment staff shall review and approve the drawings to ensure the design details are acceptable in terms of site furniture, playground equipment, construction materials, layout, grading, planting, etc.
- (c) A detailed cost estimate shall be supplied by Fieldgate to the City for approval prior to tendering and the cost estimate shall clearly itemize those items that the City is financially responsible for.
- (d) Fieldgate shall prepare the tender documents for Parks Planning and Redevelopment staff review and approval.
- (e) Fieldgate shall tender the project and supply Parks Planning and Redevelopment staff with a summary breakdown of bids prepared by a certified Landscape Architect received specifically showing the items that the City is responsible for. Parks Planning and Redevelopment staff and Fieldgate shall approve the contractor and the bid selected to undertake the parkette development. Parks Planning and Redevelopment staff shall also approve the warranty/guarantee provisions of all work and equipment.
- (f) Fieldgate's Landscape Architect shall perform construction inspection, as necessary, and contract administration. Regular site meetings with City staff shall be required to

ensure the construction is in conformance with City standards. Change orders shall be reviewed and approved by Parks Planning and Redevelopment staff, in writing, in advance.

- (g) The final progress payment from the contractor will be provided to Parks Planning and Redevelopment staff specifically showing the items that the City is responsible for.
- (h) Fieldgate shall submit a statutory declaration attesting that all invoices have been paid, no liens exist and that the warranty on parkette construction, materials and equipment will be honoured.
- (i) Safe vehicular access via public streets and safe pedestrian access from the streets must be provided to the parkette prior to the City taking over maintenance responsibility for the parkette following the warranty period and final acceptance.
- (j) Fieldgate and its contractors must submit appropriate insurance documents satisfactory to the Durham Municipal Insurance Pool naming the City as an additional insured and must indemnify the City to the satisfaction of the City Solicitor and Commissioner, Corporate and Finance Services.
- (k) Fieldgate is responsible to maintain the parkette until final acceptance by Parks and Waste Operations no earlier than May 31, 2025.

## **6.0 Financial Implications**

The City's share of the development of the Fieldgate parkette is not included in the Mayor's 2024 capital budget or any previously approved capital budget.

The development of the subject parkette was included in the 2025-2033 capital forecast as part of the 2024 Mayor's budget. The development of the subject parkette was divided into two phases, the first phase being the design of the parkette in 2027 with an estimated budget of \$75,000 and the second phase being the construction of the parkette in 2028 with an estimated budget of \$407,000.

The 2025-2033 capital forecast estimated the City's total cost to finish the parkette to be \$482,000 inclusive of applicable taxes.

If Fieldgate's request is approved, the City is committing to reimburse Fieldgate for the cost of finishing the parkette.

Consistent with the 2024 approved capital budget and the Development Charge Background Study it is recommended that the \$280,000 budget be funded as follows:

- \$266,000 funded from the Parks, Recreation and Trail Development Charge Reserve; and,
- \$14,000 funded from the Growth Related Non Development Charge Reserve.

It is projected sufficient funding will be available in these reserves upon final acceptance by Parks and Waste Operations no earlier than May 31, 2025.

Based on Fieldgate's construction schedule and the requirement to not reimburse Fieldgate until the conditions outlined in this Report are met, it is expected that the City will be reimbursing Fieldgate after final acceptance by Parks and Waste Operations no earlier than May 31, 2025.

## **7.0 Relationship to the Oshawa Strategic Plan**

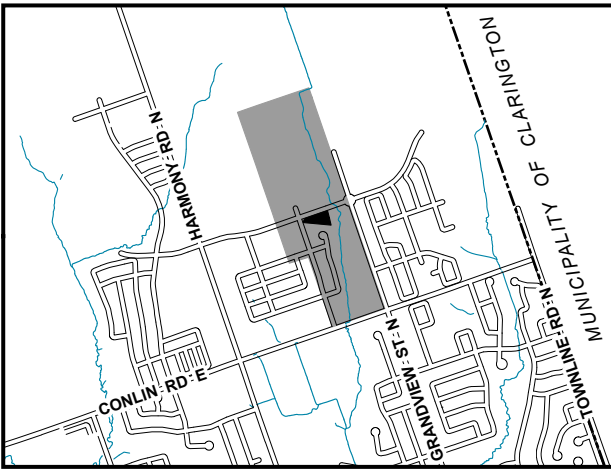
The Recommendation advances the Accountable Leadership and Social Equity goals of the Oshawa Strategic Plan.



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





Anthony Ambra, P.Eng., Commissioner,  
Economic and Development Services Department

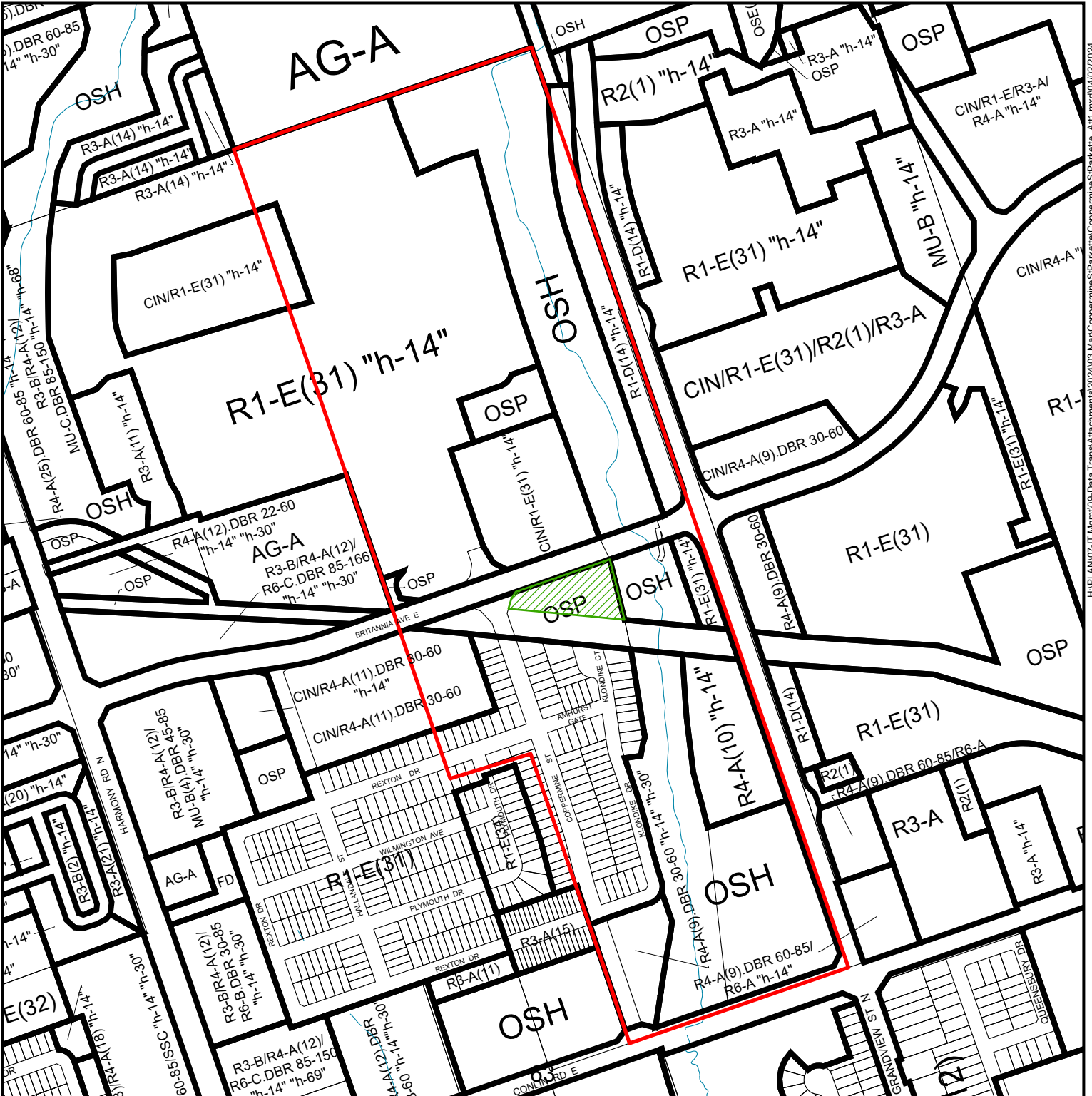


**Item: ED-24-39  
Attachment 1**

Economic and Development Services  
 Subject: Request by Umiak Investments Limited (Fieldgate) to fully develop the parkette in Block 95 of Registered Plan of Subdivision 40M-2720, north of Conlin Road East, east of Coppermine Street and west of Grandview Street North

Ward: Ward 1  
 File: S-O-2014-03

Subject Site   
 Parkette Location 



Title: Approved Draft Plan of Subdivision S-O-2014-03 Showing Phase 1A of Subdivision and Location of the Parkette

Item: ED-24-39 Attachment 2

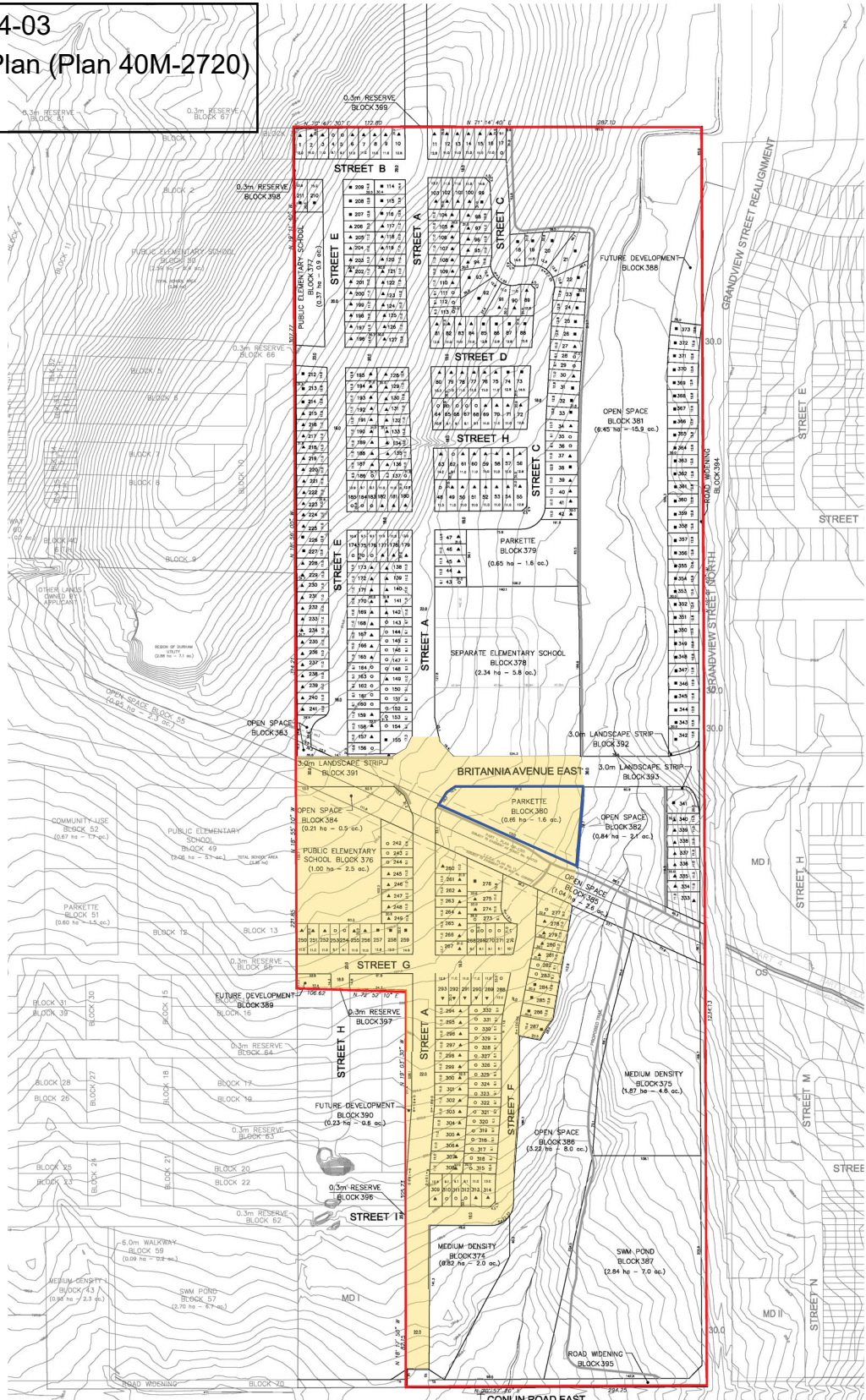
Subject: Request by Umiak Investments Limited (Fieldgate) to fully develop the parkette in Block 95 of Registered Plan of Subdivision 40M-2720, north of Conlin Road East, east of Coppermine Street and west of Grandview Street North

Ward: Ward 1  
File: S-O-2014-03

City of Oshawa  
Economic and Development Services



- Draft Plan S-O-2014-03
- Phase 1A of Draft Plan (Plan 40M-2720)
- Parkette





Title: Fieldgate Letter of interest Park Development  
Subject: Request by Umiak Investments Limited (Fieldgate) to fully develop the parkette in Block 95 of Registered Plan of Subdivision 40M-2720, north of Conlin Road East, east of Coppermine Street and west of Grandview Street North  
Ward: Ward 1  
File: S-O-2014-03

City of Oshawa  
Economic and Development Services 



February 14, 2024

**FIELDGATE**  
**DEVELOPMENTS**

5400 Yonge Street, Suite 501  
Toronto, ON M2N 5R5  
Tel.: (416) 227-9005  
Fax: (416) 227-9007

Salisha Price, Senior Landscape Architect  
City of Oshawa  
50 Centre Street South  
Oshawa, ON  
L1H 3Z7

Dear Salisha Price:

Re: **Park Development and Construction – Park Block 95**  
**Umiak Investments Limited**  
**Kedron Community – Phase 1**  
**City of Oshawa, Region of Durham**

As per our recent correspondence, we are interested in working with the City to advance the development and construction of the Parkette Block 95 within the Plan # 40M-2720.

Please find the following documents enclosed to accompany our request:

- Subdivision landscape design drawing which includes the Park Block Design prepared by MBTW.
- Detailed cost estimate indicating the total construction cost as well as the breakdown of cost per item between the City and the Developer prepared by MBTW.

Regarding the timing of the park development, we are respectfully proposing to commence construction during the summer/fall of 2024, aiming for completion by winter 2024. We kindly request that the City allocate the necessary budget for its portion of the park development and construction. Upon the completion of the construction of the park, Umiak Investments Ltd. would appreciate timely reimbursement.

We appreciate your consideration of our proposal and we look forward to the opportunity to collaborate on this community-enhancing project.

Sincerely,

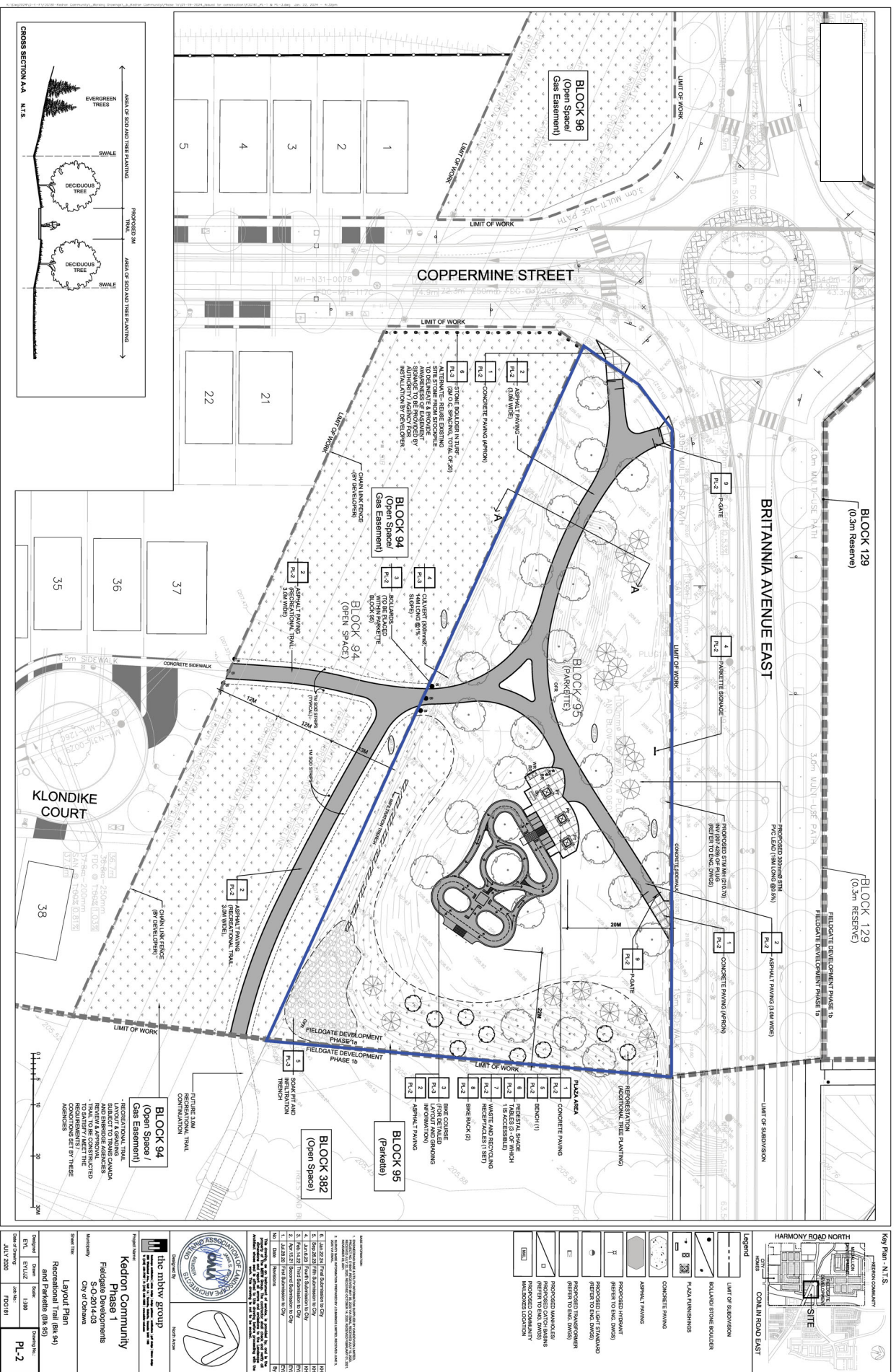
*Siqi Liu*

Siqi Liu – Development Manager

Cc: Mark Lowe. The MBTW Group

Title: Parkette Concept Plan  
Subject: Request by Umak Investments Limited (Fieldgate) to fully develop the parkette in Block 95 of Registered Plan of Subdivision 40M-2720, north of Conlin Road East, east of Coppermine Street and west of Grandview Street North  
Ward: Ward 1  
File: S-O-2014-03

City of Oshawa  
Economic and Development Services  
OSHAWA



Original	Checked	Date	Scale	Drawn By	Checked By
EVA	EVL/22	1/30	AS SHOWN	102/181	PL-2

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**Kedron Community Phase 1**  
 Fieldgate Developments  
 S-O-2014-03  
 City of Oshawa

Recreational Trail (Rk-49) and Parkette (Rk-45)

To: Economic and Development Services Committee

From: Anthony Ambra, P.Eng., Commissioner,  
Economic and Development Services Department

Report Number: ED-24-44

Date of Report: April 3, 2024

Date of Meeting: April 8, 2024

Subject: Bloor-Simcoe Intensification Study associated with Interim  
Control By-law 133-2023

Ward: Ward 5

File: 12-03-3568

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## **1.0 Purpose**

The purpose of this Report is to:

- Present the results of the public consultation process undertaken with respect to the Bloor-Simcoe Intensification Study associated with Interim Control By-law 133-2023 (the “Study”);
- Present the findings of the Study; and,
- Obtain Council authorization to initiate the public process under the Planning Act, R.S.O., 1990 c. P.13 (the “Planning Act”) for Council to consider proposed City-initiated amendments to both the Oshawa Official Plan (the “O.O.P.”) and Zoning By-law 60-94 (the “Zoning By-law”).

Attachment 1 is a copy of the Study dated April 2024.

## **2.0 Recommendation**

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

1. That, pursuant to Report ED-24-44 dated April 3, 2024, Planning Services staff be authorized to initiate the statutory public process under the Planning Act, R.S.O. 1990, c. P.13 for Council to consider proposed amendments to the Oshawa Official Plan and Zoning By-law 60-94, generally in accordance with the Bloor-Simcoe Intensification Study associated with Interim Control By-law 133-2023, contained in Attachment 1 of said Report.

2. That, pursuant to Report ED-24-44 dated April 3, 2024, Planning Services staff be directed to prepare two Master Block Concept Plans generally in accordance with Section 5.3 of Attachment 1 to said Report.
3. That, pursuant to Report ED-24-44 dated April 3, 2024, Economic and Development Services staff be directed to investigate undertaking a high-level drainage analysis, master stormwater drainage plan and downstream erosion assessment, including a cost estimate for such work in the event external professional consultant services are recommended to be retained, in consideration of the potential for the proposed intensification within the Bloor-Simcoe Intensification Study area to exacerbate flooding constraints for upstream and/or downstream properties.
4. That, pursuant to Report ED-24-44 dated April 3, 2024, Planning Services staff be directed to consider potential amendments to the Oshawa Official Plan through the recently initiated Municipal Comprehensive Review of the City's official plan, generally reflective of the amendments outlined in Section 5.4.2 of Attachment 1 to said Report.
5. That, pursuant to Report ED-24-44 dated April 3, 2024, Economic and Development Services staff be directed to review the Simcoe Street South Renaissance Community Improvement Plan and to investigate the potential implementation of a new Transit-oriented Development Community Improvement Plan for the City, generally in accordance with Section 5.4.3 of Attachment 1 to said Report.

### **3.0 Executive Summary**

Not applicable.

### **4.0 Input From Other Sources**

#### **4.1 Public and Stakeholder Input**

Staff undertook a five-week public consultation process to engage community members on the Study. The consultation process consisted of various engagement initiatives including the use of Connect Oshawa ([www.connectoshawa.ca](http://www.connectoshawa.ca)), the City's online engagement platform. A detailed summary of the results of the public and stakeholder feedback is provided in Section 5.3 of this Report.

In the event that Council approves the Recommendation in this Report, a public meeting of the Economic and Development Services Committee will be advertised and held, pursuant to the Planning Act, on the proposed amendments identified in Attachment 1 to this Report.

#### **4.2 Other Departments and Agencies**

Consultation with other departments and agencies was a key component of preparing the Study. The list of public agencies consulted in the preparation of the Study can be found in Appendix D of Attachment 1.

The following City departments were consulted during the preparation of the Study:

- Community and Operations Services
- Safety and Facilities Services
- Legal Services

Staff also consulted with the following City advisory committees of Council and all comments that were received were considered during the preparation of the Study:

- The Oshawa Environmental Advisory Committee
- The Oshawa Accessibility Advisory Committee
- Heritage Oshawa

## **5.0 Analysis**

### **5.1 Interim Control By-law 133-2023**

On October 30, 2023, Oshawa City Council considered Report ED-23-192 dated October 11, 2023 and adopted the following recommendation:

- “1. That, pursuant to Report ED-23-192 dated October 11, 2023, Economic and Development Services staff be directed to undertake an in-house, focused intensification study along certain portions of the Bloor Street and Simcoe Street South corridors, generally in accordance with Section 5.4 and as shown in Attachments 1 to 3 of said Report.
2. That, pursuant to Report ED-23-192 dated October 11, 2023, an appropriate Interim Control By-law be passed pursuant to Section 38 of the Planning Act, R.S.O. 1990, c. P.13 to prohibit development in the study area, as shown in Attachments 1 to 3 of said Report, in a form and content generally reflecting the proposed Interim Control By-law comprising Attachment 4 of said Report.”

A copy of [Report ED-23-192](#) dated October 11, 2023 is available on the City’s website.

On October 30, 2023, Interim Control By-law 133-2023 was passed, pursuant to Section 38 of the Planning Act. The purpose of Interim Control By-law 133-2023 was to prohibit development in the Study area while staff developed an intensification policy framework to guide future development in suitable locations and appropriate types of built form.

The Study area is graphically illustrated on Figure 1 in Section 1.3 of the Study (see Attachment 1).

## **5.2 Bloor-Simcoe Intensification Study**

As directed by City Council, staff have completed the Study contained in Attachment 1, based on the terms of reference approved by Council on October 30, 2023 pursuant to Report ED-23-192 dated October 11, 2023. The key objectives of the Study were to:

- Review the existing policy framework and contextual conditions of the Study area, as they relate to intensification;
- Review the appropriateness of currently planned land uses and zoning in the Study area and, if appropriate, make recommendations for proposed policy amendments;
- Assess the potential for growth through residential intensification within the Study area;
- Identify opportunities to accommodate the growth;
- Determine general principles and concepts for the development of potential intensification sites, and establish urban design guidelines and/or policies for application within the Study area;
- Assist with community engagement to better understand the shift to a more compact built form and a more diverse range and mix of housing options needed to achieve higher rates of intensification and complete communities; and,
- Identify amendments to the O.O.P. and Zoning By-law, as appropriate.

## **5.3 Public and Stakeholder Consultation**

Staff undertook a five-week public consultation process beginning on Tuesday, January 16, 2024 and concluding on Friday, February 23, 2024 to engage community members on the Study.

The consultation process consisted of various engagement initiatives that included the use of Connect Oshawa ([www.connectoshawa.ca](http://www.connectoshawa.ca)), the City's online engagement platform.

Community members had the opportunity to provide their feedback in the following ways:

- Attending a Public Open House on Tuesday, January 30, 2024 from 6:30 p.m. to 8:45 p.m. in the C-Wing Committee Room at Oshawa City Hall (50 Centre Street South).
  - Two identical 30-minute presentations were made, each followed by 30 minutes for discussion and questions on the presentation.
  - The presentation and display boards were also made available for viewing on Connect Oshawa ([ConnectOshawa.ca/BloorSimcoe](http://ConnectOshawa.ca/BloorSimcoe)).
- Completing a feedback form on [Connect Oshawa](http://ConnectOshawa.ca) or on paper at Service Oshawa, located at Oshawa City Hall (50 Centre Street South).

- Completing a mapping exercise for the area on [Connect Oshawa](#) and also submitting questions through [Connect Oshawa](#).

The consultation process was promoted to the community using a variety of outreach tools and communication channels, including website promotion (Oshawa.ca and ConnectOshawa.ca), targeted emails, e-newsletters, and social media and local media outreach. A Notice of Public Open House was mailed to all property owners within 120 metres of the Study area.

A total of 58 community members completed the online feedback form. A detailed summary of the online feedback form responses can be found in Appendices C1 and C2 of the Study (see Attachment 1).

During the public consultation period described above, staff invited stakeholders and members of the development community to provide additional comments on the Study. The input received from stakeholders and the development community during the public consultation period was considered during the preparation of the Study. Key comments received from stakeholders and the development community can be found in Section 4.2 of the Study (see Attachment 1).

#### **5.4 Bloor-Simcoe Intensification Study Findings and Recommendations**

During the preparation of the Study, staff undertook a comprehensive review of the existing policy framework and conducted a five-week public consultation process. Based on the findings of the Study, certain considerations and amendments to the O.O.P. and Zoning By-law (the “Proposed Amendments”) are recommended. The proposed amendments are summarized in the following sections.

##### **5.4.1 Proposed Official Plan Amendment**

It is recommended that the following proposed O.O.P. amendment be considered at a future Planning Act public meeting:

1. Amend Schedule ‘A-2’, Corridors and Intensification Areas, of the O.O.P. to revise the limits of the delineated Intensification Areas along the Bloor Street corridor between Park Road South and Farewell Street, to complement the introduction of the proposed new IA (Intensification Area) Zone within the Study area.

The proposed Official Plan amendment can be found in Section 5.1 of the Study (see Attachment 1).

##### **5.4.2 Proposed Zoning By-law Amendments**

It is recommended that the following proposed Zoning By-law amendments be considered at a future Planning Act public meeting:

1. Introduce a new IA (Intensification Area) Zone within the Study area, as appropriate.
2. Introduce a new h-88 zone for lands located along the Bloor Street corridor within the Study area.

3. Introduce a new h-89 zone for certain lands located on the northwest side of Simcoe Street South and Wentworth Street West.
4. Update the minimum residential parking requirements along the Bloor Street corridor within the Study area.
5. Introduce a minimum lot frontage requirement for the PSC-A (Planned Strip Commercial) Zone located on the west side of Simcoe Street South between Erie Street and Frank Street, and for the PSC-A (Planned Strip Commercial) Zone located on the east side of Simcoe Street South between Albert Street and Gordon Street.

The proposed Zoning By-law amendments can be found in Section 5.2 of the Study (see Attachment 1).

### **5.4.3 Master Block Concept Plan**

It is recommended that two Master Block Concept Plans be prepared for certain lands along Bloor Street East, in order to guide development in such a way that maximizes the opportunity for growth and results in the most efficient use of land. The proposed Master Block Concept Plans are further discussed in Section 5.3 of the Study.

### **5.4.4 Future Considerations**

Based on the results of the Study, certain additional matters were identified as worthwhile of future consideration. These consist of the following:

1. The completion of certain environmental studies related to drainage, stormwater management and downstream erosion, based on the recommended land use policies to increase residential density within the Study area. This work is further discussed in Section 5.4.1 of the Study (see Attachment 1).
2. Through the recently initiated Municipal Comprehensive Review of the O.O.P., consider potential amendments to the O.O.P. generally reflective of the amendments outlined in Section 5.4.2 of the Study (see Attachment 1). In brief, these consist of the following:
  - (a) The potential designation of Simcoe Street South, south of Highway 401, as a Local Corridor;
  - (b) Strengthening Policies 2.1.2.8 and 2.1.6.7 of the O.O.P. to provide that the City will encourage the assembly of smaller land parcels within Central Areas, Corridors and Intensification Areas, in order to achieve more efficient development;
  - (c) Strengthening Policy 2.1.5.1 of the O.O.P. to ensure that development along Corridors is advanced in a way that promotes the efficient use of land by encouraging shared services and driveway access within development blocks, where appropriate;
  - (d) Adding a new paragraph to the end of Policy 2.1.5.3 to the O.O.P. to ensure that where freeway off-ramps intersect with Regional Corridors, development in such



areas enhances the community's quality of place and the "gateway" entry experience for both visitors and residents; and,

- (e) Amending certain policies in Section 2.1.6 of the O.O.P. to ensure that development within Corridors is planned to promote movement and connectivity to strategic growth areas in Oshawa and other municipalities.
3. A review and update to the Simcoe Street South Renaissance Community Improvement Plan, and an investigation into the potential implementation of a new Transit-oriented Development Community Improvement Plan for the City. This work is further discussed in Section 5.4.3 of the Study (see Attachment 1).

## **6.0 Financial Implications**

The anticipated costs to the City associated with the recommendations in this Report are included in the appropriate 2024 Departmental budget and relate primarily to advertising costs for the Planning Act public meeting and passing of the associated by-laws.

## **7.0 Relationship to the Oshawa Strategic Plan**

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



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



Anthony Ambra, P.Eng., Commissioner,  
Economic and Development Services Department



# Bloor-Simcoe Intensification Study

Interim Control By-law 133-2023

Economic and Development  
Services Department

April 2024

## **Executive Summary**

On October 30, 2023, the City of Oshawa passed Interim Control By-law 133-2023, which initiated the Bloor-Simcoe Intensification Study. The purpose of the Study is to develop an intensification policy framework to guide future development in suitable locations and appropriate types of built form within the Study Area.

The Bloor-Simcoe Intensification Study provides background information on the existing policy context, an analysis of the Study Area as well as a summary of the public and stakeholder consultation that was undertaken, all of which form the basis for the recommendations contained in Section 5.

The Bloor-Simcoe Intensification Study is presented to Oshawa City Council for their consideration.

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# 1.0 Background and Context

## 1.1 Study Background and Purpose

On October 30, 2023, Council considered [Report ED-23-192](#) dated October 11, 2023 concerning a proposed focused intensification study along certain portions of the Bloor Street and Simcoe Street South corridors (the “Study Area”). The rationale provided in said report for undertaking such a study noted that it was appropriate to advance a detailed analysis of certain portions of the Bloor Street and Simcoe Street South corridors for the following reasons:

- On May 17, 2023, the Region of Durham adopted a new Regional Official Plan (the “R.O.P.”) which includes, among other matters, updated population and job growth projections, density targets and the comprehensive delineation of Regional Corridors. It is anticipated that approval of the new R.O.P. by the Ministry of Municipal Affairs and Housing is imminent.
- The Study Area does not fall within any area of the Oshawa Official Plan (“O.O.P.”) that is already the subject of a Part II Plan.
- The City is currently advancing the Integrated Major Transit Station Area (“M.T.S.A.”) Study for Central Oshawa, which was identified by the Region of Durham through their Municipal Comprehensive Review of the R.O.P. The M.T.S.A. 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, which is in proximity to the Study Area.
- The Bloor Street and Simcoe Street South intersection acts as a gateway to the City for both northbound and southbound traffic exiting Highway 401 at the Simcoe Street interchange.

Accordingly, [Interim Control By-law 133-2023](#) was passed on October 30, 2023 to place a temporary hold on development along those portions of the Bloor Street and Simcoe Street South corridors within the Study Area for the purposes of undertaking the Bloor-Simcoe Intensification Study (the “Study”).

The purpose of the Study is to develop an intensification policy framework to guide future development in suitable locations and appropriate types of built form within the Study Area.

## 1.2 Key Objectives

The key objectives of the Study are to:

- Review the existing policy framework and contextual conditions of the Study Area, as they relate to intensification;

- Review the appropriateness of currently planned land uses and zoning in the Study Area and, if appropriate, make recommendations for proposed policy amendments;
- Assess the potential for growth through residential intensification within the Study Area;
- Identify opportunities to accommodate the growth;
- Determine general principles and concepts for the development of potential intensification sites, and establish urban design guidelines and/or policies for application within the Study Area;
- Assist with community engagement to better understand the shift to a more compact built form and a more diverse range and mix of housing options needed to achieve higher rates of intensification and complete communities; and,
- Identify amendments to the O.O.P. and Zoning By-law 60-94, as amended (the “Zoning By-law”), as appropriate.

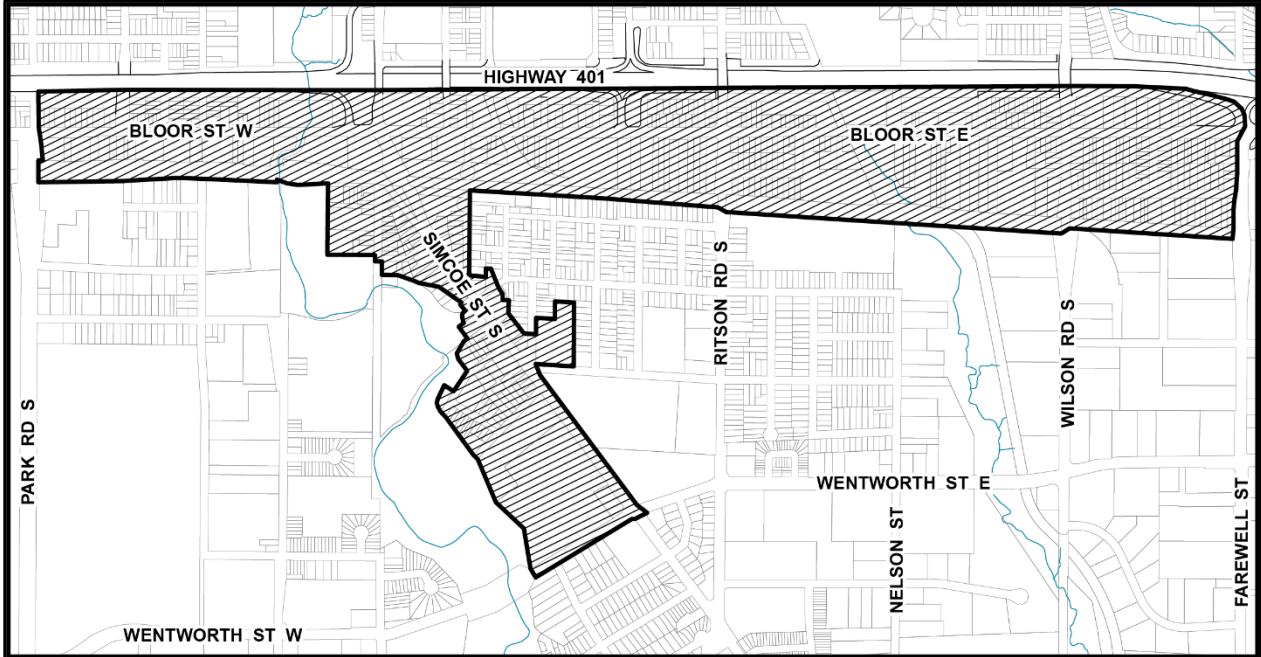
### **1.3 Study Area**

The Study Area is graphically illustrated on Figure 1 below and can be described as follows:

- A portion of the Bloor Street corridor, generally bounded by Highway 401 to the north, the Canadian National Railway corridor the (the “C.N.R. mainline”) to the south, Farewell Street to the east and Park Road South to the west (the “Bloor Street Corridor”); and,
- A portion of the Simcoe Street South corridor, generally bounded by Highway 401 to the north, Wentworth Street West to the south, certain commercial/institutional/residential zoned lands to the east, and the Oshawa Creek Valley to the west (the “Simcoe Street South Corridor”).

The Bloor Street Corridor and the Simcoe Street South Corridor are together referred to as the Study Area.

**Figure 1: Study Area Map**





## **2.0 Policy Context**

### **2.1 Provincial Policy Context**

#### **2.1.1 The Provincial Policy Statement, 2020 and A Place to Grow: Growth Plan for the Greater Golden Horseshoe**

The Provincial Policy Statement, 2020 (the “P.P.S.”) and A Place to Grow: Growth Plan for the Greater Golden Horseshoe (the “Growth Plan”) are the highest order planning policy documents in Ontario. Both provide direction on matters of Provincial interest related to land use planning and development.

The P.P.S. establishes a broad vision for how communities should grow over time and provides direction on matters of Provincial interest. The P.P.S. is issued under the authority of the Planning Act, R.S.O., 1990 c. P.13, which provides that all decisions affecting land use planning matters and municipal official plans “shall be consistent with” the P.P.S.

The P.P.S. promotes the building of strong communities, the wise use and management of resources and the protection of public health and safety. Specific policies in the P.P.S. direct municipalities to:

- Support the further intensification<sup>1</sup> of existing developed areas;
- Identify appropriate locations and promote opportunities for transit-supportive development; and,
- Encourage an appropriate range and mix of housing options and densities required to meet the projected needs of current and future conditions/targets.

The pillars of the P.P.S. are reinforced by the Growth Plan, which provides a framework for Ontario’s vision for building stronger, prosperous communities. Some of the key principles in the Growth Plan include:

- Supporting the achievement of complete communities that are designed to address people’s needs;
- Prioritizing intensification and higher densities in key strategic growth areas to make efficient use of land and infrastructure and support transit viability; and,
- Provide for different approaches to manage growth that recognize the diversity of communities in the Greater Golden Horseshoe (the “G.G.H.”).

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<sup>1</sup> The P.P.S. defines “intensification” as the development of a property, site or area at a higher density than currently exists through (a) redevelopment, including the reuse of brownfield sites; (b) the development of vacant and/or underutilized lots within previously developed areas; (c) infill development; and (d) the expansion or conversion of existing buildings (Section 6.0, P.P.S.).

Schedule 3 of the Growth Plan outlines the distribution of population and employment for the G.G.H. to 2051. The growth targets for Durham Region include an increase in population to 1.3 million people and an employment target of 460,000 jobs, by 2051.

It is important to note that the Province has proposed an integrated province-wide land use planning policy document which will be referred to as the Provincial Planning Statement.

The Provincial Planning Statement will combine policy direction from the P.P.S. and the Growth Plan into one new planning statement to support the achievement of housing objectives. It is anticipated that the new Provincial Planning Statement will be released in 2024.

### **2.1.2 The Greenbelt Plan**

The Greenbelt Plan identifies where urbanization should not occur, in order to provide permanent protection to the agricultural land base and the ecological and hydrological features, areas and functions identified in the Greenbelt Plan. A portion of the Study Area is designated as Urban River Valley in the Greenbelt Plan. This designation reinforces the importance of linkages between the Greenbelt and Lake Ontario, and only applies to publically owned Urban River Valley lands.

## **2.2 Regional Policy Context**

The Durham Regional Official Plan (the “D.R.O.P.”) provides policies to guide long-term planning and infrastructure across the Region of Durham, while ensuring improved quality of life for present and future residents and to establish development patterns across the Region.

On May 17, 2023, Durham Regional Council adopted a new Regional Official Plan, as amended, entitled “Envision Durham”. In anticipation of the Province approving Envision Durham as the new Regional Official Plan, this Study focuses on the policies contained within Envision Durham.

One of the key directions of Envision Durham is to use land efficiently, optimize services and infrastructure, and focus efforts on intensification<sup>2</sup> within existing communities to achieve Transit Supportive Densities<sup>3</sup>. In order to achieve the Provincial population and employment forecasts set out in the Growth Plan, Envision Durham aspires to achieve a

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<sup>2</sup> Envision Durham defines “intensification” as the development of a property, site or area at a higher density than currently exists through: a) redevelopment, including the reuse of brownfield sites; b) the development of vacant and/or underutilized lots within previously developed areas; c) infill development; d) additional residential units; and e) the expansion or conversion, including adaptive reuse, of existing buildings (Envision Durham, pg. 283). Staff note that Envision Durham expands on the definition of “intensification” in the P.P.S. to also include “additional residential units”, which helps provide a more complete understanding of the full range of housing options available throughout the Region.

<sup>3</sup> Transit Supportive Density means the minimum density target required to support a certain level of transit service. Transit supportive density of an area may evolve over time with changes in planned transit service and frequency of service (Envision Durham, pg. 291).

balanced job-to-population ratio of 50% (i.e. one job for every two residents) and plans for and implements services and infrastructure to enable the achievement of a minimum 50% annual rate of intensification region-wide<sup>4</sup>. Envision Durham establishes total population and employment targets for each local area municipality over a 30 year timeframe, through to 2051. Oshawa's 2051 population and employment targets in Envision Durham are 298,540 people and 107,280 jobs, respectively.

As shown in Figure 2 below, the majority of the lands within the Bloor Street Corridor are designated as a Community Area<sup>5</sup> as well as a Regional Corridor<sup>6</sup> planned for a High Frequency Transit Network ("H.F.T.N.")<sup>7</sup>. Envision Durham establishes a minimum transit supportive density target of 80 people and jobs per hectare (i.e. 37 units per hectare) for frequent transit service (consistent with the H.F.T.N.). However, the southerly portion of the Bloor Street Corridor, situated east of Ritson Road South and north of the C.N.R. mainline is designated only as a Community Area.

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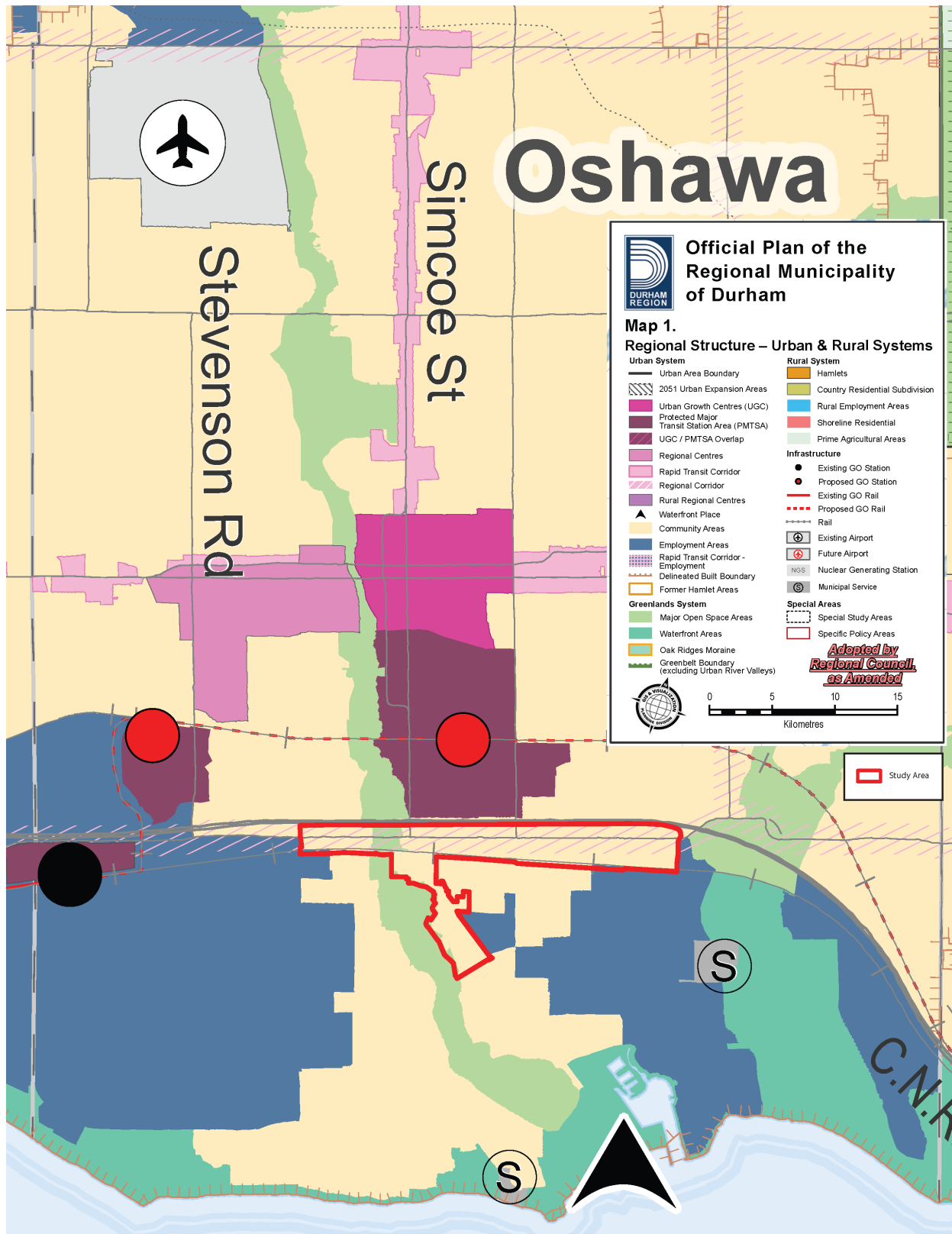
<sup>4</sup> Policies 1.1.4 and 1.1.6 (Envision Durham, pg.15).

<sup>5</sup> Community Areas are intended to offer a complete living environment for Durham's residents. They are comprised of housing, commercial uses such as retail shopping and personal service uses, offices, institutional uses, community uses, and public service facilities such as schools, libraries and hospitals, as well as an array of cultural and recreational uses (Envision Durham, pg. 108).

<sup>6</sup> Regional Corridors form key connections between Strategic Growth Areas, other nodes and corridors, and certain Employment Areas, acting as the arteries of the Urban System. Regional Corridors support the movement of people and goods by encouraging development and intensification that is characterized by compact built form at a transit supportive density (Envision Durham, pg. 105).

<sup>7</sup> High Frequency Transit Networks consist of buses in planned High Occupancy Vehicle (HOV) lanes, or buses in mixed traffic, with transit signal priority at major intersections and other measures to ensure fast and reliable transit service. Planned HOV lanes may be converted to dedicated bus lanes as growth in ridership warrants (Envision Durham, pg. 191).

Figure 2: Extract from Envision Durham, Map 1: Regional Structure – Urban and Regional Systems



The Simcoe Street South Corridor is designated as a Community Area in Envision Durham and is in proximity to an Employment Area<sup>8</sup>, which are typically located along or in proximity to major transportation corridors. Simcoe Street South also functions as the primary north-south road connection to the City's Waterfront Area<sup>9</sup> and Lakeview Park. Section 5.3 of Envision Durham states that "Local Corridors are intended to have a similar function, but may occur at a smaller scale than Regional Corridors, while providing for transit supportive density and connections between Strategic Growth Areas, Waterfront Places and/or Local Centres, where appropriate".

Accordingly, in view of the unique contextual conditions associated with the Simcoe Street South Corridor, it is appropriate to consider the potential implementation of a higher transit supportive density target for the Simcoe Street South Corridor than what generally may be contemplated under Envision Durham. Such consideration would appropriately be undertaken as part of the work recommended in Section 5.4.2 of this Study to evaluate the potential for the Simcoe Street South Corridor to function as a Local Corridor.

## **2.3 Local Policy Context**

### **2.3.1 Oshawa Strategic Plan**

The Oshawa Strategic Plan 2020-2023 (the "O.S.P.") is the City's highest-level policy document and is guided by the two principles of sustainability and financial stewardship. The Economic Prosperity and Financial Stewardship goal of the O.S.P. seeks to ensure economic growth and a sound financial future for the City. This will be achieved through various strategies, including, but not limited to:

- Creating mixed-use, transit-supportive, multimodal, economically diverse, attractive, safe and healthy neighbourhoods; and,
- Identifying housing needs and facilitating proposals that satisfy gaps in the city's housing market.

On June 26, 2023, Council directed staff to develop a new Oshawa Strategic Plan that will provide new focus areas that are reflective of the community's needs as well as a road map for how it will be implemented. It is anticipated that the new Oshawa Strategic Plan will be presented to Council in June 2024.

### **2.3.2 Oshawa Official Plan**

The O.O.P. sets out land use policies for long-term growth and development in the City and, among other matters, provides policy direction to establish the parameters for

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<sup>8</sup> Employment Areas are typically situated along or near major transportation corridors with separation and buffering from adjacent Community Areas.

<sup>9</sup> Waterfront Areas include sensitive environmental features and shoreline areas, as well as areas meant to provide residents and visitors with access to enjoy the recreational opportunities the waterfronts provide, including the Lake Ontario portion of the Great Lakes Waterfront Trail.

growth within intensification areas in the City. The O.O.P. is regularly reviewed to ensure that it continues to meet the changing economic, social and environmental needs of the City. Amendments to the O.O.P. are periodically required to advance new development or redevelopment proposals.

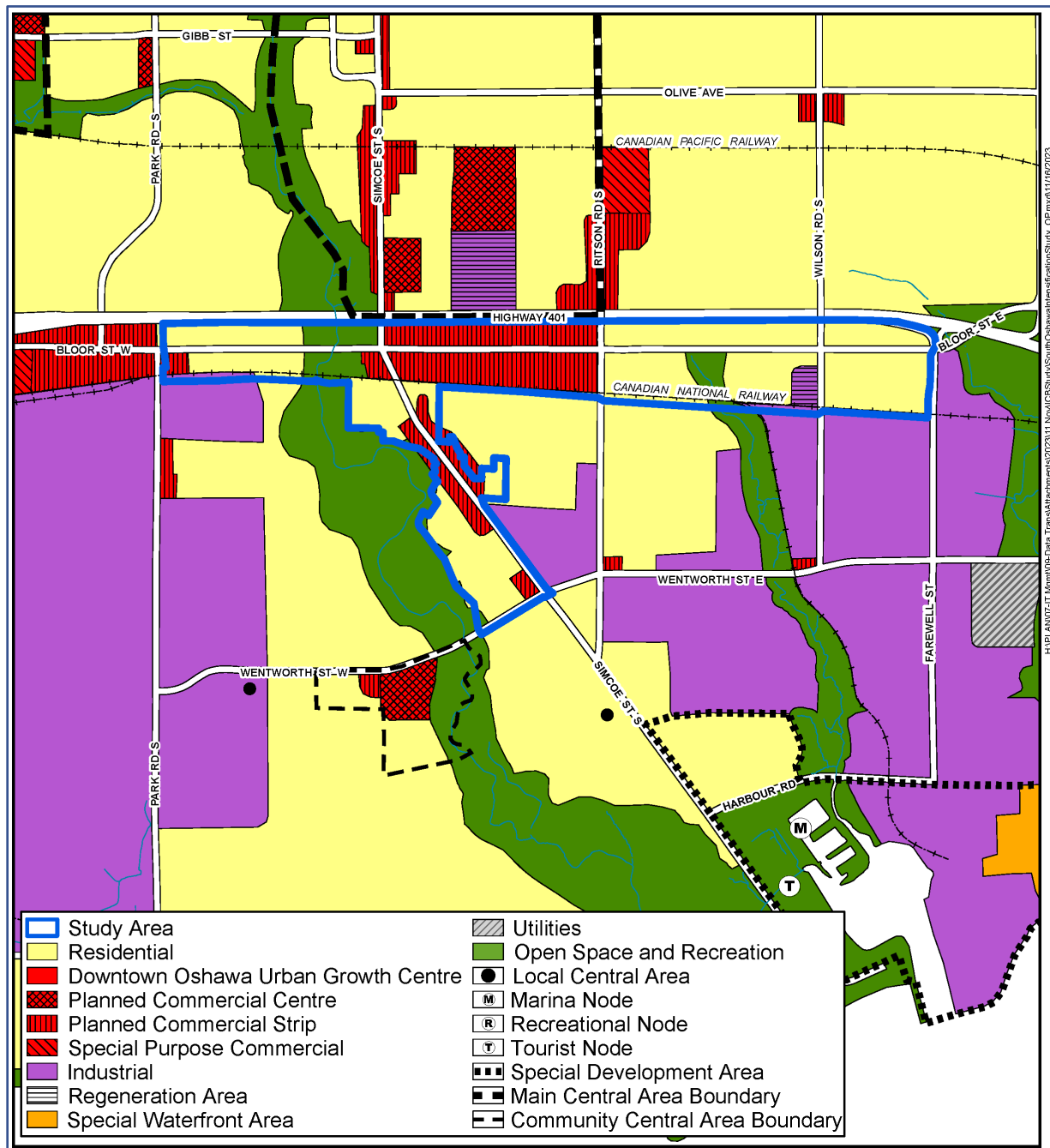
As shown in Figure 3 below, Schedule 'A', Land Use, of the O.O.P. denotes the following land use designations within the Study Area:

- Residential;
- Open Space and Recreation;
- Planned Commercial Strip; and
- Industrial (including a Regeneration Area<sup>10</sup>).

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<sup>10</sup> Regeneration Area means an area identified, through a comprehensive review in accordance with Policy 9.1.2 of the O.O.P., 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 (O.O.P., Policy 2.4.1.3).

Figure 3: Extract from Schedule 'A', Land Use, of the O.O.P.



Other features identified on Schedule 'A' include the Main Central Area Boundary to the north, which is generally consistent with the limits of the Central Oshawa M.T.S.A. study that is currently underway, as well as the C.N.R. mainline to the south.

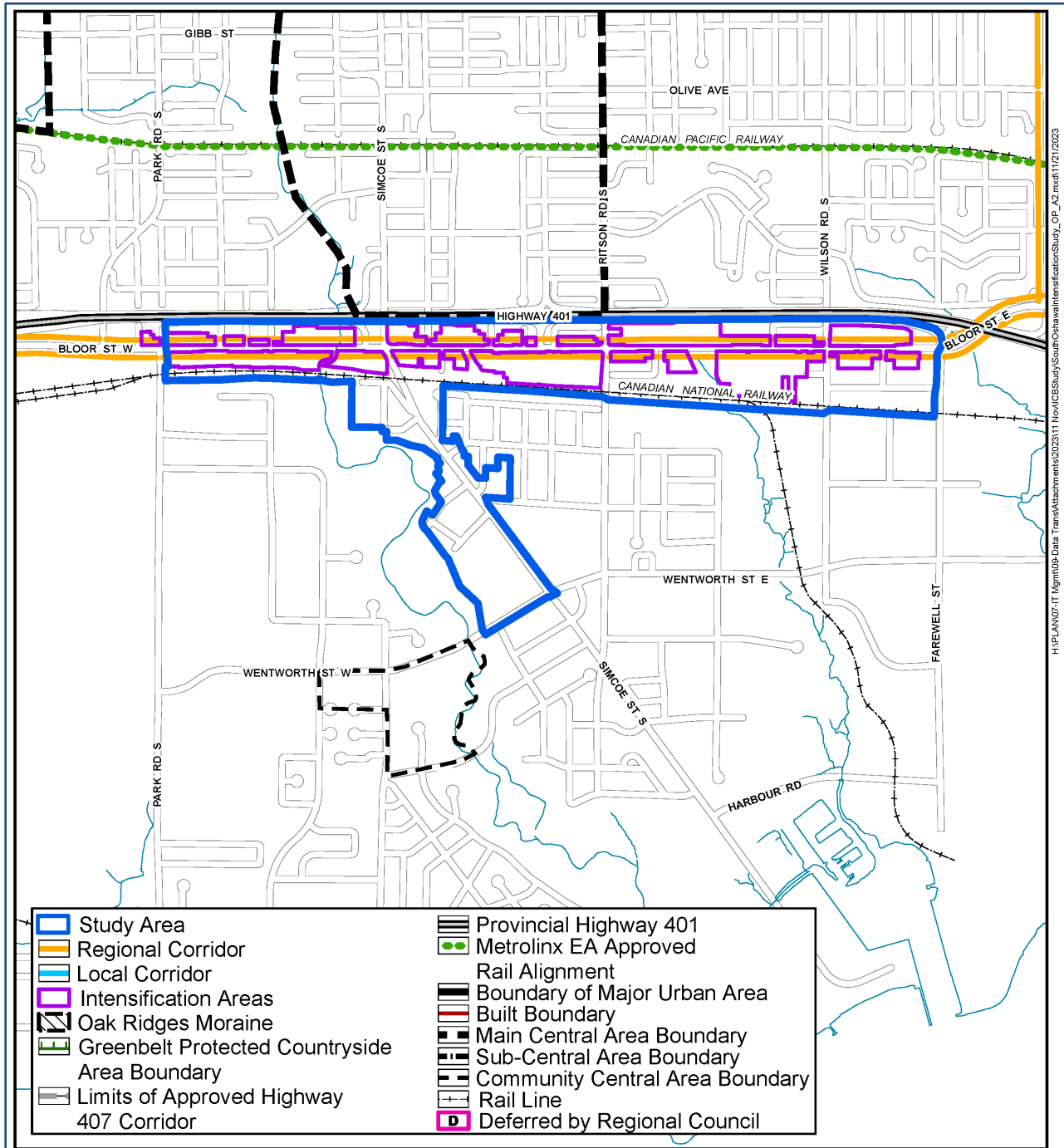
Various policies in the O.O.P. encourage residential intensification<sup>11</sup> in appropriate areas as a sustainable option that endeavours to address various matters including, but not limited to, affordable housing, pedestrian-friendly and energy-efficient urban form, and help to promote active transportation. Schedule 'A-2' of the O.O.P. identifies Corridors and Intensification Areas throughout the City. The Bloor Street Corridor is designated as a Regional Corridor and certain properties along Bloor Street are designated as Intensification Areas. Conversely, the Simcoe Street Corridor does not have a specific designation on Schedule 'A-2' of the O.O.P. (see Figure 4).

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<sup>11</sup> The O.O.P. defines "residential intensification" as the creation of new residential units or accommodation in existing buildings or on previously developed land in appropriate locations within the Major Urban Area and generally includes residential infill housing, residential redevelopment, non-residential conversion, garden suites, pursuant to Section 39.1 of the Planning Act, lodging housing and accessory apartments (O.O.P., Policy 6.4.1)



**Figure 4: Extract from Schedule ‘A-2’, Corridors and Intensification Areas, of the O.O.P.**



Intensification Areas are intended to support the achievement of density and intensification targets in key areas along Corridors. Specifically, Policy 2.1.5.3 of the O.O.P. states, in part, that “Development within Intensification Areas along Regional Corridors shall be planned to support an overall long-term density target of at least 60 residential units per gross hectare”. In addition, the O.O.P. seeks to encourage the

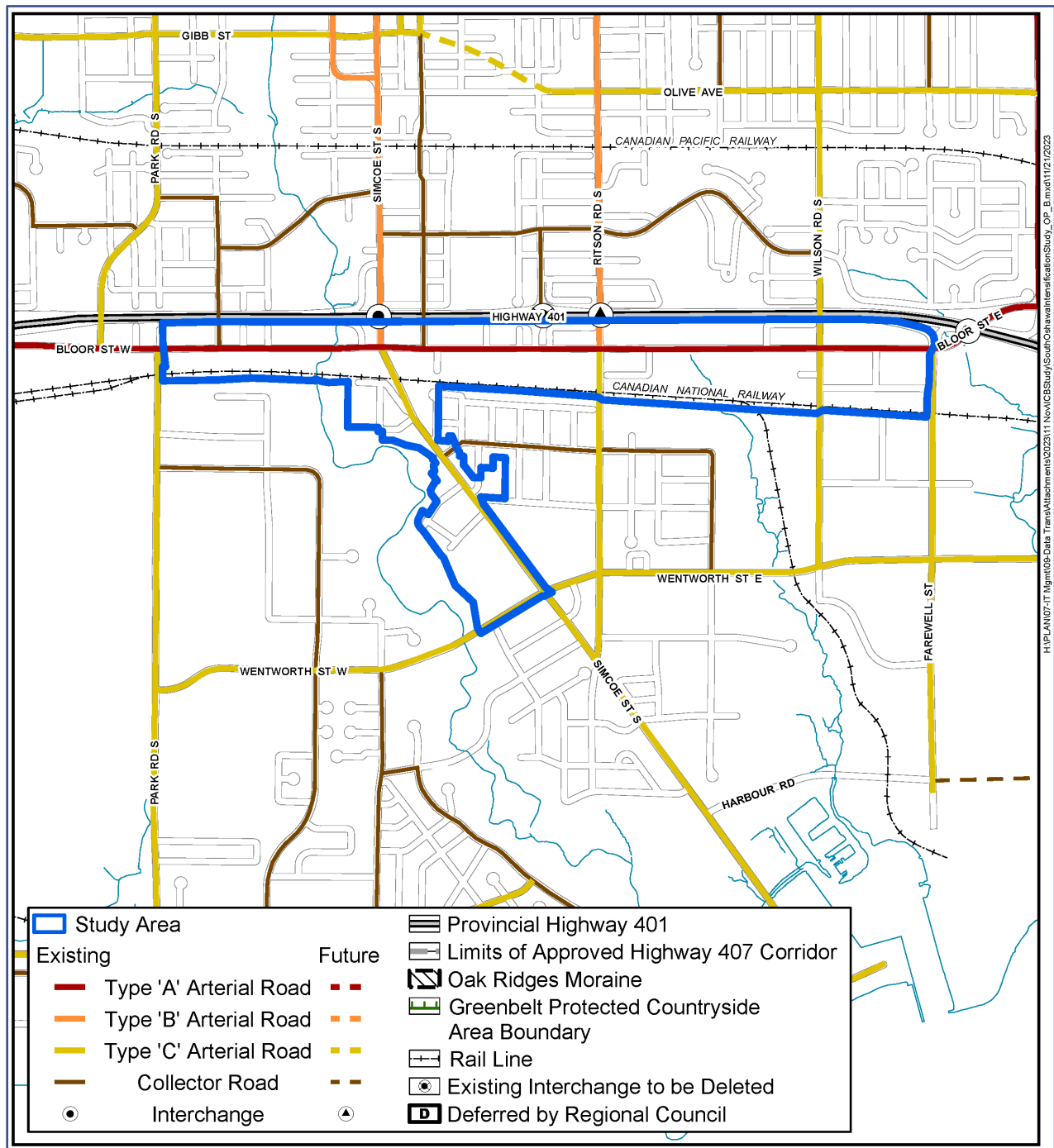
assembly of smaller land parcels along Corridors and Intensification Areas, in order to achieve more efficient, compact, intensive development (O.O.P., Policy 2.1.6.7).

Schedule 'B' of the O.O.P. identifies the City's Road Network. Within the Study Area, Bloor Street is designated as a Type 'A' Arterial<sup>12</sup> road (which allows for the highest traffic volumes). Simcoe Street South transitions from a Type 'B' Arterial<sup>12</sup> road (which allows for moderate traffic volumes) north of Bloor Street, to a Type 'C' Arterial<sup>12</sup> road (which allows for lower traffic volumes) south of Bloor Street.

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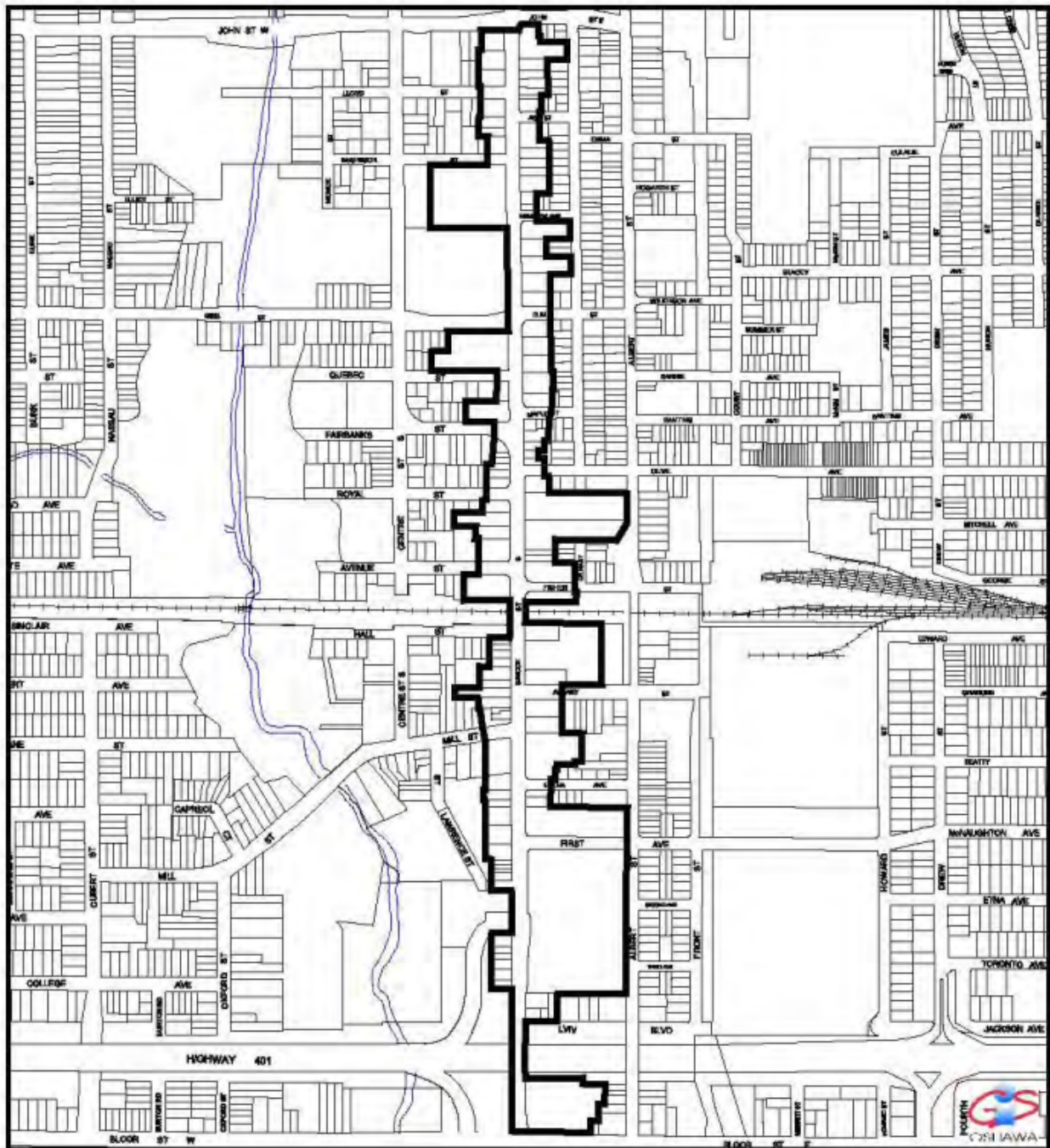
<sup>12</sup> Table 5: Classification of Roads in the O.O.P. outlines the criteria for the various road classes.

**Figure 5: Extract from Schedule ‘B’, Road Network, of the O.O.P.**



Schedule ‘C’ of the O.O.P. identifies Community Improvement Plan (the “C.I.P.”) areas. A portion of the Study Area is located within the Simcoe Street South Renaissance C.I.P. (the “Simcoe Street South C.I.P.”), which runs along the Simcoe Street South corridor generally between John Street West to the north and Bloor Street West to the South (see Figure 6).

**Figure 6: Extract from Schedule 'C', Community Improvement Areas, of the O.O.P.**



The Simcoe Street South Renaissance C.I.P. Area contains retail, office, service and institutional uses concentrated along Simcoe Street South leading from Highway 401 into the Central Business District and offers the following four financial incentive programs to encourage development and redevelopment within the area:

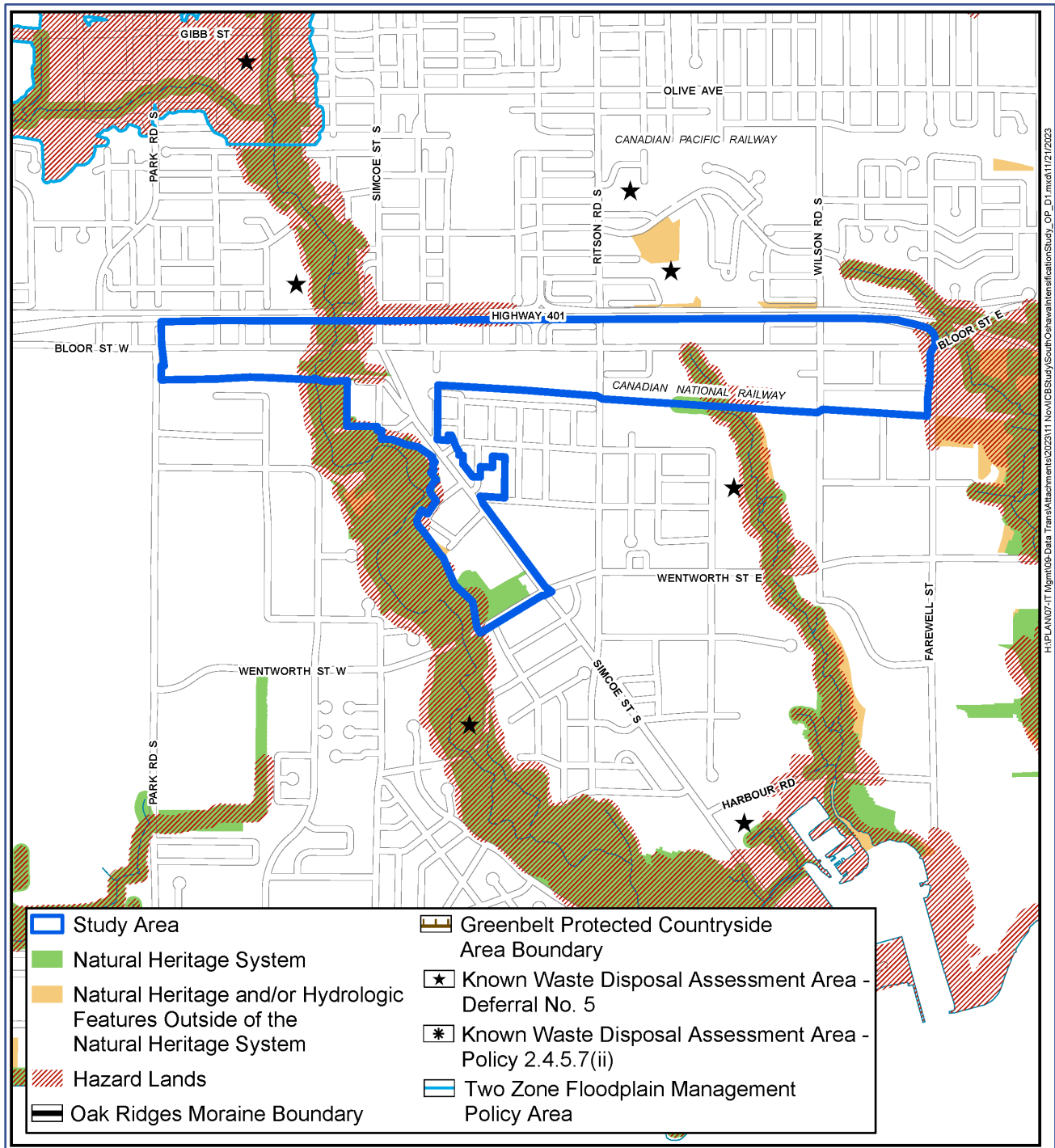
1. Economic Stimulus Grant;

2. Façade and Accessibility Improvement Grant;
3. Increased Assessment Grant; and,
4. Upgrade to Building and Fire Codes Grant.

That portion of the Simcoe Street South C.I.P. that falls within the Study Area is designated as Planned Commercial Strip on Schedule “A” of the O.O.P. These lands were previously leased by the City from the Ministry of Transportation (“M.T.O.”) and operated as the Oshawa Visitor Information Centre. In 2020, the Oshawa Visitor Information Centre was closed for the purposes of advancing M.T.O.’s work to replace the Simcoe Street South and Albert Street underpass structures along Highway 401.

Schedule ‘D-1’ of the O.O.P. identifies, among other features, the City’s Natural Heritage System and Hazard Lands (see Figure 7 below). The Natural Heritage System includes lands with the highest concentration of the most sensitive and/or significant natural heritage and hydrologic features and functions. Hazard Lands are primarily used for the preservation and conservation of land and/or the environment, and shall be managed in such a manner as to complement adjacent land uses and protect such uses from any physical hazards (such as flooding) or their effects.

Figure 7: Extract from Schedule 'D-1', Environmental Management, of the O.O.P.



### 2.3.3 Zoning By-law 60-94

The Zoning By-law was passed in 1994 and is updated in part through City-initiated technical amendments on a regular basis. The purpose of the Zoning By-law is to

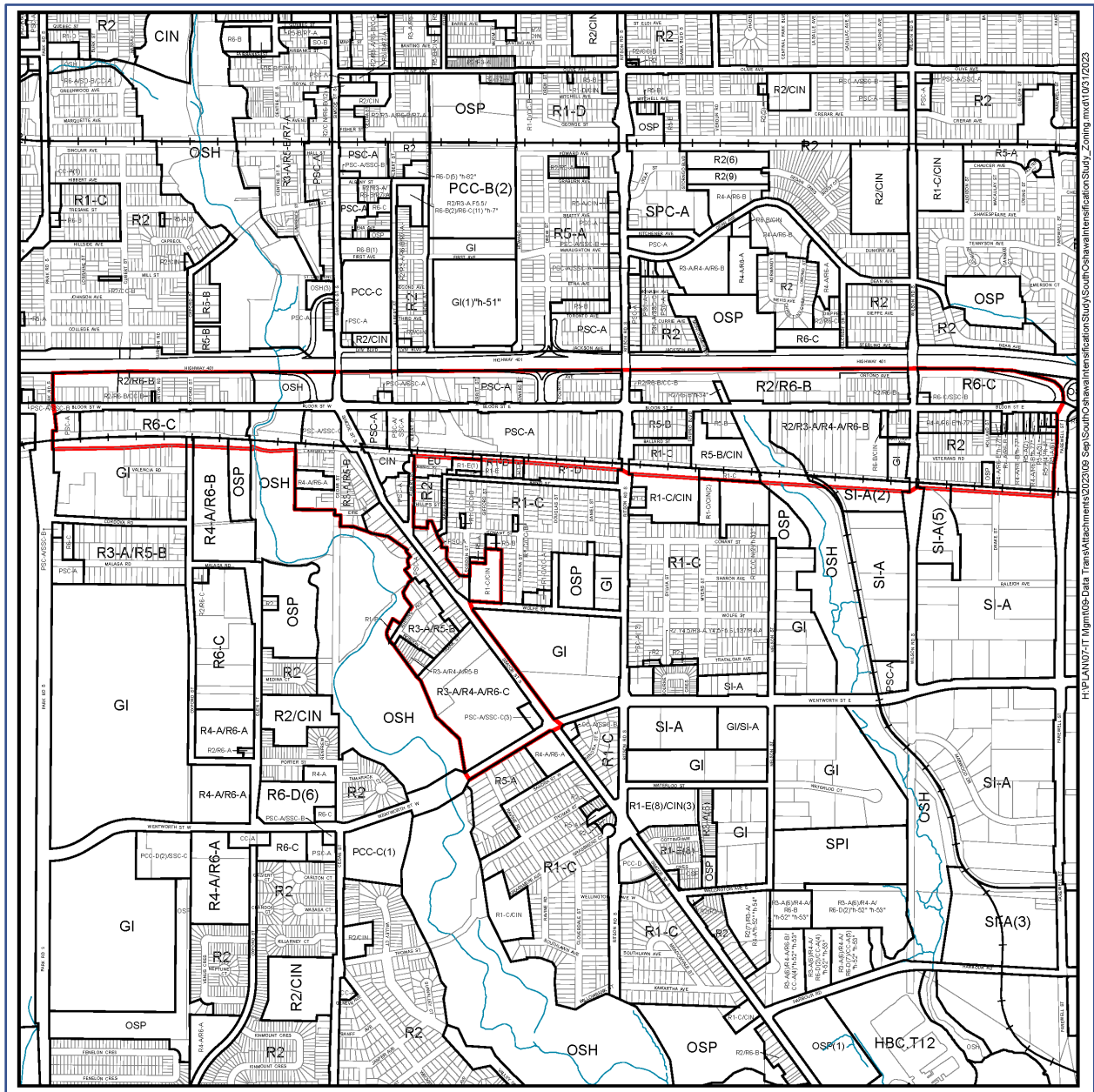
implement on a fine-grained level the objectives and policies set out in the O.O.P. by specifically identifying permitted land uses and associated regulations/standards.

The zoning permissions within the Study Area include:

- Residential;
- Planned Strip Commercial;
- Convenience Commercial;
- Automobile Service Station;
- Community Institutional;
- Hazard Lands Open Space; and,
- General Industrial.

There are also several site-specific zoning permissions within the Study Area. Figure 8 below shows the geographical distribution of the various zones within the Study Area, as well as the zoning fabric of the surrounding area.

Figure 8: Extract from Schedule 'A' of the Zoning By-law



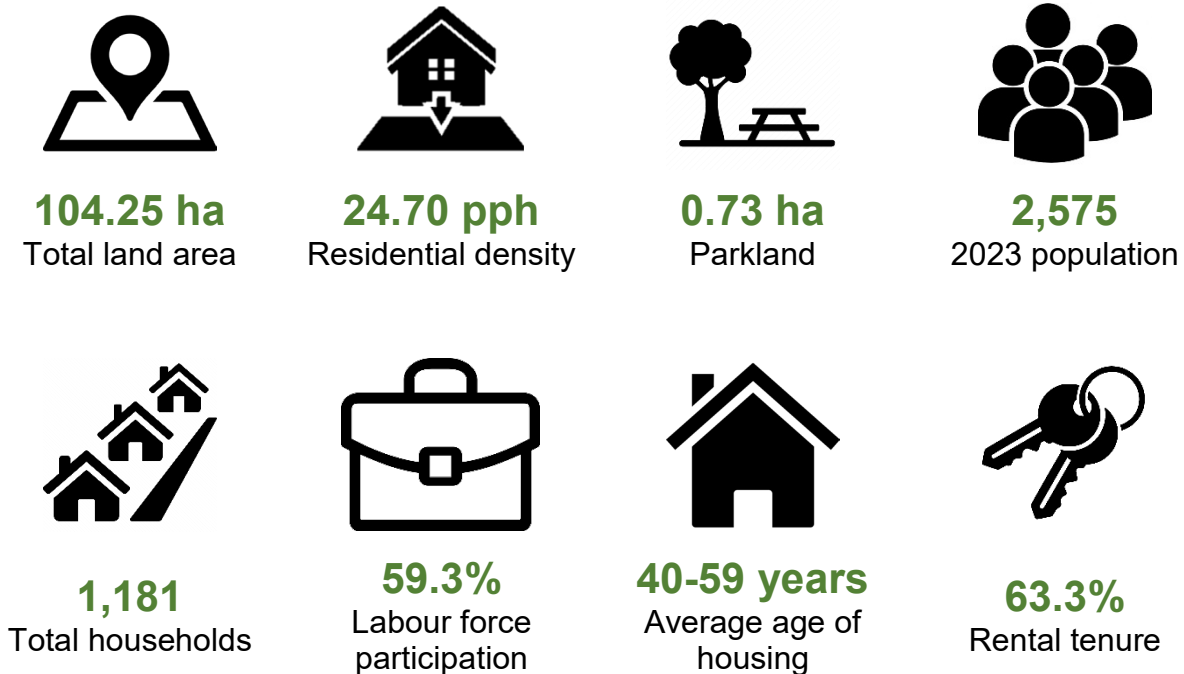


## 3.0 Study Area Analysis

### 3.1 Key Statistics and Existing Residential Conditions

Table 1 below outlines a variety of key statistics and data, including statistics pertaining to current residential conditions within the Study Area.

**Table 1: Key Study Area Statistics**

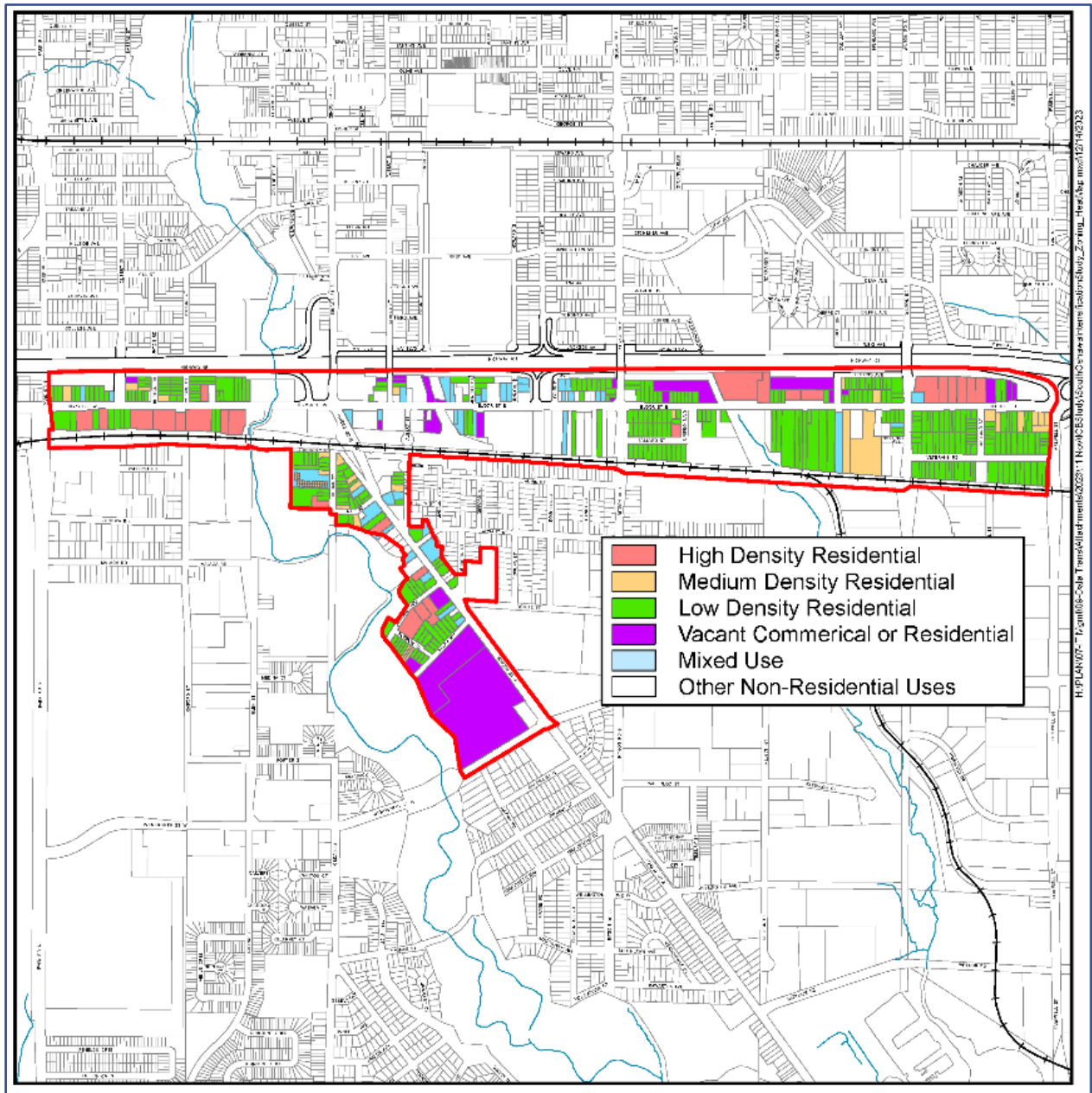


Based on the key statistics shown in Table 1, the existing residential density is 24.70 people per hectare (10.00 people per acre) within the Study Area.

Figure 9 below graphically shows the existing geographical distribution of residential density conditions within the Study Area, which is comprised of:

- 55% low density development, which includes single- and semi-detached dwellings as well as duplexes;
- 5% medium density development, which includes townhouses and low-rise apartments;
- 14% high density development, which includes medium- and high-rise apartments;
- 5% mixed use development, which includes dwellings that have both residential and commercial uses; and,
- 20% vacant commercial or residential land.

**Figure 9: Existing Residential Conditions**



### **3.2 Existing Conditions**

Within the Study Area, there are a wide range of uses along the Bloor Street Corridor. The westerly end of the Bloor Street Corridor has various long-established commercial and industrial type uses, apartment buildings, and single-detached homes, many of which are more than 70 years old. There are also several buildings of varying cultural and heritage value within the Bloor Street Corridor. The O.O.P. describes the Bloor Street and Simcoe Street South intersection as a gateway to the Downtown Oshawa Urban Growth Centre to the north. In addition, this intersection, as well as the Highway

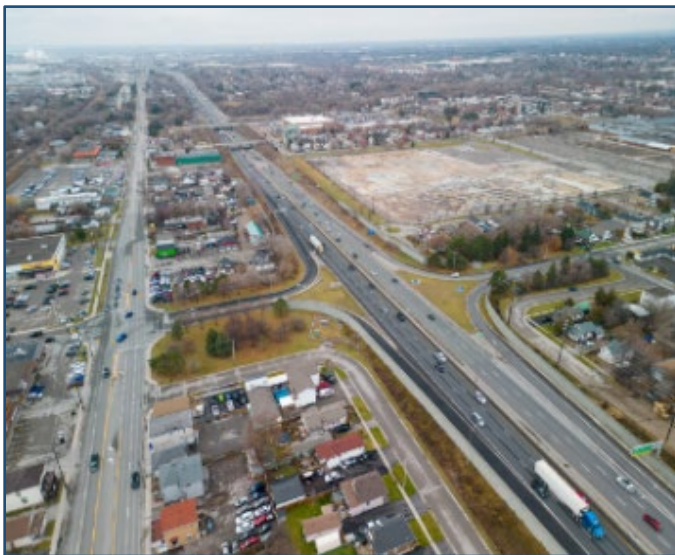
401 Simcoe Street off-ramp, also serves as a gateway to the immediate Lakeview community (see Figure 10).

**Figure 10: Photo of the Bloor Street and Simcoe Street South intersection, facing east**



East of the Bloor Street and Simcoe Street South intersection are a variety of commercial, residential and institutional uses (i.e. places of worship). Within this portion of the Study Area, there are a significant number of automobile-related businesses, such as automobile retailers and repair shops (see Figure 11). Staff note that there are limited streetscape amenities along the Bloor Street Corridor.

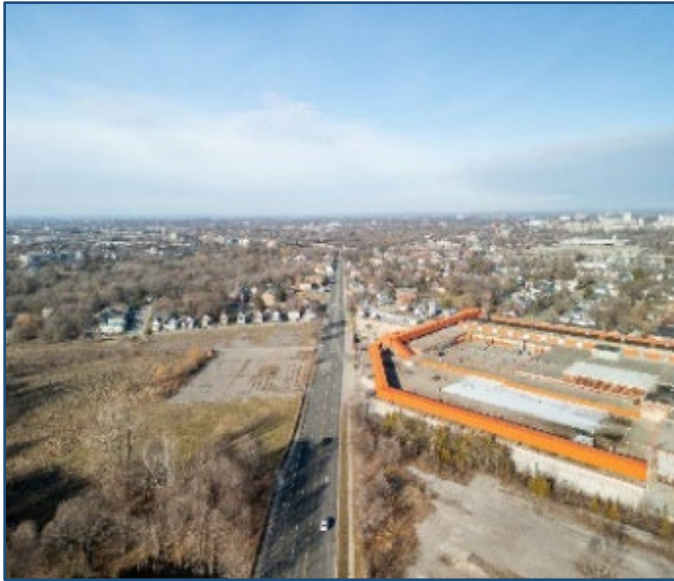
**Figure 11: Photo of Bloor Street East, west of Ritson Road South, facing west**



The Simcoe Street South Corridor contains a mix of residential, institutional, industrial and commercial uses, such as automobile retailers and repair shops, a clinic, and

restaurants (see Figure 12). There are also several buildings of varying cultural and heritage value within the Simcoe Street South Corridor, particularly 827 Gordon Street which was recently designated by the City under the Ontario Heritage Act, R.S.O. 1990, Chapter O.18 (the “Ontario Heritage Act”).

**Figure 12: Photo of Simcoe Street South, facing north**

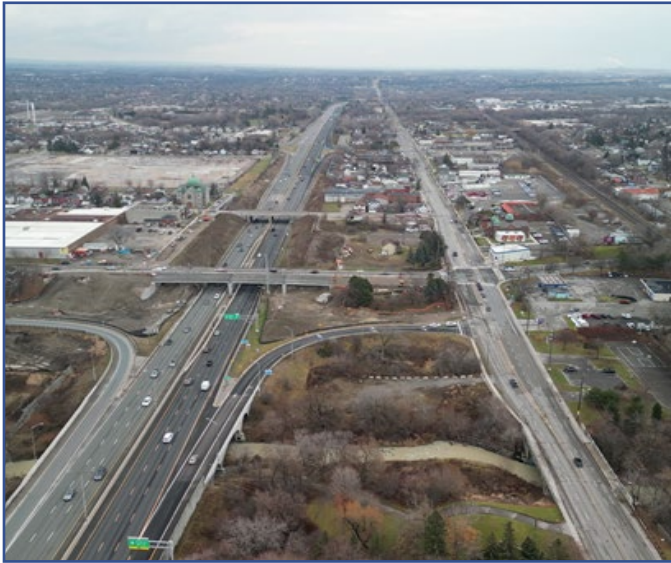


### **3.2.1 Key Area Features**

#### **3.2.1.1 Highway 401 and the C.N.R. Mainline**

M.T.O. has recently initiated the replacement of the Simcoe Street South and Albert Street overpass structures in Oshawa, which are planned to be completed in 2024/2025. A C.N.R. mainline also traverses the Study Area, providing rail freight service between eastern Canada and southwestern Ontario (see Figure 13).

**Figure 13: Photo showing Highway 401 and the C.N.R. mainline**

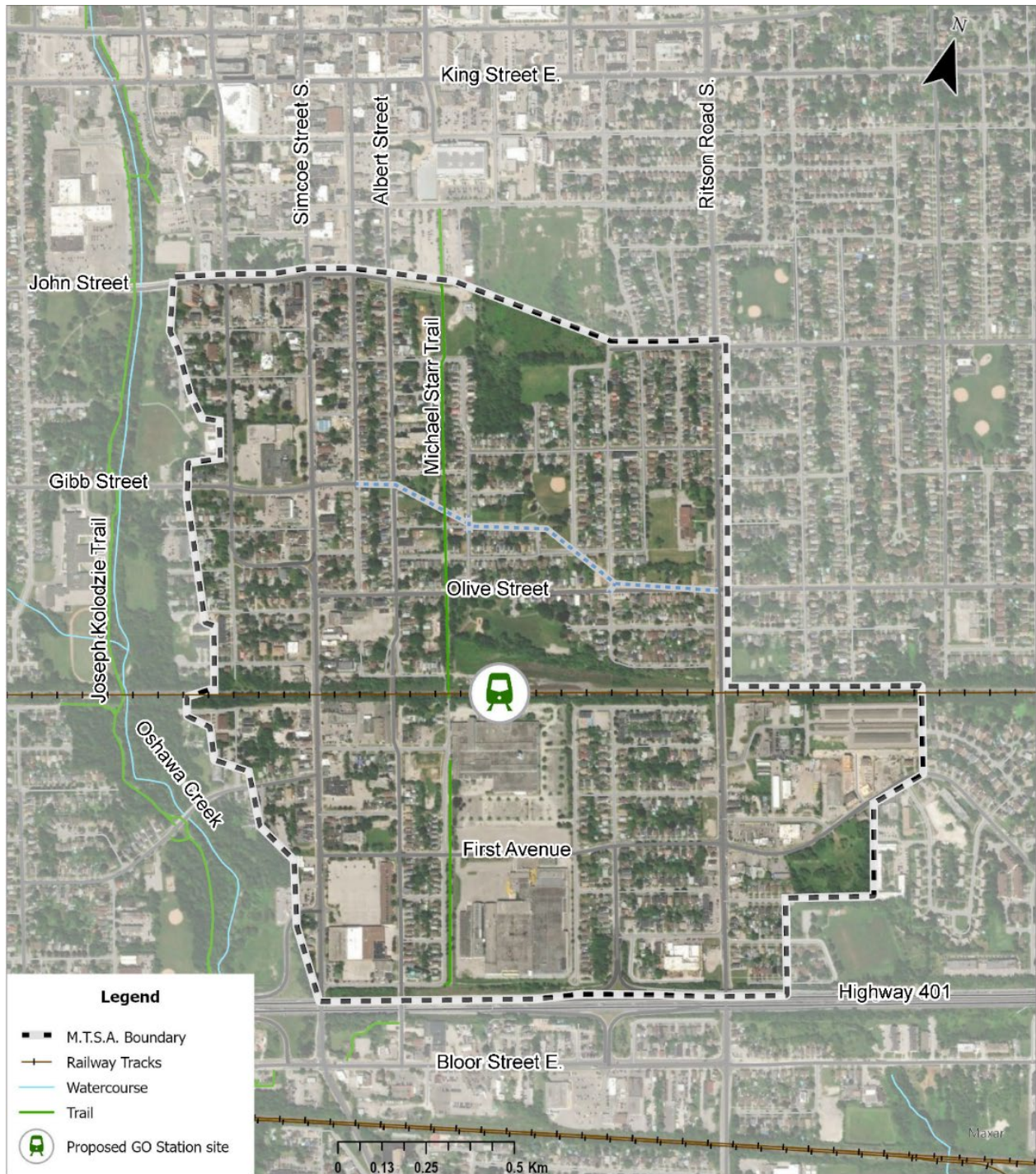


There are certain setback requirements for new development from a C.N.R. mainline and residential development proposals may require a supporting noise and ground-borne vibration study. In addition, staff note that Policy 3.5.5 of the O.O.P. states, in part, that the proposed development of sensitive land uses within 300 metres (984 ft.) of a rail corridor or railway commuter station shall be evaluated through a noise study, with consideration given to the noise and safety standards of the Ministry of the Environment, Conservation and Parks. Further, any development proposal featuring sensitive land uses within 75 metres (246 ft.) of a rail corridor or railway commuter station shall require a vibration study.

### **3.2.1.2 Oshawa to Bowmanville GO Rail Extension**

The City and its consultant are advancing an Integrated Major Transit Station Area Study for Central Oshawa in response to the announced Lakeshore East GO Rail Corridor extension to Bowmanville, which includes a new planned Central Oshawa GO Station at 500 Howard Street. Future transportation infrastructure will support the growing population in the surrounding area, including the Study Area. Figure 14 shows the limits of the Central Oshawa Major Transit Station Area (the “M.T.S.A.”), as well as the location of the planned Central Oshawa GO Station. Highway 401 marks the southerly limit of the M.T.S.A., and also forms the northerly limit of the Study.

**Figure 14: Integrated Major Transit Station Study Area Map**



### 3.2.1.3 Oshawa Creek and Trail Network

The Oshawa Creek Valley is identified in the Greenbelt Plan as an Urban River Valley. This valley contains a watercourse that flows from its headwaters in the Oak Ridges Moraine to its mouth on the west side of the Oshawa Harbour basin. These lands are protected under the Greenbelt Plan as well as Regional and City policies.

Within the Study Area, there is a connection from the Michael Starr Trail to the Joseph Kolodzie Oshawa Creek Bike Path, which runs along the Oshawa Creek Valley.

**Figure 15: Photo showing the Oshawa Creek Valley**



#### **3.2.1.4 Local Businesses**

There are a number of local businesses within the Study Area, such as automotive sales and repairs, animal and pet services, cafes and bakeries, home improvement retailers and a grocery store. A medical clinic is also located within the Study Area on Simcoe Street South.

**Figure 16: Photo of local businesses located on the Bloor Street Corridor**



### 3.2.1.5 Heritage Status

Several buildings of varying cultural and heritage value are located in the Study Area. Of particular note is 827 Gordon Street, being a former school building that was recently designated under the Ontario Heritage Act. Although the property at 827 Gordon Street is the only site in the Study Area that has been formally designated under the Ontario Heritage Act, there are other properties within the Study Area that have been identified in the Heritage Oshawa Inventory of City of Oshawa Heritage Properties as “Class A”, being properties that have the highest potential for designation, or as “Class B”, being properties that have good potential for designation.

**Figure 17: Photo of 827 Gordon Street**



### 3.2.2 Heritage and Cultural Value

The Study Area is located, in part, within the historic community of Cedar Dale, which was generally bounded by Bloor Street to the north, Lake Ontario to the south, Wilson Road to the east, and Park Road to the west.

There are no Registered, Non-Designated<sup>13</sup> properties within the Study Area. However, there are eleven (11) properties within the Study Area that are included in the Heritage Oshawa Inventory of City of Oshawa Heritage Properties as either Class A<sup>14</sup> or Class B<sup>15</sup> (Appendix A).

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<sup>13</sup> A Registered, Non-Designated Property, also referred to as a “Listed, Non-Designated Property”, is protected under the Ontario Heritage Act to the extent that a municipality can withhold a demolition permit for up to 60 days after receiving an application from the property owner to demolish or remove the building or structure.

<sup>14</sup> Class "A" Properties have been evaluated by Heritage Oshawa and are determined to have the highest potential for designation.

<sup>15</sup> Class "B" Properties have been evaluated by Heritage Oshawa and are determined to have good potential for designation.



On May 1, 2023, Oshawa City Council passed By-law 126-2023 to designate the property municipally known as 827 Gordon Street (the “Property”), commonly known as the former Cedardale Public School, under Section 29 of Part IV of the Ontario Heritage Act, based on the following criteria:

- The Property has design value as a representative example of a school building constructed in a refined Beaux-Arts architectural style;
- The Property is directly associated with Gordon Daniel Conant, a prominent Oshawa lawyer and former Premier of Ontario; and,
- The Property is prominently situated at an important intersection in the local community.

Subsequently, on May 29, 2023, Council considered Item CO-23-29 concerning the recognition of Historic Hamlets of Oshawa and directed staff to add “Historic Village of Cedar Dale” to the primary neighbourhood park signs within the area historically known as Cedar Dale.

**Figure 18: Photo of Historic Village of Cedar Dale sign**



### **3.2.3 Streetscape Amenities**

Streetscape amenities are features within municipal road rights-of-way that encourage activity on the street, particularly within the boulevard areas flanking the travelled portion of the road allowance. Additionally, having public amenities along streets provides opportunities for various modes of travel and enhance the identity of a community. Public amenities include such elements as public seating, planters, lighting, artwork and street trees.

Staff note that there are minimal streetscape amenities within the Study Area. This negatively impacts both the neighbourhood character and the pedestrian experience. The Study Area would greatly benefit from improvements to the existing streetscape design and the relationship of the adjacent built form to the public realm.

### **3.2.4 Public Transportation**

The Region of Durham provides region-wide public transportation through Durham Rapid Transit (“D.R.T.”). Although there are four D.R.T. bus routes that traverse the Study Area, there is currently no D.R.T. bus service along the section of Bloor Street East between Ritson Road South and Wilson Road South. As a result, there is no direct public transportation service along the Bloor Street Corridor, leaving individuals seeking to use public transportation in this area with no option but to find alternate routes, likely involving transfers.

### **3.3 Active Development Applications**

As of the date of this Study, there are a total of 11 active development applications (the “A.D.A.s”) (i.e. development applications that are at the Stage 2 Technical Pre-Consultation Stage or beyond) within the Study Area. All of the A.D.A.s propose to increase residential density on their respective sites, which, in principle, achieves the purpose and intent of Interim Control By-law 133-2023 and this Study.

The A.D.A.s range in proposed densities, from as low as 20 units per hectare (8 per ac.) to as high as 373 units per hectare (150.97 per ac.). A summary of each proposal is contained in Appendix B of this Study.

### **3.4 Other Ongoing Projects**

#### **3.4.1 Integrated Major Transit Station Area**

The Central Oshawa M.T.S.A. Study was initiated by the City in response to the announced Lakeshore East GO Rail Corridor Extension to Bowmanville and the planned Central Oshawa GO Station at 500 Howard Street. On March 28, 2022, City Council endorsed the selection of Parsons Inc. to complete the M.T.S.A. Study, the primary objective of which is to develop the following:

- A Complete Master Land Use and Urban Design Plan, in order to advance appropriate development and intensification in the M.T.S.A.; and,
- An area-specific Transportation Master Plan, in order to identify and recommend a preferred transportation option that accommodates future development.

The M.T.S.A. Study is now in Stage 3 of four stages. Stage 3 includes a review of the Council-endorsed land use alternative as the basis for development.

Staff note that the M.T.S.A. Study may impact the Study Area in the following ways:

- Increased transit options in proximity to the Study Area; and,
- Anticipated increased residential density in proximity to the Study Area.

### **3.4.2 Highway 401 Rehabilitation and Expansion**

M.T.O. is currently undertaking work for the Highway 401 rehabilitation and long-term widening needs from Brock Road in Pickering to Courtice Road in Courtice. The structure replacement and/or expansion work requirements were identified through M.T.O.'s Environmental Assessment process to accommodate the future widening of Highway 401. In Oshawa, M.T.O. has initiated the following work:

- The replacement of the Simcoe Street and Albert Street bridges over Highway 401;
- The replacement of the Wilson Road overpass; and,
- The realignment of the Harmony Road and Highway 401 interchange.

Staff note that the M.T.O. construction work related to rehabilitating and expanding Highway 401 in Oshawa may impact the Study Area in the following ways:

- Trigger land acquisition (including through potential expropriation) by M.T.O. to meet the land need requirements of the project, which could involve the demolition of various existing buildings and structures;
- Increase levels of noise and dust from construction; and,
- Exacerbate traffic congestion as a result of full or partial road closures.

### **3.4.3 Simcoe Street Rapid Transit Visioning Study**

The Region of Durham recently completed the fourth round of public consultation associated with the Simcoe Street Rapid Transit Visioning Study and Initial Business Case (the "I.B.C."). The Simcoe Street Rapid Transit Visioning Study and I.B.C. is designed to identify the most suitable form of higher order transit to operate in a dedicated right of way within the Simcoe Street Corridor between Highway 407 and Lakeview Park Beach in the City of Oshawa.

Staff note that the Simcoe Street Rapid Transit Visioning Study will impact the Study Area in the following ways:

- It will guide how Simcoe Street will evolve and grow, with a focus on mobility, sustainability, equity, economic opportunity and land use; and,
- It will provide improved transit options along Simcoe Street.

### **3.4.4 Housing Accelerator Fund Initiatives**

On June 26, 2023, Council considered Report CNCL-23-69 dated June 21, 2023 and directed staff to, among other matters, undertake the list of potential City initiatives identified in said report, including, but not limited to:

- Supporting the provision of greater housing density in strategic growth areas through the preparation of an intensification study;

- Enabling higher density development within the Downtown Oshawa Urban Growth Centre; and,
- Reviewing the City’s suite of Community Improvement Plans to review opportunities to address the “missing middle”<sup>16</sup>.

Staff note that the above-listed City initiatives will impact the Study Area in the following ways:

- Anticipated higher density development in strategic growth areas, in proximity to the Study Area; and,
- Additional potential funding/grant opportunities through the review of the City’s Community Improvement Plans.

### **3.5 Strengths, Weaknesses, Opportunities and Challenges Analysis**

A Strengths, Weaknesses, Opportunities and Challenges (“S.W.O.C.”) Analysis is a method for identifying and analyzing the strengths, weaknesses, opportunities and challenges that shape the existing and future conditions within the Study Area.

#### **3.5.1 Summary of Strengths**

##### **1. Gateway Locations**

A “gateway” is considered an important component of land use planning in the creation of a sense of place, and provides visual signals that both define and distinguish an area. Policy 4.2.3(c) of the O.O.P. states that the “[Simcoe Street South corridor between John Street and Bloor Street] serves as a gateway into the Downtown Oshawa Urban Growth Centre”. The Simcoe Street South and Highway 401 interchange functions as a primary entry to the Simcoe Street South Corridor, making it an important gateway to the community.

##### **2. Variety of Commercial Uses**

There are a variety of existing commercial uses located along the Bloor Street and Simcoe Street South corridors, including automotive sales and repairs, animal and pet services, cafes and bakeries, home improvement retailers and a grocery store. A medical clinic is also located within the Study Area on Simcoe Street South.

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<sup>16</sup> “Missing Middle” housing generally refers to a lack of medium density housing within urban areas. It is often characterized by a range of multi-unit or clustered housing types that are compatible in scale with single detached dwellings or transitional neighbourhoods. These include townhouses, stacked townhouses, duplexes, triplexes, and low rise apartment buildings.

### **3. Heritage Resources**

Several buildings of varying cultural and heritage value are located in the Study Area. 827 Gordon Street is a former school building that was recently designated under the Ontario Heritage Act. In addition, there are eleven (11) other properties located within the Study Area that have been identified in the Heritage Oshawa Inventory of City of Oshawa Heritage Properties as either “Class A”, being properties having the highest potential for designation, or as “Class B”, being properties that have good potential for designation. Preservation of cultural heritage resources, such as the former Cedardale School building at 827 Gordon Street, contributes to the creation of sense of place in a community.

### **4. Regional Corridor**

Within the Study Area, Bloor Street is designated as a Regional Corridor in Envision Durham, with an H.F.T.N., which forms a key connection between Strategic Growth Areas and other nodes and corridors, acting as an artery of the urban system. Regional Corridors support the movement of people and goods by encouraging development and intensification that is characterized by compact built form at a transit supportive density.

### **5. Active Transportation Network**

The Oshawa Creek Valley is identified in the Greenbelt Plan as an Urban River Valley, and contains a watercourse that flows from its headwaters in the Oak Ridges Moraine to its mouth in the Oshawa Harbour basin. These lands are protected under the Greenbelt Plan as well as Regional and City policies.

Within the Study Area, there is a key active transportation linkage between the Michael Starr Trail and the Joseph Kolodzie Oshawa Creek Trail, which runs along the Oshawa Creek Valley, connecting the Study Area to both downtown Oshawa and the waterfront. This provides Study Area residents access to an extensive, established active transportation network along and branching from the Oshawa Creek Trail. This provides both connectivity and access to greenspace as well as key destinations throughout the City.

#### **3.5.2 Summary of Weaknesses**

##### **1. Low-density Residential**

There is a high percentage of low-density residential uses along the Bloor Street and Simcoe Street Corridors, which is considered an inefficient form of development within the context of a Regional Corridor and Intensification Area (in the case of the Bloor Street Corridor), and a planned major Rapid Transit route (i.e. D.R.T. rapid transit along Simcoe Street, including through the Study Area).

## **2. Limited Parkland**

There is a total of 0.73 hectares (1.80 ac.) of parkland within the Study Area. However, for further context, there are 15.09 hectares (37.29 ac.) of park and open space lands within 500 metres (1,640 ft.) of the Study Area, which largely consists of the Oshawa Creek Valley.

## **3. Vacant/Poorly Maintained Buildings**

There are many vacant or poorly maintained buildings within the Study Area that can negatively impact neighbourhood character. Staff further note that approximately 20% of the total residential land area within the Study Area is currently vacant.

## **4. Limited Streetscape Amenities**

There are limited streetscape amenities, such as tree canopies for cooling and shade, and benches for sitting/gathering, along the Bloor Street and Simcoe Street corridors. Streetscape amenities assist to provide character to a neighbourhood and encourage active transportation.

### **3.5.3 Summary of Opportunities**

#### **1. Vacant/underutilized Lots**

The existing supply of vacant or underutilized lots in the Study Area presents an opportunity for potential development or adaptive reuse of existing buildings.

#### **2. Future Nearby Transit Options**

Future nearby transit options, including the future Central Oshawa GO Rail station and Simcoe Street Rapid Transit, will contribute to the development of complete communities.

### **3.5.4 Summary of Challenges**

#### **1. Restrictive Parcel Fabric**

The existing parcel fabric in certain locations, by virtue of lots that are small, oddly-shaped, elongated and/or narrow with minimal street frontage is restrictive in nature, in that it limits the potential for achieving the highest and best use of the lands.

#### **2. Potential Traffic Implications**

Increasing density within the Study Area would have potential traffic implications on the Bloor Street Corridor and Simcoe Street South Corridor.

Driveway access to newly developed lands may impact the flow of traffic within the Study Area.

### **3. Parking Requirements**

The City's current residential parking requirements are outlined in Table 39.8B of the Zoning By-law, which sets out specific standards to ensure adequate parking for various types of residential uses. The requirements outlined in Table 39.8B of the Zoning By-law apply throughout the entire City, and generally do not account for or factor in contextual conditions unless a site has been granted site specific parking requirements as a result of a development proposal.

Given that Strategic Growth Areas are intended to be developed having transit-supportive densities and access to a range of viable transportation options (e.g. public transportation, active transportation, etc.), the parking requirements outlined in Table 39.8B may be considered restrictive.

### **4. Highway 401 and the C.N.R. Mainline**

Highway 401 and the C.N.R. mainline indirectly serve to constrict development and have resulted in reduced through-traffic options to areas north and south of the Bloor Street Corridor.

## 4.0 Public and Stakeholder Consultation

Staff undertook a five-week public and stakeholder consultation process to engage community members on the Study. This engagement began on Tuesday, January 16, 2024 and concluded on Friday, February 23, 2024.

The consultation process was comprised of various engagement initiatives that included the use of Connect Oshawa ([www.connectoshawa.ca](http://www.connectoshawa.ca)), the City's online engagement platform.

Community members had the opportunity to provide their feedback in the following ways:

- Attending a Public Open House on Tuesday, January 30, 2024 from 6:30 p.m. to 8:45 p.m. in the C-Wing Committee Room at City Hall (50 Centre Street South).
  - Two identical 30-minute presentations were made, each followed by 30 minutes for discussion and questions on the presentation.
  - The presentation and display boards were available for viewing on Connect Oshawa ([ConnectOshawa.ca/BloorSimcoe](http://ConnectOshawa.ca/BloorSimcoe)).
- Completing a feedback form on [Connect Oshawa](#) or on paper at Service Oshawa, located at City Hall (50 Centre St. S.).
- Completing a mapping exercise for the area on [Connect Oshawa](#) and also submitting questions through [Connect Oshawa](#).

The consultation was promoted to the community using a variety of outreach tools and communication channels, including website promotion (Oshawa.ca and [ConnectOshawa.ca](http://ConnectOshawa.ca)), targeted emails, e-newsletters, social media and local media outreach. A Notice of Public Open House was mailed to all property owners within 120 metres of the Study area.

### 4.1 Public Response and Findings

The following is a summary of the public response to the public consultation component of the Study:

- The City received 58 responses, 57 online and 1 on paper;
- The map of the Study Area was viewed 364 times;
- The Public Open House Display Boards were downloaded 196 times;
- The Public Open House Presentation video was viewed 76 times;
- The aerial view image of the Bloor-Simcoe corridor was viewed 44 times; and,
- A total of 15 pins were placed on the mapping tool, and 5 questions were received through the Q and A tool.



In addition to the online feedback form, members of the public within the Study Area, including, but not limited to, land and business owners, provided comments to City staff by way of email correspondence and/or virtual meetings. In total, staff received comments from six (6) members of the public via email correspondence and/or virtual meetings.

Based on the public input received, the key benefits of residential intensification in the Study Area include improved transportation, economic development, new businesses, improved walkability, better waterfront access, enhanced urban design, improved greenspace, greater streetscape amenities, more social services and improved neighbourhood character. Figure 19 below is a word cloud diagram, which is a visual representation of text data in which the size of each word indicates its frequency or importance. Words shown in the word cloud diagram represent responses submitted to staff through the public consultation process, whereby the same comment was received from a minimum two (2) or more community members.

**Figure 19: Public Consultation - Benefits of Residential Intensification in the Study Area**



Based on the public input received, the key concerns raised by members of the public included the need to improve neighbourhood character, increased traffic and parking, the need to preserve cultural heritage, reduced privacy, increased noise, and the need to protect existing industrial businesses, encourage diversity, reduce crime and preserve existing zoning permissions. Like Figure 19, Figure 20 below provides a visual representation of the frequency or importance of the concerns raised by members of the public, with a word size indicating the relative magnitude of the various concerns identified.

**Figure 20: Public Consultation - Concerns with Residential Intensification in the Study Area**



## **4.2 Stakeholder Response and Findings**

Concurrent with the public consultation period for the Study, staff invited various stakeholders to provide comments on the Study. These included the various public agencies listed in Appendix D of this Study as well as members of the development community. In total, staff received responses from eight (8) stakeholders.

The following is a summary of the comments received from stakeholders regarding the Study:

### **Residential Intensification**

- It is anticipated that the Study will satisfy several initiatives for the City, including:
  - Identifying appropriate locations for residential intensification opportunities, including providing a mix of housing types and supportive densities in proximity to the future M.T.S.A.;
  - Establishing a gateway location for the City; and,
  - Providing opportunities for improved community connections from the downtown to the waterfront.
- It is the objective of the new Regional Official Plan (i.e. Envision Durham) to ensure Community Areas develop as complete communities, providing a range of housing, transportation and lifestyle choices, and creating opportunities for residents to live, shop, work and access services and amenities within their community.
- Bloor Street is identified as a component of the Region’s “High Frequency Transit Network” (refer to [Map 3a](#) of Envision Durham). In this regard, the City should seek

to establish a density target required to support Frequent Transit Service (i.e. one bus every 10-15 minutes) at a minimum of 80 people and jobs per hectare (i.e. approx. 37 units per hectare).

- The built form along Regional Corridors is generally encouraged to be multi-storey, compact, pedestrian-friendly and transit supportive, and reflect the relevant transit-oriented development design principles, in accordance with Envision Durham Policy 8.1.4. Area municipalities are encouraged to establish transit supportive density targets along Regional Corridors and, where appropriate, designate key development areas that represent prime opportunities for development, redevelopment and intensification.
- Intensifying the Bloor Street and Simcoe Street South Corridors is supported given the Study Area's proximity to the Protected Major Transit Station Area ("P.M.T.S.A.") for the planned Central Oshawa GO Station (located north of Highway 401, east of Simcoe Street and west of Ritson Road). In addition, as noted within the City's report initiating this Study, the Bloor-Simcoe intersection acts as a gateway to residents and visitors exiting Highway 401.
- Envision Durham strives to ensure development within Urban Areas makes efficient use of land and supports the efficient use of existing and planned infrastructure, including transit, municipal water and sewage services, and public service facilities. This is achieved by prioritizing and promoting intensification, redevelopment and growth – particularly within areas that can support intensification within delineated built-up areas, such as those identified as Regional Corridors. Additional guidance for intensification within the Region's delineated built-up area, which includes the City's Bloor-Simcoe Intensification Study area, is available within [Section 5.1](#) (General Urban System Policies) of Envision Durham.

## Transportation

- Economic and Development Services staff provided comments concerning future municipal right-of-way requirements within the Study Area.
- The Bloor Street and Simcoe Street South Corridors function as part of two key transportation connections within the City, providing east-west intermunicipal connectivity in Durham Region, and north-south connectivity between the Downtown Urban Growth Centre and the Oshawa Waterfront.
- The ongoing Simcoe Street Rapid Transit Visioning Study is reviewing the potential for rapid transit on Simcoe Street, from Highway 407 to Lakeview Park Beach. Intensification along Simcoe Street South would also provide benefits for transit improvements along that corridor, pending the recommendations that come out from the Visioning Study. Any requirements for additional right-of-way for Simcoe Street will be determined through a future Transit Project Assessment Process Environmental Assessment Study, depending on the extent and type of rapid transit

system recommended for Simcoe Street through the Visioning Study within the Study Area.

- A transportation impact study should be completed to assess the impacts of the proposed intensification on all travel modes and identify mitigation measures.
- Bloor Street is a Type 'A' Arterial road, so direct vehicular access should be minimized. Parcel/access consolidation and shared access should be encouraged.

### **Natural Environment**

- The intensification of existing urban areas also creates an increased need for open space, linkages, and passive recreational opportunities. With this in mind, a balanced approach between development and natural open spaces will be important to ensure the impacts of intensification can be managed to have minimal impact upon the existing Urban River Valley ("U.R.V.") system and residential communities.
- While the U.R.V.s provide for significant natural heritage connections for wildlife and passive recreational trails for the community, the U.R.V.s also provide a very important role in the management of riparian and urban flooding.
- The City should embed the directions of the Greenbelt Plan as it relates to the Oshawa Creek U.R.V. into the planning and design of the Bloor-Simcoe Intensification Study. This will further strengthen the ongoing maintenance and enhancement of Natural Heritage Systems and their associated hazards for future generations.
- Once the preferred land use plan and density targets for the area have been established, the City should undertake a high-level assessment to determine if the preferred land use will have any negative impacts on the extent of the existing floodplain.
- A high-level drainage analysis, master stormwater drainage plan, and downstream erosion assessment analysis should be undertaken to assess the accumulated impacts of intensification. A storm sewer capacity study may also be advisable. Once the preferred land use alternative has been determined, an update to the hydrology model should be undertaken to assess potential impacts.

### **General**

- TransNorthern Pipelines noted that it does not have any infrastructure within the Study Area.
- Region of Durham staff commended the City's efforts to educate the community by including an intensification guide illustrating common types of built form and densities that would achieve higher rates of intensification and result in complete communities. To further assist in this effort, Regional staff offer use of additional resources available at [www.durham.ca/Density](http://www.durham.ca/Density).

### 4.3 Oshawa Advisory Committees

Staff gave a presentation concerning the public consultation process for the Study (the “Presentation”) to the Heritage Oshawa Advisory Committee (“Heritage Oshawa”), the Oshawa Environmental Advisory Committee (“O.E.A.C.”) and the Oshawa Accessibility Advisory Committee (“O.A.A.C.”) [together referred to as “the Advisory Committees], and invited them to provide input on the Study. The input received from the Advisory Committees is summarized below:

- On January 25, 2024, Heritage Oshawa heard the Presentation and received it for information. However, staff note that Heritage Oshawa members discussed the following comments, prior to receiving the presentation for information:
  - The Cedar Dale community has significant cultural and heritage value to the City;
  - There are several buildings of varying cultural and heritage value within the Study Area; and,
  - Intensification plans for the Study Area should have regard for and protect the area’s existing cultural and heritage attributes.
- On February 6, 2024, the O.E.A.C. heard the Presentation and formed a Bloor-Simcoe Intensification Study Working Group to provide comments on the Study. Staff note that O.E.A.C. did not meet quorum for their meeting on March 5, 2024. Consequently, any comments that may result from the review O.E.A.C. Bloor-Simcoe Intensification Study Working Group remain forthcoming. However, staff note that in the event the O.E.A.C. does provide staff with comments on the Study, the comments may be considered in a future Planning Act Public Meeting report prepared for the purpose of advancing amendments to the O.O.P. and Zoning By-law to implement the recommendations of the Study.
- On February 20, 2024, the O.A.A.C. heard the Presentation and adopted the following motion (Item OAAC-24-09):
  - “1. That based on the presentation from Planning Staff concerning the Bloor-Simcoe Intensification Study-Consultation Process, the Oshawa Accessibility Advisory Committee receive a special report on the potential for model accessibility improvements in the Bloor-Simcoe Intensification Study in both publicly owned lands and private lands in alignment with Oshawa, Durham Region, Ontario Ministry of Transportation and Metrolinx official plans; and,
  2. That this shall include key features of Highway 401, CN Rail, Future Go Expansion, Oshawa Creek and Trail Network, Heritage Status and Local Business.”

On March 4, 2024, the Economic and Development Services Committee considered Report ED-24-29, being the referred motion from the O.A.A.C., and received it for

information. However, during the discussion preceding the passage of this motion, the Committee was informed by staff that while the purpose of the Study is to prepare a policy framework that encourages residential intensification in appropriate locations and at appropriate densities within the Study Area, specific accessibility requirements or improvements will continue to be advanced through the development process, including consideration of [the Oshawa Accessibility Design Standards](#).

## 5.0 Recommendations

The Recommendations in this Study were formulated by City staff and are based on staff's research findings as well as input from the public and stakeholder consultation outlined in Sections 2 to 4 of this Study. This Study recommends certain amendments to the O.O.P. and Zoning By-law with the intent of encouraging residential intensification in appropriate locations and at appropriate densities within the Study Area.

Based on the results of the Study, approximately 39.36 hectares (97.26 ac.) of land within the Study Area is considered appropriate for intensification and recommended to be rezoned to permit higher residential densities. Of the lands recommended to be rezoned, below is a high-level summary of the residential density metrics resulting from this Study:

- Average existing net density: 22.31 uph;
- Average existing maximum permitted net density: 90.45 uph; and,
- Average proposed maximum permitted net density: 180.37 uph.

### 5.1 Proposed Amendments to the Oshawa Official Plan

As noted in Section 2.3.2 of this Study, certain portions of the Bloor Street Corridor are designated as Intensification Areas in the O.O.P., which shall be planned to achieve the overall long-term density targets set out in Policies 2.1.5.3 and 2.1.5.4 of the O.O.P. The current Intensification Area designation along the Bloor Street Corridor generally applies only to lands that front onto Bloor Street. It is appropriate to amend the Intensification Area designation to include certain lands along the Bloor Street Corridor that are adjacent to but do not necessarily front onto Bloor Street, in order to encourage the assembly of smaller land parcels to create efficient development sites.

There are certain Provincial, Regional and City-owned lands within the Bloor Street Corridor that are identified as Natural Heritage System and/or Hazard Lands on Schedule 'D-1', Environmental Management, of the O.O.P., and which are also designated as an Intensification Area on Schedule 'A-2', Corridors and Intensification Areas, of the O.O.P. It is appropriate to remove the Intensification Area designation from these government-owned lands given that they are also identified as Natural Heritage System and/or Hazard Lands on Schedule 'D-1', Environmental Management, of the O.O.P.

#### **Proposed Amendment:**

- (a) That Schedule 'A-2', Corridors and Intensification Areas, of the O.O.P. be amended to add the Intensification Area designation to certain lands located on Bloor Street, as shown in Appendix E of this Study.
- (b) That Schedule 'A-2', Corridors and Intensification Areas, of the O.O.P. be amended to remove the Intensification Area designation from certain government-owned lands located on Bloor Street are identified as Natural Heritage System and/or Hazard

Lands on Schedule 'D-1', Environmental Management, of the O.O.P., as shown in Appendix E of this Study.

### **5.1.1 Align the City's Corridor Policies with Envision Durham**

## **5.2 Proposed Amendments to the City of Oshawa Zoning By-law 60-94**

Where amendments to the Zoning By-law are proposed, black text represents existing text. Red text represents text proposed to be added (i.e. **text**). Black struck out text represents text proposed to be deleted (i.e. ~~text~~).

### **5.2.1 Introduce a New Intensification Area Zone**

In order to complement and reciprocate the proposed updated boundaries delineating Intensification Areas along the Bloor Street Corridor, new IA-A, IA-B and IA-C (Intensification Area) Zones are recommended to be added to the Zoning By-law. Each IA Zone will permit a maximum residential density of 150 units per hectare (60 units per acre), unless noted otherwise using a Regulatory Zone for density on the zoning maps. Generally, the proposed Intensification Area (IA) Zones will be implemented as follows:

- The IA-A Zone will, where appropriate, replace the PSC-A (Planned Strip Commercial) Zone within the Study Area;
- The IA-B Zone will, where appropriate, replace certain Residential Zones within the Study Area; and,
- The IA-C Zone will, where appropriate, replace certain Residential Zones within the Study Area.

Staff note that the maximum residential density of 150 units per hectare (60 units per ac.) permitted in the proposed IA (Intensification Area) Zones is appropriate for certain lands within the Bloor Street Corridor, given the surrounding land use context outlined in this Study. For reference, 1300 Benson Street (Figure 21) and 1720-1800 Simcoe Street North (Figure 22) are examples of recent developments in Oshawa that have a residential density of approximately 150 units per hectare. Furthermore, using the Zoning By-law's Regulatory Zones for height and density, it is recommended that certain lands along the Bloor Street Corridor permit a residential density of 300 units per hectare (121 units per acre) with a maximum height of 30 metres (98.4 ft.). Recent examples of developments in Oshawa that have a density of approximately 300 units per hectare include 30 Adelaide Avenue East (Figure 23) and 2550 Simcoe Street North (Figure 24). The purpose and effect of said proposed amendments is to implement appropriate zoning permissions along the Bloor Street Corridor that encourages residential intensification in such a way that fits into the existing land use context.



**Figure 21: A photo of 1300 Benson Street, which was built in 2019 (residential density of 142 units per hectare)**



**Figure 22: A photo of 1720-1800 Simcoe Street North, which was built in 2019 (residential density of 149 units per hectare)**



**Figure 23: A photo of 30 Adelaide Avenue East, which was built in 2017 (residential density of 295 units per hectare)**



**Figure 24: A photo of 2550 Simcoe Street North, which was built in 2024 (residential density of 358 units per hectare)**



## Proposed Amendments:

- (a) Create a new Section 38(C) for a new zone to be given the symbol “IA” and named “Intensification Area” (see Appendix F). It is intended that the new IA (Intensification Area) Zone will generally be applied in areas along Bloor Street within the Study Area identified as a Regional Corridor and Intensification Areas in the O.O.P.
- (b) Subsection 38(C).1 will outline the permitted uses in the IA-A, IA-B and IA-C Zones (see Appendix F), generally as follows.
- (i) The IA-A Zone will permit the same list of uses as the PSC-A (Planned Strip Commercial) Zone. The PSC-A Zone permits uses such as, but not limited to, apartment building, block townhouse, flat, long term care facility, retirement home, automobile repair garage, cinema, hotel, office, personal service establishment, restaurant and retail store. The IA-A Zone does not contain a minimum residential density requirement.
- (ii) The IA-B Zone will permit the following uses:
- Apartment building;
  - Block townhouse;
  - Long term care facility;
  - Nursing home; and,
  - Retirement home.
- The IA-B Zone requires a minimum residential density of 40 dwelling units per hectare.
- (iii) The IA-C Zone will permit the following uses:
- Apartment building;
  - Block townhouse;
  - Day care centre;
  - Flat;
  - Office;
  - Personal service establishment;
  - Restaurant; and,
  - Retail store.
- The IA-C Zone requires a minimum residential density of 40 dwelling units per hectare.
- (c) Subsection 38(C).2 will outline the regulations for the IA (Intensification Area) Zones. Appendix F of this Study contains proposed regulations for the IA Zones.
- (d) The zoning map in Schedule “A” to the Zoning By-law will be amended to change the zoning of certain lands to IA-A, IA-B and IA-C (see Appendix G).

(e) Maintain all existing site specific zoning conditions, as appropriate.

Staff note that the proposed new zoning shown in Appendix G of this Study contains a high-level summary of where the new IA (Intensification Area) zoning will apply. Where a site features compound zoning [i.e. where two or more zoning symbols divided by an oblique line (“/”) are shown on the zoning maps as applying to a lot, or as compounded by a Special Condition], this Study does not recommend the removal of the additional zoning symbol, where the context permits.

### **5.2.2 Introduce a New “h-88” Zone for certain lands located along Bloor Street East (various locations)**

Certain lands located along Bloor Street East are currently underutilized or in transition. It is appropriate to add a holding provision to these lands to ensure that, in the event they are developed, certain specified studies and easement(s) are obtained.

#### **Proposed Amendment:**

(a) Add a new holding provision for certain lands located within the Study Area (see Appendix G) to ensure that certain specified requirements have been addressed to the City’s satisfaction, prior to development on a site proceeding.

#### **3.5.2(88) h-88 (various locations)**

Purpose: To ensure that:

- (a) Site plan approval is obtained from the City;
- (b) Noise and vibration mitigation measures are implemented to the satisfaction of the City; and,
- (c) Appropriate cross-access easement(s) are obtained, granting access to and from the adjacent properties, to the satisfaction of the City.

Permitted Interim Uses:

- (a) All existing uses.

### **5.2.3 Introduce a New “h-89” Zone for certain lands along located on Simcoe Street South**

Certain lands located at the southwest quadrant of the Simcoe Street South and Frank Street intersection are zoned R3-A/R4-A/R6-C (Residential) and are currently vacant. The Oshawa Creek Valley is located to the west of said lands and any proposed development on these lands must address any contamination and downstream erosion and flooding impacts. Accordingly, it is appropriate to add a holding provision to these lands to ensure that, in the event they are developed, the applicable associated studies have been provided to the City.

## Proposed Amendment:

- (a) Add a new holding provision for certain lands located at the southwest quadrant of the Simcoe Street South and Frank Street intersection, to ensure that certain specified requirements have been addressed to the City's satisfaction, prior to development proceeding:

### **3.5.2(89) h-89 Zone (0 Simcoe Street South, comprising the southwest quadrant of Simcoe Street South and Frank Street)**

Purpose: To ensure that:

- (a) Appropriate engineering and environmental studies, including, but not limited to, a drainage analysis and a master stormwater management drainage plan, are prepared to the satisfaction of the Central Lake Ontario Conservation Authority and the City to address floodplain and stormwater management issues and any potential environmental impacts of the proposed development on the Oshawa Creek;
- (b) A qualified person under the Environmental Protection Act and related regulations verifies, to the satisfaction of the City and the Region of Durham, that the subject site is suitable for the proposed use. A Record of Site Condition acknowledged by the Ministry of the Environment, Conservation and Parks shall be required if required by the Region's Site Contamination Protocol; and
- (c) The City has granted site plan approval.

Permitted Interim Uses:

- (a) All existing uses.

## **5.2.4 Update the Minimum Residential Parking Requirements along the Bloor Street Corridor**

On May 1, 2023, Council considered Report ED-23-77 dated April 12, 2023 concerning City-initiated amendments to the O.O.P. and Zoning By-law related to the City of Oshawa Parking Study. While Council had previously endorsed the City-wide Study pursuant to Memorandum CNCL-22-76 dated November 15, 2022, amendments to the O.O.P. and Zoning By-law to implement the recommended City-side Parking Study standards did not proceed pursuant to Council's consideration of Report ED-23-77 dated April 12, 2023. Having now completed the Study including the identification of key findings, staff advise that it is appropriate to consider reduced parking rates for the Bloor Street Corridor specifically at this time for the following reasons:

- Bloor Street is designated as a Regional Corridor in Envision Durham, which is intended to form a key connection between strategic growth areas and other nodes and corridors, and certain Employment Areas, acting as a main artery of the urban

system. Regional Corridors support the movement of people and goods by encouraging development and intensification that is characterized by compact built form at a transit supportive density.

- Bloor Street is identified as a component of the Region’s H.F.T.N. on Map 3a of Envision Durham. Accordingly, it is appropriate that the City establish a density target commensurate with that required to support Frequent Transit Service (i.e. one bus every 10-15 minutes), which Envision Durham identifies as a minimum of 80 people and jobs per hectare (i.e. approx. 37 units per hectare).
- Policy 8.1.3(e) of Envision Durham provides that the Region will “encourage provision for alternative development standards, including reduced minimum parking requirements, potential redevelopment of existing surface parking and the establishment of maximum parking requirements for both privately initiated development applications and area municipal zoning by-laws, which are tailored to the level of transit service proposed”.
- Reducing parking minimums within the Bloor Street Intensification Area will assist to accelerate development by providing developers with more design flexibility, allowing the land to be used more efficiently and streamlining the development process for proposals seeking reduced parking rates.

**Proposed Amendment:**

- (a) Amend Table 39.3B – Residential Parking Requirements by introducing new parking rates for lands zoned IA (Intensification Area) along the Bloor Street Corridor (see Appendix H).
- (b) Amend Table 39.3B – Residential Parking Requirements by eliminating the application of separate parking rates based on tenure (i.e. rental versus condominium) for certain types of residential uses within an IA (Intensification Area) Zone along the Bloor Street Corridor (see Appendix H).

**5.2.5 New Regulatory Zone for certain lands located along Simcoe Street South**

Certain lands located on the west side of Simcoe Street South between Erie Street and Frank Street, and on the east side of Simcoe Street South between Albert Street and Gordon Street, are currently zoned PSC-A (Planned Commercial Strip) on Schedule ‘A’ of the Zoning By-law. The Simcoe Street South Corridor is not currently designated as a Corridor or an Intensification Area in the O.O.P. Accordingly, it is appropriate for these lands to maintain the PSC-A (Planned Commercial Strip) zoning. However, given their associated contextual conditions and proximity to the Intensification Areas located along the Bloor Street Corridor, it is appropriate for a regulatory zone to be applied to these lands to ensure that they are developed with a minimum lot frontage that is consistent with the minimum lot frontage requirements of the proposed IA (Intensification Area) Zones along the Bloor Street Corridor.

## **Proposed Amendment:**

- (a) That Schedule 'A' of the Zoning By-law be amended to change the zoning of those lands currently zoned PSC-A (Planned Strip Commercial) located on the west side of Simcoe Street South between Erie Street and Frank Street, and on the east side of Simcoe Street South between Albert Street and Gordon Street from PSC-A to PSC-A.F30 (see Appendix G).

### **5.3 Prepare Master Block Concept Plans for certain lands along Bloor Street East**

Staff note that the existing parcel fabric of certain lands within the Study Area, generally bounded by Highway 401 to the north, the C.N.R. mainline to the south, Wilson Road South to the east, and Simcoe Street South to the west, pose a unique challenge with respect to both development potential and road access from Bloor Street East, for the following reasons:

- The existing parcel fabric in the general area is fragmented and contains properties with deep lot depths and narrow lot frontages, as well as properties with irregular lot boundaries;
- The Zoning By-law contains regulations for development throughout the City that include, but are not limited to, minimum lot frontages and minimum rear and side yard depths;
- The C.N.R. mainline located to the south restricts the potential developable area for certain lands, given that new residential development requires a 30 metre (98.43 ft.) setback from the railway corridor to provide a buffer from railway operations and address any land use incompatibilities;
- Bloor Street East is a Regional Road and is identified as a component of the Region's H.F.T.N. It is anticipated that new developments will be required to convey a portion of their lands to the Region for the purpose of expanding the Bloor Street East right-of-way, and therefore decreasing the total developable land area; and,
- The Highway 401 corridor located to the north may restrict the potential developable area for certain lands, given that a minimum setback from M.T.O. lands may be required and that M.T.O. may acquire additional lands (including through potential expropriation) to meet the land need requirements of the Highway 401 rehabilitation and expansion project.

The above-noted cumulative development constraints present a challenge for landowners who wish to develop their sites for the highest and best use. It is recommended that staff develop two (2) Master Block Concept Plans for certain lands along Bloor Street East generally west of Wilson Road South and east of the Bloor Parkette, as well as for lands along Bloor Street East generally between Ritson Road

South and Simcoe Street South, to be presented at a subsequent Planning Act public meeting. The goals of the concept plans will be as follows:

- Encourage the development of a mixed-use community with residential, commercial and employment uses;
- Provide a range of housing options in proximity to commercial uses and greenspace;
- Alleviate traffic pressures on Bloor Street East by incorporating an internal vehicular road/drive aisle; and,
- Maximizing the development potential of the properties within the block plan area(s) and allowing for enhanced streetscape amenities along Bloor Street East by locating the shared driveways and parking at the rear of buildings, originating from the shared access points.

## **5.4 Future Considerations**

### **5.4.1 Environmental Analysis and Planning**

The Study Area contains a portion of the main branch of Oshawa Creek to the west and Montgomery Creek to the east, which are designated as Natural Heritage System and Hazard Lands in the O.O.P. The O.O.P. contains policies to promote the aquatic, riparian and terrestrial restoration and enhancement of the Oshawa Creek corridor and direct development away from Hazard Lands.

Staff note that the proposed increase in residential density within the Study Area will subsequently increase the amount of impermeable surface area, which may impact the surrounding Natural Heritage System. Accordingly, in order to give additional consideration with respect to the potential for the proposed intensification of the Study Area to exacerbate flooding constraints for upstream and/or downstream properties, it is recommended that staff be directed to investigate undertaking a high-level drainage analysis, master stormwater drainage plan and downstream erosion assessment, once the proposed land use policies are in place.

### **5.4.2 Potential Future Amendments to be considered through the Municipal Comprehensive Review of the Oshawa Official Plan**

Although the geographical limits of the Study are scoped to the Bloor Street and Simcoe Street South Corridors within the Study Area, certain additional amendments to the O.O.P. affecting Central Areas and Corridors on a City-wide basis were identified as worthwhile of future consideration. The recently initiated municipal comprehensive review of the O.O.P. provides an ideal opportunity to consider these potential amendments, which are as follows:

- The potential designation of Simcoe Street South, south of Highway 401, as a Local Corridor;



- Strengthening Policies 2.1.2.8 and 2.1.6.7 of the O.O.P. to provide that the City will encourage the assembly of smaller land parcels within Central Areas, Corridors and Intensification Areas, in order to achieve more efficient development;
- Strengthening Policy 2.1.5.1 of the O.O.P. to ensure that development along Corridors is advanced in a way that promotes the efficient use of land by encouraging shared services and driveway access within development blocks, where appropriate;
- Adding a new Policy 2.1.5.3(a) to the O.O.P. to ensure that where highway off-ramps intersect with Regional Corridors, development in such areas enhances the community's quality of place and the "gateway" entry experience for both visitors and residents; and,
- Amending certain policies in Section 2.1.6 of the O.O.P. to ensure that development within Corridors is planned to promote movement and connectivity to strategic growth areas in Oshawa and other municipalities.

The following subsections provide additional details on these potential amendments, in the same sequential order as they are listed above.

#### **5.4.2.1 Designate Simcoe Street South, south of Bloor Street, as a Local Corridor**

Envision Durham encourages municipalities to designate Local Centres and Local Corridors, which are intended to provide for transit supportive density and connections between Strategic Growth Areas, Waterfront Places and/or Local Centres in their respective official plans. The Oshawa Harbour is designated as a Waterfront Place on Map 1, Regional Structure – Urban and Rural Systems, of Envision Durham.

Staff note that Simcoe Street South is the primary north-south connection leading from the Oshawa Harbour to downtown Oshawa. During the public consultation for this Study, providing improved access to the waterfront (i.e. Oshawa Harbour and Lakeview Park) was identified as a key benefit of residential intensification in the Study Area.

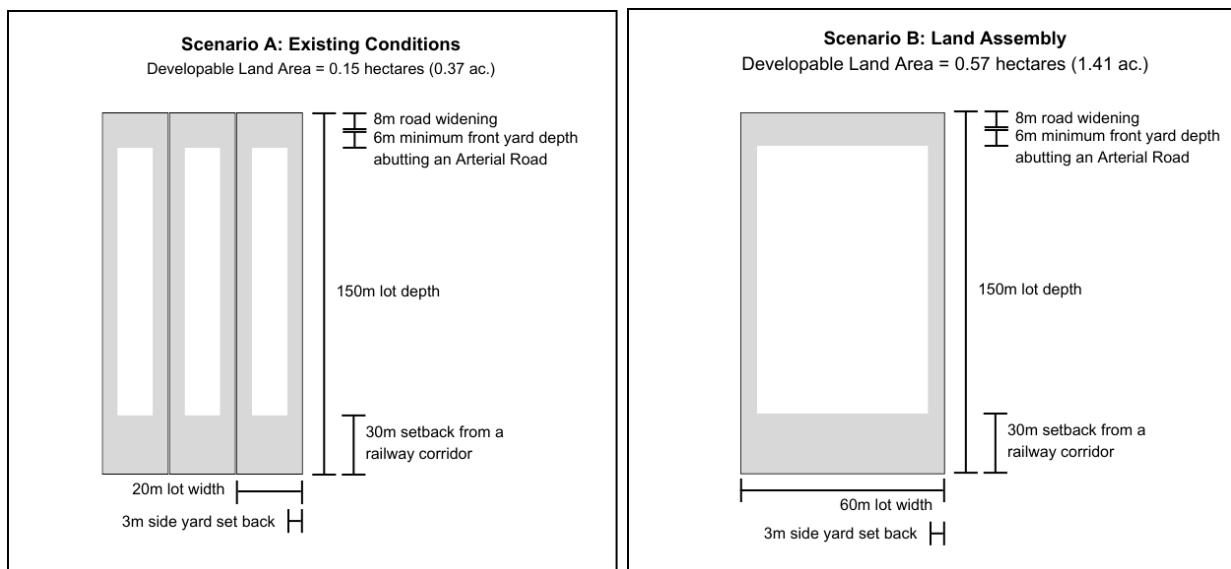
Sections 2.1.5 and 2.1.6 of the O.O.P. outline general planning policies and specific planning criteria for Corridors within the Major Urban Area. Corridors, including Regional and Local Corridors, form key connections to Central Areas in Oshawa and neighbouring municipalities. It is appropriate to consider designating Simcoe Street South, south of Highway 401, as a Local Corridor on Schedule 'A-2' of the O.O.P., as an overlay of the underlying land use designation(s). However, staff note that pursuant to Policy 2.1.6.1 of the O.O.P., the Region requires a retail impact study prior to the delineation or designation of any new Corridor. Accordingly, it is recommended that through the City's municipal comprehensive review of the O.O.P., the potential designation of Simcoe Street South, south of Highway 401, as a Local Corridor be considered as part of said review, in order to encourage transit supportive density and connections from the Oshawa Harbour and other Strategic Growth Areas across the City. Such consideration would appropriately include an evaluation of whether or not

the unique contextual conditions associated with this section of Simcoe Street South support the implementation of a higher transit supportive density target than what generally may be contemplated under Envision Durham, as noted in Section 2.2 of this Study.

#### 5.4.2.2 Strengthen Lot Assembly Policy Language

Policies 2.1.2.8 and 2.1.6.7 of the O.O.P. provide that the City will encourage the assembly of smaller land parcels within Central Areas, Corridors and Intensification Areas, respectively, in order to achieve more efficient development. The existing parcel fabric in certain portions of the Study Area, particularly on the south side of Bloor Street East, west of Wilson Road South, features numerous properties with lot depths generally ranging from approximately 120 metres (393.70 ft.) to 175 metres (574.15 ft.), and lot frontages ranging from 10 metres (32.81 ft.) to 33 metres (108.27 ft.). Figure 25 demonstrates how the existing regulations impact the total developable land area of a site and present a challenge for landowners who wish to develop their site efficiently<sup>17</sup>.

**Figure 25: Sample diagram showing potential developable land area based on existing conditions (Scenario A) and land assembly (Scenario B)**



It is proposed that policies 2.1.2.8 and 2.1.6.7 be amended to affirm that the City will encourage the assembly or consolidation of smaller land parcels to achieve more efficient parcel configurations that are suitable for development purposes. Although the Study Area is not within a Central Area, it is also appropriate to review Policy 2.1.2.8 in conjunction with Policy 2.1.6.7.

<sup>17</sup> The values shown in Figure 20 are approximate and do not represent the exact values or scale of any particular property within the Study Area. The values and scale shown are for visual reference and information purposes only.

### Potential Amendment:

- (a) Amend Policy 2.1.2.8 to further encourage the assembly or consolidation of smaller land parcels. In this regard, Policy 2.1.2.8 of the O.O.P. could potentially be amended to read as follows (with strike-throughs indicating text that would be deleted and text in red font indicating new text to be added):

“Proponents of development within Central Areas will be encouraged to assemble ~~or consolidate~~ smaller land parcels to create efficient development parcels, ~~where appropriate~~, to create efficient development parcels ~~configurations that are suitably sized to optimize and facilitate development~~. The City may not support the piecemeal development of smaller land parcels if such development is considered to impede over the long term the ability to achieve more efficient, compact, intensive development in keeping with this Plan’s intentions for the development of Central Areas. This includes achieving applicable density and ~~Floor Space Index~~ targets through consolidating smaller land parcels as part of a larger development assembly. ~~The City will encourage the merging of lands, or the undertaking of multi-party development agreements, in order to meet this policy intent.~~”

- (b) Amend Policy 2.1.6.7 to further encourage the assembly or consolidation of smaller land parcels. In this regard, Policy 2.1.6.7 of the O.O.P. could potentially be amended to read as follows (with strike-throughs indicating text that would be deleted and text in red font indicating new text to be added):

“Proponents of development along Corridors and in Intensification Areas in particular will be encouraged to assemble ~~or consolidate~~ smaller land parcels, ~~where appropriate~~, to create efficient development parcels ~~configurations that are suitably sized to optimize and facilitate development~~. The City may not support the piecemeal development of smaller land parcels if such development is considered to impede over the long term the ability to achieve more efficient, compact, intensive development in keeping with this Plan’s intentions for the development of Corridors. This includes achieving density and ~~Floor Space Index~~ targets for Intensification Areas through consolidating smaller land parcels as part of a larger development assembly. ~~The City will encourage the merging of lands, or the undertaking of multi-party development agreements, in order to meet this policy intent.~~”

#### 5.4.2.3 Encourage Shared Services and Driveway Access along Corridors

Envision Durham encourages the efficient use of land and promotes higher density development with shared or combined access along arterial roads. Sections 2.1.5 and 2.1.6 of the O.O.P. outline general planning provisions and specific planning criteria for Corridors within the Major Urban Area. Corridors, including Regional and Local Corridors, form key connections to Central Areas in Oshawa and neighbouring municipalities. It is appropriate to ensure that development along Corridors is advanced in a manner that promotes the efficient use of land by encouraging shared services and driveway access within development blocks, where appropriate.

**Potential Amendment:**

- (a) Amend Policy 2.1.5.1 of the O.O.P. to add language that will ensure that new development will fit within the existing and planned context as well as support adjacent land uses and enhance the public realm. In this regard, the following new text could potentially be added to the end of the second paragraph of Policy 2.1.5.1 (with text in red font indicating new text to be added):

“Development within Corridors, including Intensification Areas along Regional Corridors, shall have regard for the safety and walkability of the public realm and, where possible, use shared service areas and consolidate driveway access within development blocks.”

**5.4.2.4 Establish Gateway Sites at the Intersection of Freeway off-ramps and Regional Corridors**

The Bloor Street and Simcoe Street South intersection within the Study Area is a gateway to the City of Oshawa, as well as the City’s downtown area. Functionally, the Highway 401 off-ramps currently located at Simcoe Street South, Ritson Road South and Farewell Street also represent key gateway locations into the City. Accordingly, it is recommended that policies be added to the O.O.P. to recognize the importance of the connection from freeway off-ramps to Regional Corridors (e.g. Bloor Street) as gateways into the local community.

**Potential Amendment:**

- (a) Add a new paragraph to the end of Policy 2.1.5.3 to ensure that where freeway off-ramps intersect with Regional Corridors, development in such areas enhances the community’s quality of place and the entry experience for both visitors and residents. In this regard, a new paragraph could potentially be added reading as follows (with text in red font indicating new text to be added):

“Where a freeway off-ramp intersects with a Regional Corridor, developable lands in proximity to the intersection shall generally be considered as a gateway area and be developed in such a way that enhances the community’s quality of place as an attractive point of entry to the Region and City. In this regard, *development* within said gateway areas shall generally employ such design practices as:

- (i) Siting buildings appropriately to frame and address the gateway area;
- (ii) Incorporating design elements into the public realm, such as public seating, lighting and street trees, that contribute to complete, active and pedestrian-oriented streets and public places; and,
- (iii) Incorporating the use of urban design elements to assist with orientation, including wayfinding and the use of gateways and entrance features.”

#### 5.4.2.5 Align the City's Corridor Policies with Envision Durham

The Bloor Street Corridor is designated as a Regional Corridor, which shall be planned to promote movement and connectivity to strategic growth areas in Oshawa and other municipalities. Improvements to the public realm within the Study Area along both the Bloor Street and Simcoe Street South Corridors are essential in order to create a pedestrian-friendly and walkable community. Accordingly, certain amendments to the O.O.P. could be undertaken to achieve the following goals:

- Improve the public realm by promoting continuous movement and incorporating design elements that improve safety, accessibility and connectivity;
- Provide access to functional greenspaces, natural amenities and privately-owned public open spaces; and,
- Promote a pedestrian-friendly and walkable community.

#### Potential Amendments:

- (a) Amend Policy 2.1.6.2(b) to ensure that development within Corridors and Intensification Areas promotes movement and connectivity, by creating a pedestrian-friendly and walkable community. In this regard, Policy 2.1.6.2(b) of the O.O.P. could potentially be amended to read as follows (with strike-throughs indicating text that would be deleted and text in red font indicating new text to be added):

“Ensuring that development within Corridors (including Intensification Areas) is primarily oriented toward and integrated with the public realm, to promote vibrant, active streetscapes and public spaces **that facilitate continuous movement and incorporate clear and attractive visual connections throughout the area. This is to be achieved, in part, by incorporating design elements that improve safety, accessibility and connectivity and ensuring** ~~the importance of the public realm as a focus for safe, inclusive and attractive,~~ high quality urban design;”

- (b) Amend Policy 2.1.6.2(d)(viii) to ensure that publically accessible open spaces are developed in such a way that enhances the public realm. In this regard, Policy 2.1.6.2(d)(viii) of the O.O.P. could potentially be amended to read as follows (with text in red font indicating new text to be added):

“Providing a network of publicly accessible open spaces (e.g., outdoor gathering/sitting spaces) at a range of scales, that are **strategically placed and integrated with and complement the public realm, to contribute to an improved streetscape and enhance publicly owned open spaces and parks;**”

- (c) Amend Policy 2.1.6.2(d) to ensure that development within Corridors and Intensification Areas promotes social interaction and gathering. In this regard, a new

Policy 2.1.6.2(d)(xi) could potentially be added to the O.O.P., to read as follows (with text in red font indicating new text to be added):

“Providing for active uses that provide an interface with the public realm that enhances the liveliness and vibrancy of the streetscape, such as public seating, lighting and public art displays, in accordance with the scale and character of the surrounding buildings;”

(d) Amend Policy 2.1.6.2(m) to ensure that development within Corridors and Intensification Areas has consideration for the character of the cultural heritage resources within the area. In this regard, Policy 2.1.6.1(m) of the O.O.P. could potentially be amended to read as follows (with text in red font indicating new text to be added):

“Ensuring that cultural heritage resources are preserved and enhanced by encouraging appropriate adaptive reuse of heritage resources and encouraging high quality, complementary urban and architectural design;”

#### **5.4.3 Review and Update the Simcoe Street South Renaissance Community Improvement Plan**

On June 26, 2023, Council considered Report CNCL-23-69 dated June 21, 2023 concerning the Canada Mortgage and Housing Accelerator Fund and, among other matters, directed staff to review the City’s suite of C.I.P.s to determine where improvements or revisions can be made.

C.I.P.s are financial incentive programs that are designed to encourage development and redevelopment in designated areas throughout the City. As noted in Section 2.3.2 of this Study, the Simcoe Street South C.I.P. offers four (4) financial incentive programs to encourage development and redevelopment along Simcoe Street South between John Street and Bloor Street, as this segment of Simcoe Street South functions as a key transportation link connecting Highway 401 to downtown Oshawa.

Staff note that the results of this Study have demonstrated that the entire Study Area, not only that portion that falls within the Simcoe Street South C.I.P., forms an important transportation link to the City’s downtown, for the following reasons:

- Bloor Street is designated as a Regional Corridor through Envision Durham. Regional Corridors are to be planned to provide for a full range and mix of uses, while implementing appropriate built form principles in order to support the movement of people and goods by encouraging development and intensification at a transit supportive density;
- The M.T.O. has initiated the replacement of the Simcoe Street South and Albert Street overpass structures in Oshawa. The Simcoe Street South and Highway 401 interchange is a gateway location to the City leading to the downtown;

- The Simcoe Street South Rapid Transit Visioning Study recognizes the importance of providing an integrated rapid transit system along the Simcoe Street corridor, as it is a key connection to both the downtown and other local areas. Staff note that the Public Consultation Round 4 for the Visioning Study showed proposed transportation stops all along the Simcoe Street South corridor, from Winchester Road in the north to Lakeview Park in the South; and,
- Throughout the public consultation for the Study, staff received numerous comments concerning improving the transportation network, neighbourhood character and the public realm within the Study Area. C.I.P.s are an effective tool available to municipalities that can help to achieve multiple objectives, including public realm improvements.

In addition, staff note that the Integrated M.T.S.A. Study is the City's response to the announced Lakeshore East GO Rail Corridor Extension to Bowmanville and the planned Central Oshawa GO Station at 500 Howard Street. That portion of Simcoe Street South located south of John Street and north of Highway 401 falls within the M.T.S.A. study area. For this reason, it is appropriate to consider including the M.T.S.A. study area in the review of the Simcoe Street South C.I.P., given its proximity and transit connection to the downtown and other local areas. Alternatively, the M.T.S.A. study area could form part of a new transit-oriented development C.I.P. area, together with other areas of the City that are deemed appropriate for transit-oriented development.

Accordingly, it is recommended that staff undertake to review the Simcoe Street South C.I.P. and investigate the potential implementation of a new Transit-oriented Development C.I.P. for the City. This work would include looking at potential boundary adjustments to the Simcoe Street South C.I.P., such as adjustments to include the Study Area. As part of investigating the potential implementation of a new Transit-oriented Development C.I.P., consideration will be given to including urban design guidelines as criteria that an applicant's development proposal would need to be consistent with in order to be eligible for funding, or would be evaluated against to improve an applicant's overall score.

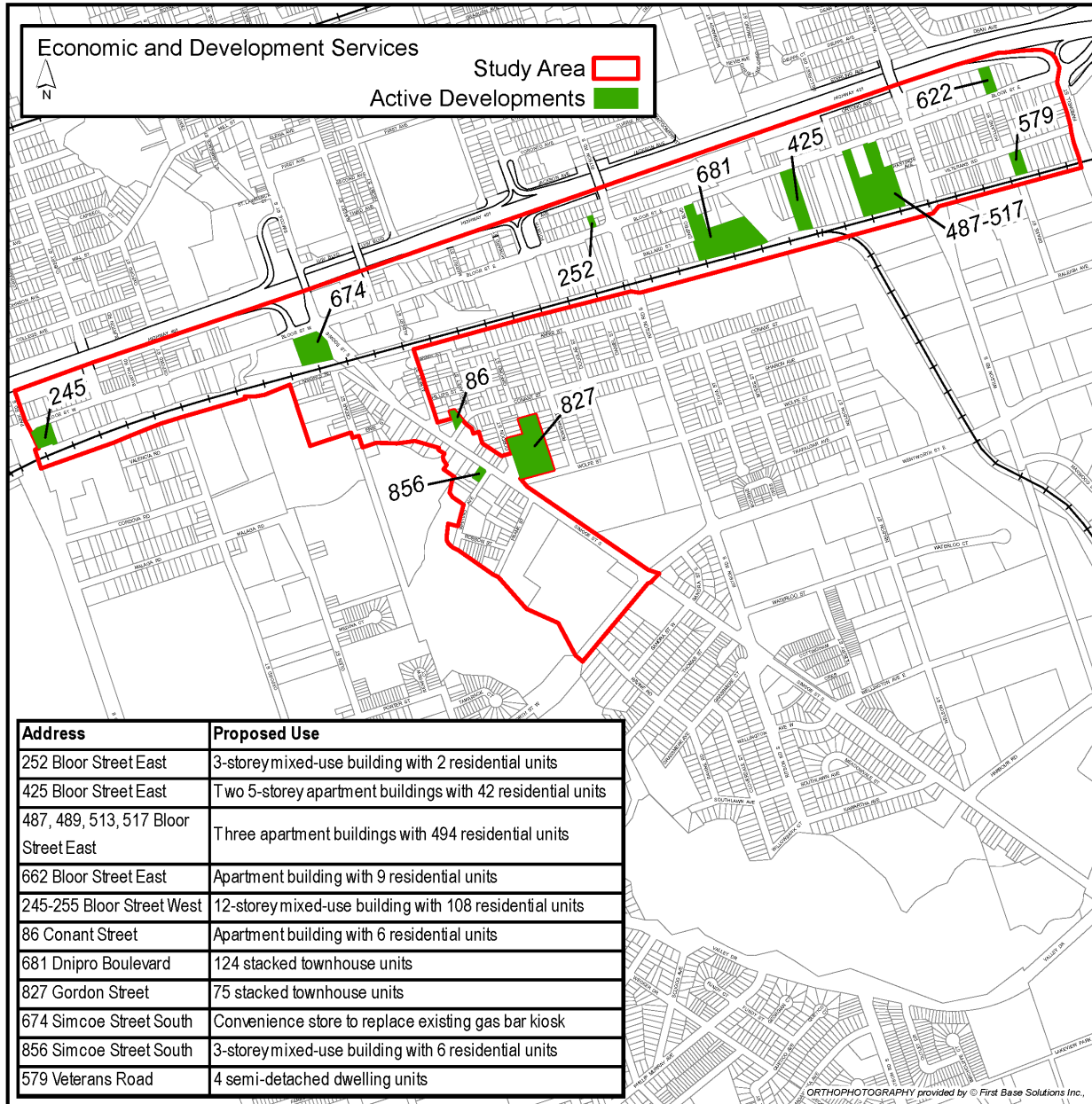
## 6.0 Appendices

### 6.1 Appendix A: Heritage Oshawa Inventory of City of Oshawa Heritage Properties

Property	Heritage Class	Existing Use	Current Zoning
827 Gordon Street	Designated	Former Cedardale Public School, now used as a music school/recording studio (The Rehearsal Factory) and currently for sale by the owner.	R1-C (Residential)/CIN (Community Institutional)
35 Bloor Street East	Class A	St. John the Baptist Ukrainian Orthodox Church	PSC-A (Planned Strip Commercial)
824 Simcoe Street South	Class A	United Church of Canada	PSC-A (Planned Strip Commercial)
62 Whiting Avenue	Class A	Single-detached dwelling	R1-B (Residential)
13 Knights Road	Class B	Single-detached dwelling	R3-A/R5-B (Residential)
725 Cedar Street	Class B	Single-detached dwelling	R3-A/R5-B (Residential)
728 Simcoe Street South	Class B	Sixplex	R3-A/R5-B (Residential)
750 Simcoe Street South	Class B	Single-detached dwelling	R3-A/R5-B (Residential)
809 Simcoe Street South	Class B	Single-detached dwelling	PSC-A (Planned Strip Commercial)
853 Simcoe Street South	Class B	Single-detached dwelling	PSC-A (Planned Strip Commercial)
856 Simcoe Street South	Class B	Single-detached dwelling with registered apartment	PSC-A (Planned Strip Commercial)
18 Whiting Avenue	Class B	Converted dwelling with two units	R3-A/R5-B (Residential)

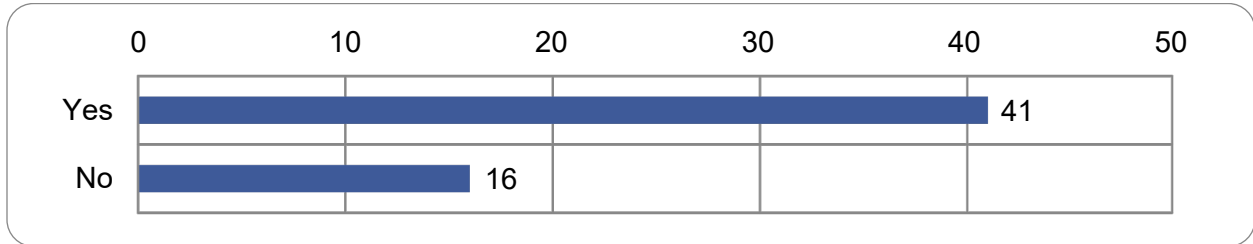


## 6.2 Appendix B: Active Development Applications



### 6.3 Appendix C1: Public Consultation – Feedback Form Results

**Question 1: Have you watched the virtual open house presentation related to the Bloor-Simcoe Intensification Study?**

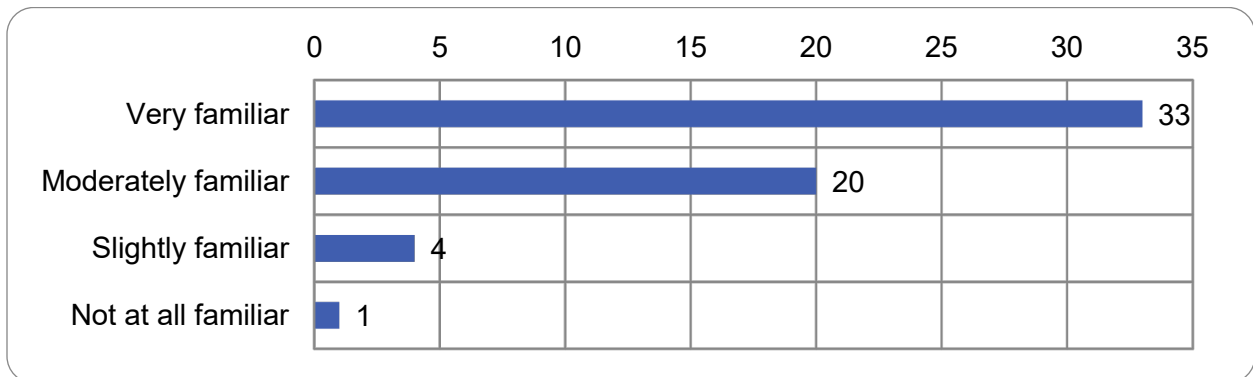


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57 community members responded to this question. The results indicate that:

- 41 community members responded “Yes”.
- 16 community members responded “No”.

**Question 2: How familiar are you with the Study Area?**

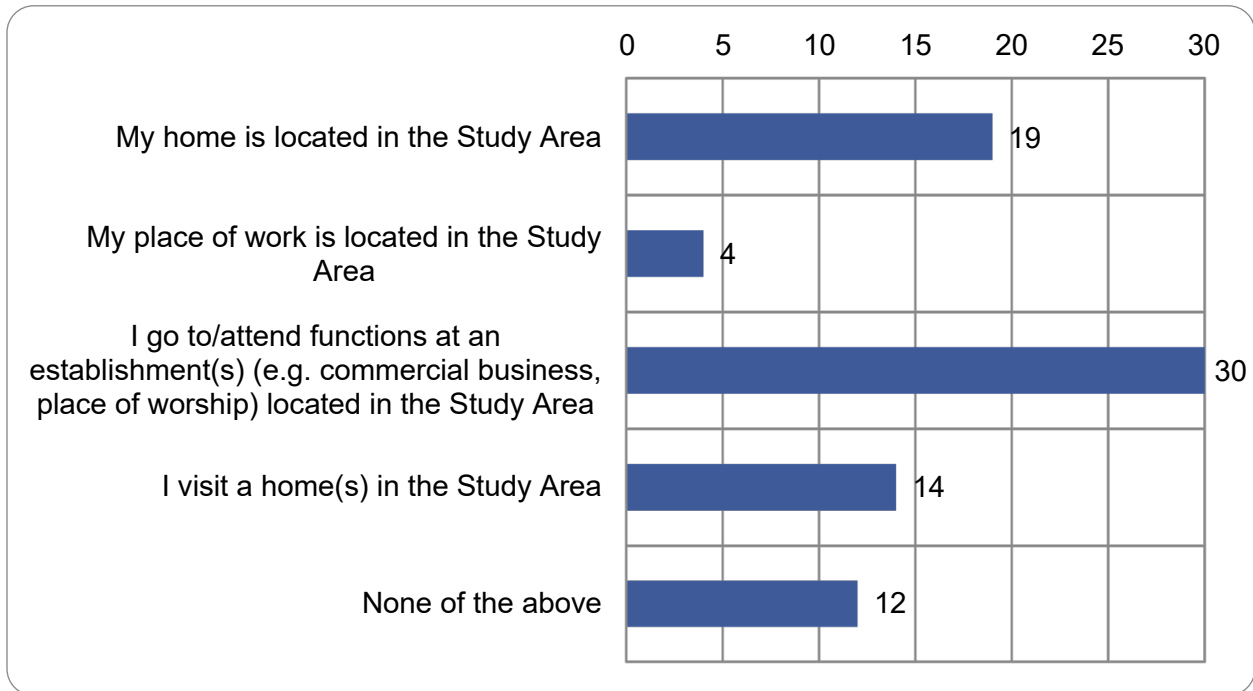


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58 community members responded to this question. The results indicate that:

- 33 community members responded “Very familiar”.
- 20 community members responded “Moderately familiar”.
- 4 community members responded “Slightly familiar”.
- 1 community members responded “Not at all familiar”.

**Question 3: Please select all that apply.**

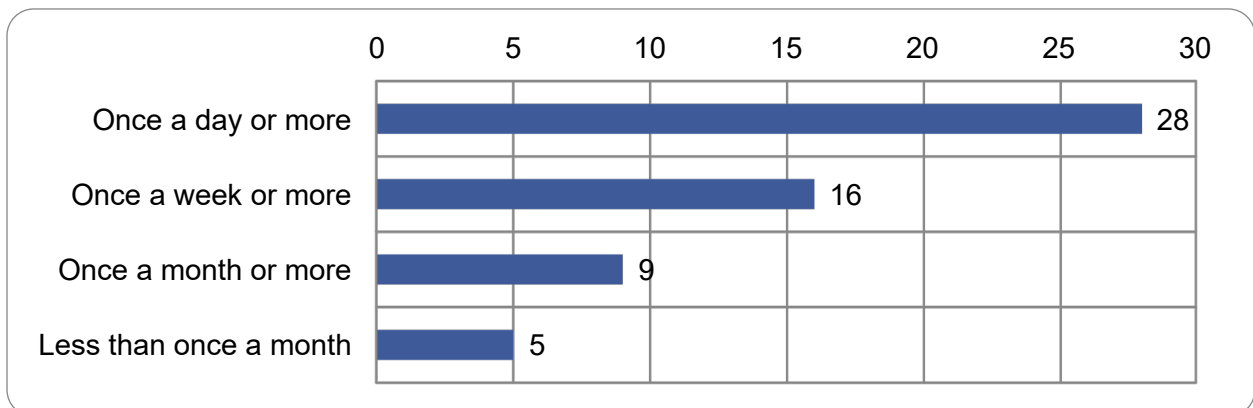


Skipped: 1, multiple responses available

57 community members responded to this question. The results indicate that:

- 19 community members responded “My home is located in the Study Area”.
- 4 community members responded “My place of work is located in the Study Area”.
- 30 community members responded “I go to/attend functions at an establishment(s) (e.g. commercial business, place of worship) located in the Study Area”.
- 14 community members responded “I visit a home(s) in the Study Area”.
- 12 community members responded “None of the above”.

**Question 4: How often do you travel to/through the Study Area?**

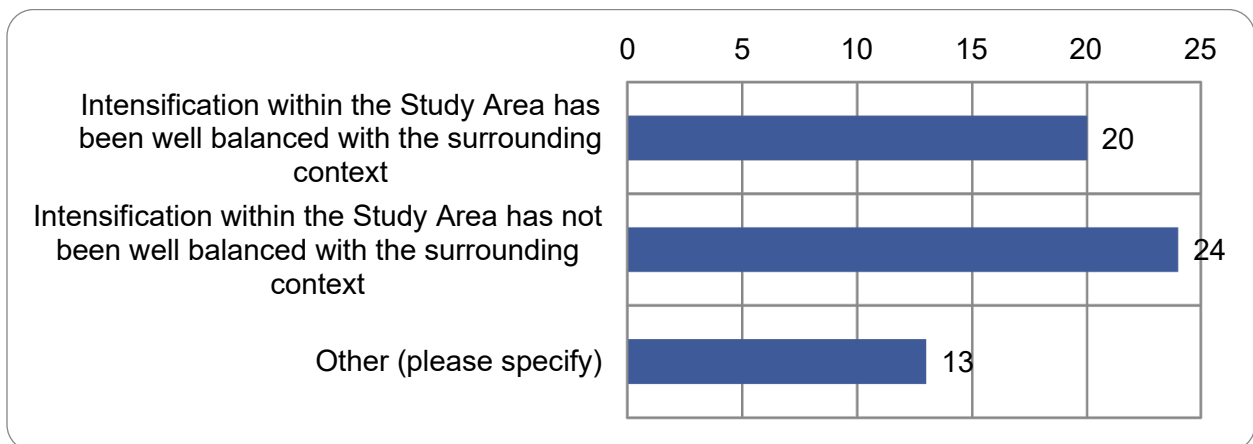


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58 community members responded to this question. The results indicate that:

- 28 community members responded “Once a day or more”.
- 16 community members responded “Once a week or more”.
- 9 community members responded “Once a month or more”.
- 5 community members responded “Once a year or more”.
- 0 community members responded “Never”.

**Question 5: “Intensification” refers to the development of a property, site or area at a higher density than currently exists. Different forms of intensification may include the redevelopment of existing sites or buildings, the development of vacant and/or underutilized lots, infill development between existing lots, etc.**



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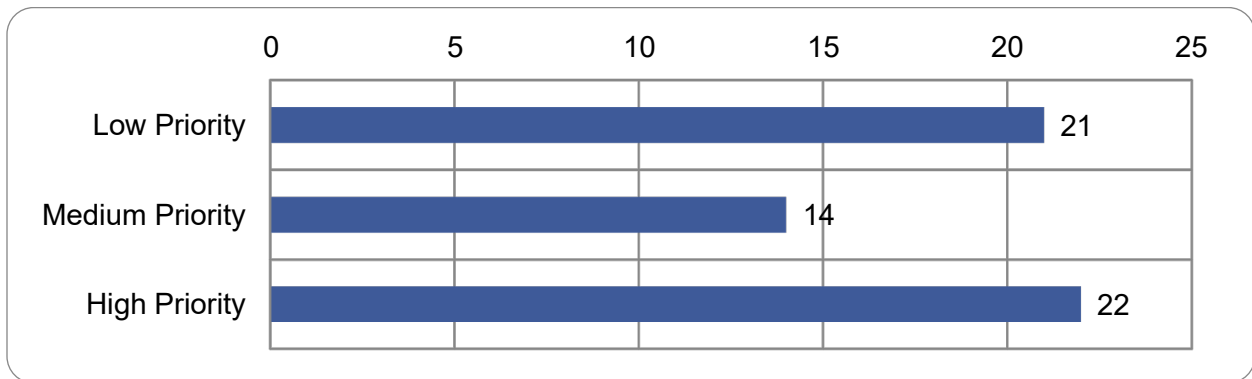
57 community members responded to this question. The results indicate that:

- 20 community members responded “Intensification within the Study Area has been well balanced with the surrounding context”.
- 24 community members responded “Intensification within the Study Area has not been well balanced with the surrounding context”.
- 13 community members responded “Other”, generally with the following comments:
  - Needs much more density and transit-oriented development. Less parking. Less car space more people space.

- Waste of money considering that no one uses that ramp based on traffic lights, no proximity to homes and no industrial business to use it. Simcoe Street North is nothing but traffic lights. All Industrial has located to Stephenson.
- Received a ticket for turning on Bloor should be cement divider with no turning left.
- Need even more intensification in this area. Almost no intensification has occurred in this area for decades besides a few lower rise buildings but we need some 20+ story buildings to bring more people into this area.
- I haven't seen any intensification on Bloor Street. We need more/better intensification in this area with medium rise buildings. There are too many low-rise buildings, parking lots, and sprawl. It's a concrete jungle.
- Extremely moderate intensification could occur with the emphasis on well-balanced public services (i.e. parks, pedestrian walkways, bike lanes, public transport, etc.). Definitely not high-rise buildings. Looking for improvements of the area for existing residents and not necessary making it packed with new people hence cars.
- My concern is that intensification occur while preserving the existing heritage (built and natural) features of the area.
- We need amenities for the people who live here, maybe start with a bank, which we haven't had in the area in over 20 years. Destroying land around the creek and the lake for overpriced homes that the average family "south of Bloor" can't afford is not what we need.
- Heritage buildings need to be left alone.
- Please save Churches and Cedardale Public School.
- I believe that the current intensification within the study area is in need of work. Many older buildings are in need of updating. Some need a reuse plan but should not be fully demolished and intensified for lack of better wording. Some will be better off being demolished and started fresh. There needs to be balance. In the intensification plan without fully damaging the city's cultural and heritage value literally and figuratively.
- Intensification should consider the existing lot fabric. It might be difficult to accumulate multiple smaller properties within the Study Area to achieve the intensification the City is trying to achieve throughout the Study Area.

**Question 6: “Neighbourhood Character” generally refers to the look and feel of an area, which is influenced by both built and natural features. Based on this definition, what aspects of neighbourhood character are important to you when considering proposals for residential intensification in the Study Area? Please rank each on a scale of low, medium or high priority.**

**Preserving Existing Homes**

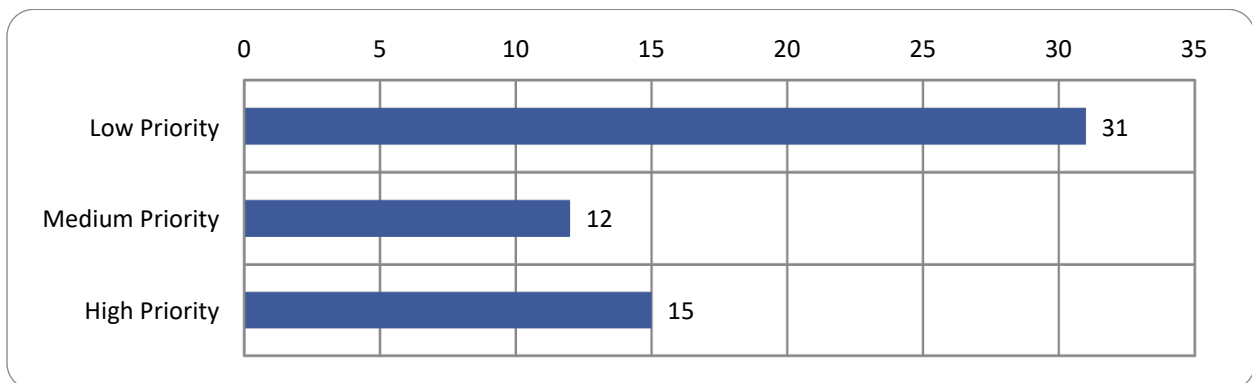


Skipped: 1

57 community members responded to this question. The results indicate that:

- 21 community members consider preserving existing homes a “Low Priority”.
- 14 community members consider preserving existing homes a “Medium Priority”.
- 22 community members consider preserving existing homes a “High Priority”.

**Maintaining similar façade details as adjacent dwellings**

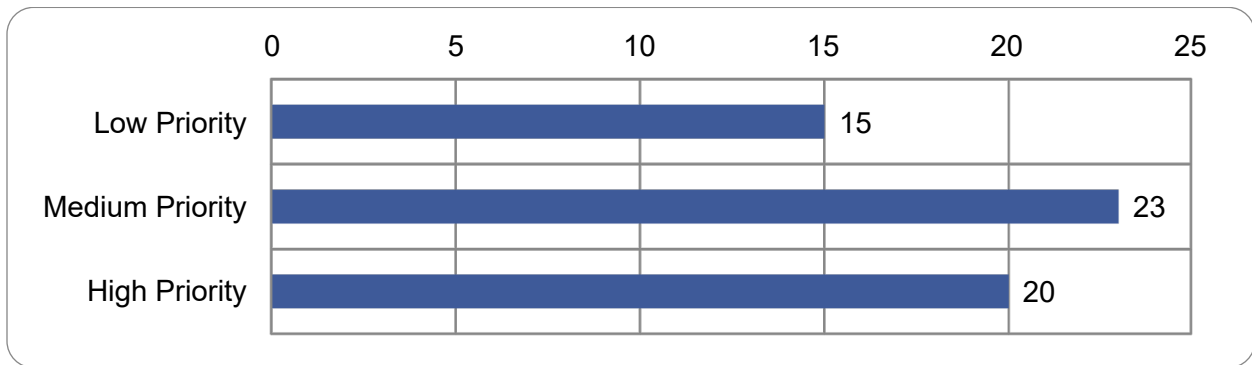


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58 community members responded to this question. The results indicate that:

- 31 community members consider maintaining similar façade details as adjacent dwellings a “Low Priority”.
- 12 community members consider maintaining similar façade details as adjacent dwellings a “Medium Priority”.
- 15 community members consider maintaining similar façade details as adjacent dwellings a “High Priority”.

**Ensuring appropriate height transitions**

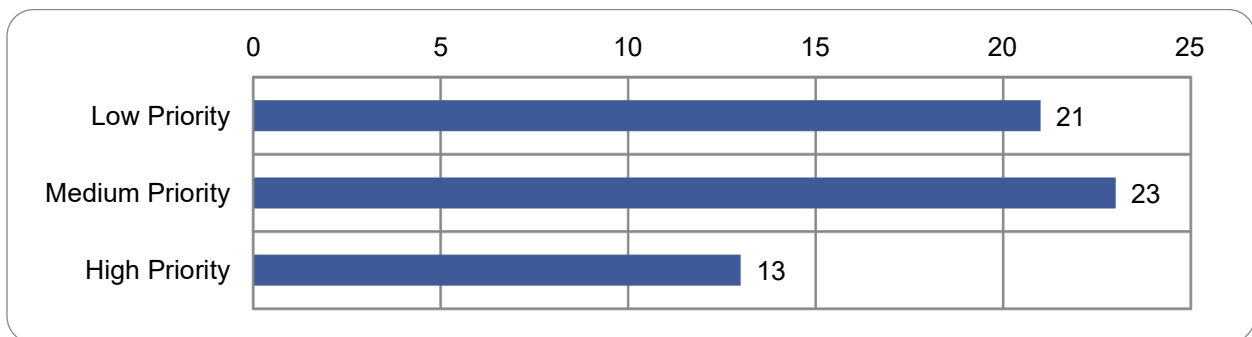


Skipped: 0

58 community members responded to this question. The results indicate that:

- 15 community members consider ensuring appropriate height transitions a “Low Priority”.
- 23 community members consider ensuring appropriate height transitions a “Medium Priority”.
- 20 community members consider ensuring appropriate height transitions a “High Priority”.

**Maintaining similar lot coverage as adjacent properties**

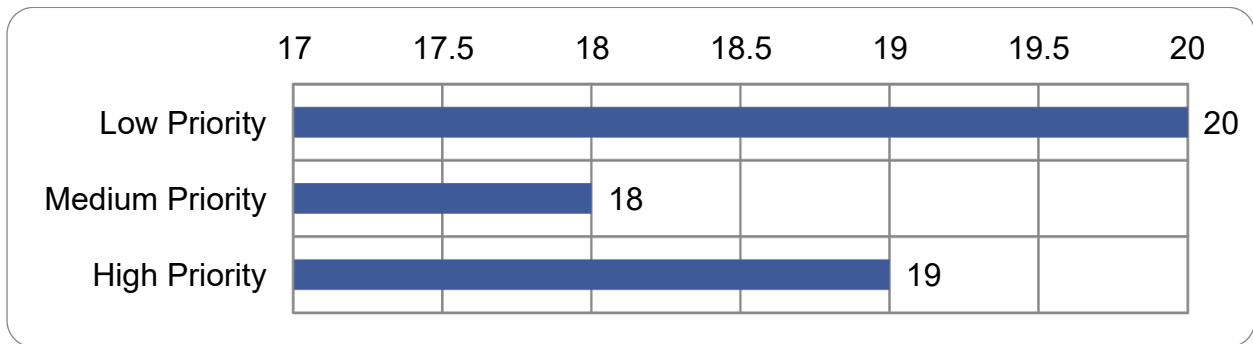


Skipped: 0

58 community members responded to this question. The results indicate that:

- 21 community members consider maintaining similar lot coverage as adjacent properties a “Low Priority”.
- 23 community members consider maintaining similar lot coverage as adjacent properties a “Medium Priority”.
- 13 community members consider maintaining similar lot coverage as adjacent properties a “High Priority”.

**Providing similar front yard setbacks**

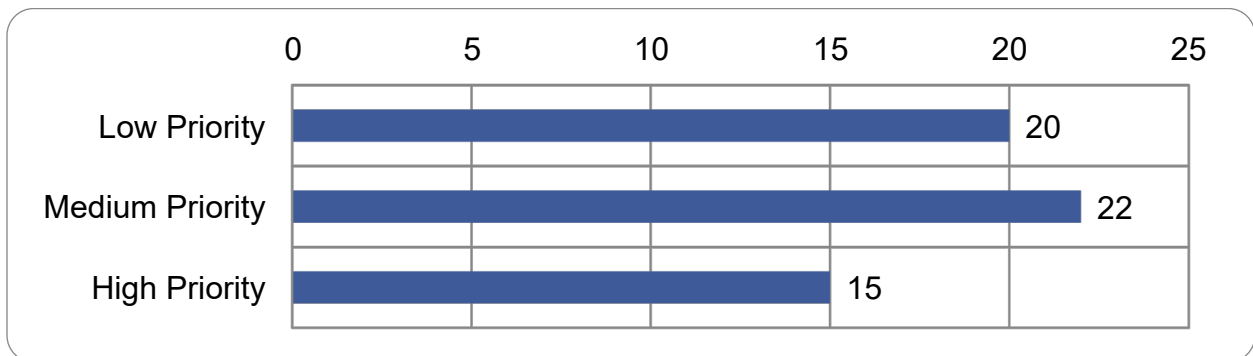


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56 community members responded to this question. The results indicate that:

- 20 community members consider providing similar front yard setbacks a “Low Priority”.
- 18 community members consider providing similar front yard setbacks a “Medium Priority”.
- 19 community members consider providing similar front yard setbacks a “ High Priority”.

**Providing similar side yard setbacks**



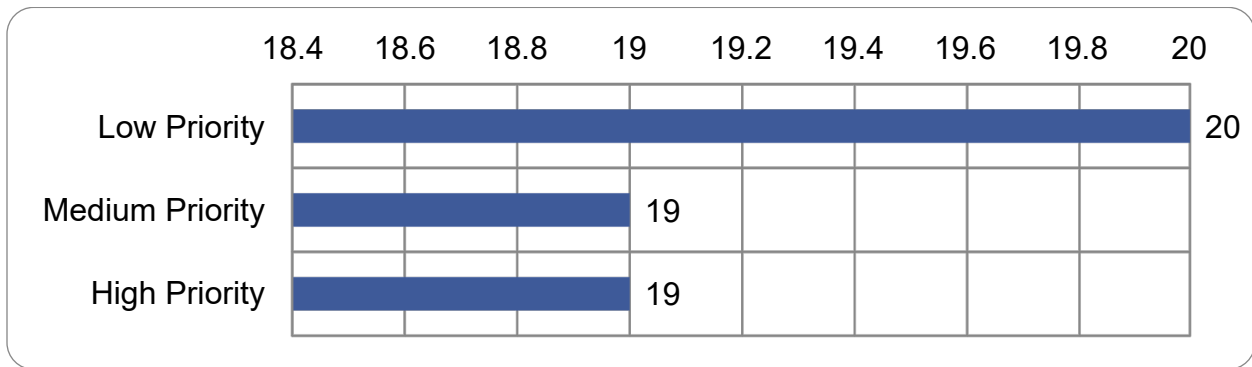
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57 community members responded to this question. The results indicate that:

- 20 community members consider providing similar side yard setbacks a “Low Priority”.
- 22 community members consider providing similar side yard setbacks a “Medium Priority”.
- 15 community members consider providing similar side yard setbacks a “High Priority”.

**Providing similar lot frontages**

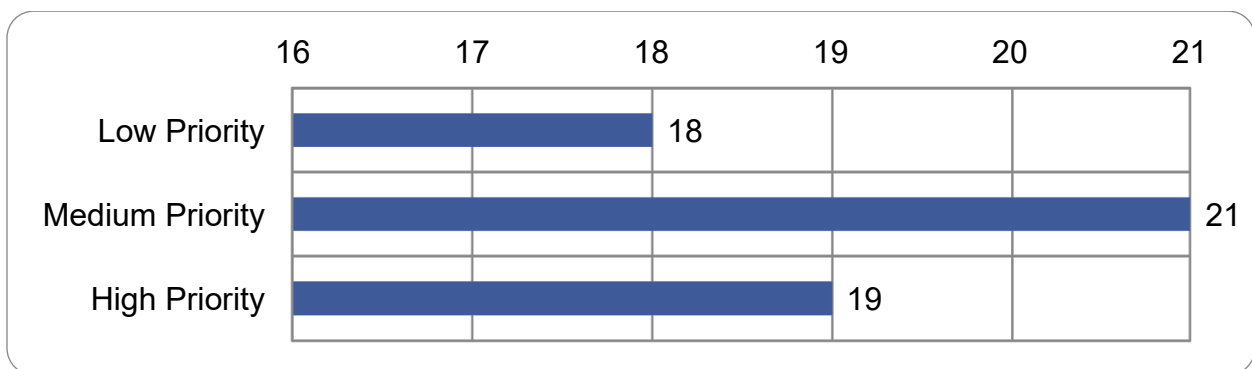


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58 community members responded to this question. The results indicate that:

- 20 community members consider providing similar lot frontages a “Low Priority”.
- 19 community members consider providing similar lot frontages a “Medium Priority”.
- 19 community members consider providing similar lot frontages a “High Priority”.

**Ensuring an appropriate lot depth**

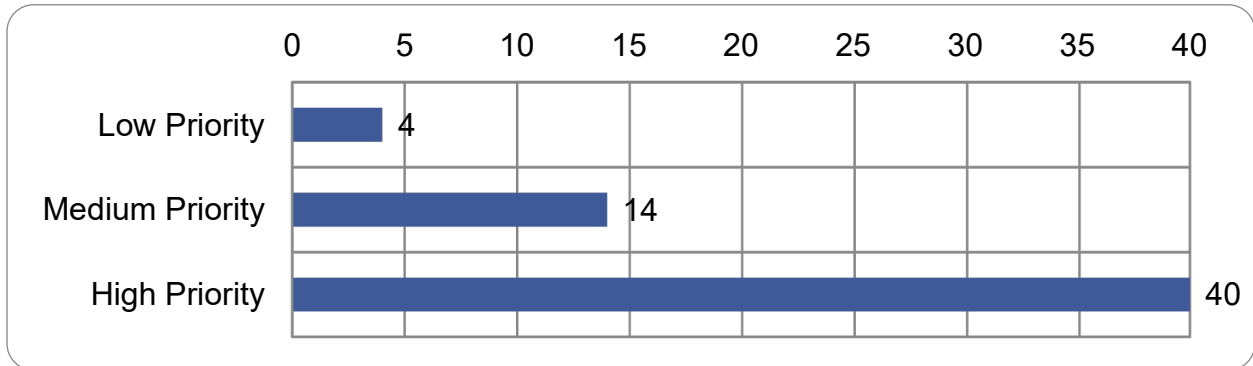


Skipped: 0

58 community members responded to this question. The results indicate that:

- 18 community members consider ensuring an appropriate lot depth a “Low Priority”.
- 21 community members consider ensuring an appropriate lot depth a “Medium Priority”.
- 19 community members consider ensuring an appropriate lot depth a “High Priority”.

### Retaining existing trees and vegetation

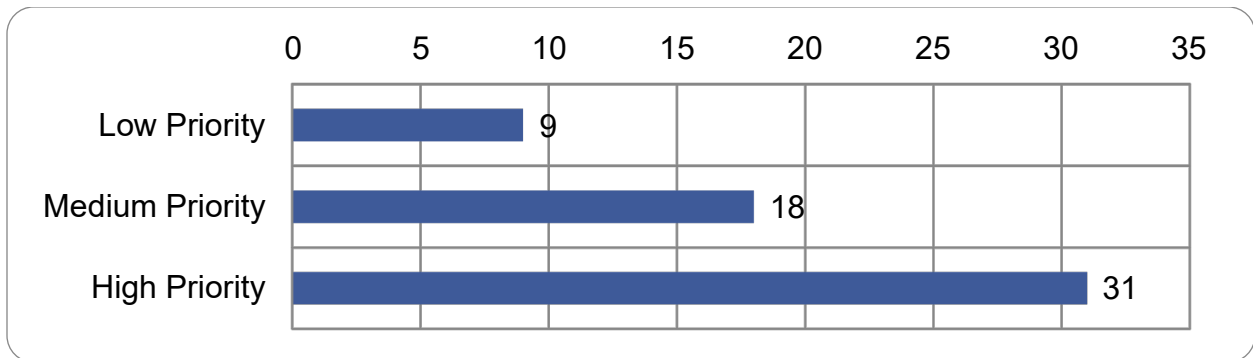


Skipped: 0

58 community members responded to this question. The results indicate that:

- 4 community members consider retaining existing trees and vegetation a “Low Priority”.
- 14 community members consider retaining existing trees and vegetation a “Medium Priority”.
- 40 community members consider retaining existing trees and vegetation a “High Priority”.

### Minimizing impacts to adjacent properties (e.g. privacy, shadows, etc.)



Skipped: 0

58 community members responded to this question. The results indicate that:

- 9 community members consider minimizing impacts to adjacent properties a “Low Priority”.
- 18 community members consider minimizing impacts to adjacent properties a “Medium Priority”.
- 31 community members consider minimizing impacts to adjacent properties a “High Priority”.

**Question 7: Are there other aspects of neighbourhood character that are important to you that are not listed above?**

Skipped: 15, long form response

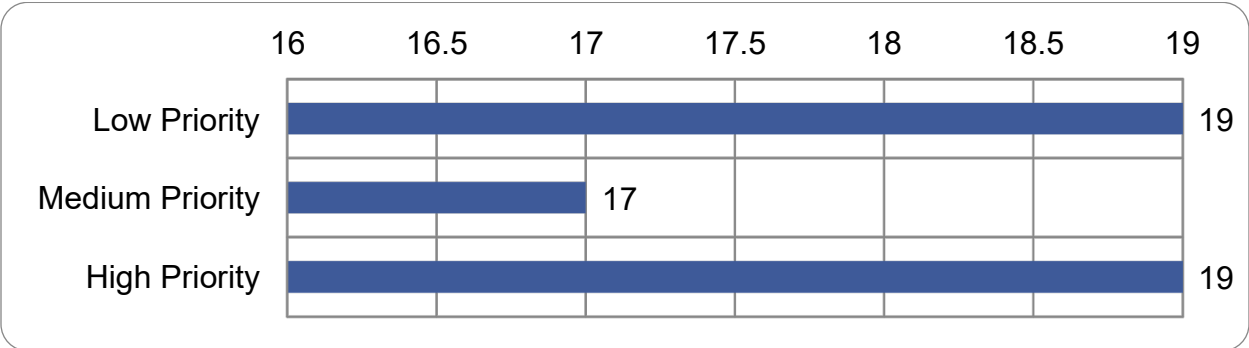
43 community members responded to this question. Below is a summary of the general responses:

- Homes should have similar construction to adjacent houses or the neighbourhood. This gives a feel of good neighbours and equality among residents.
- Support small businesses and ensure property standards are maintained in order to avoid vandalized/abandoned homes.
- Make housing financially and physically accessible.
- Older, affordable housing close to the street.
- There is a lack of adequate bus service, cycling facilities and pedestrian walkways, as well as too many driveways.
- Ensure that the front locations do not become parking lots for a row of cars.
- There is a need for more medical clinics in the Study Area. There are a lot of manufacturing establishments, which have large vacant lands.
- The City can get creative with maximizing mixed-use residential buildings (e.g. Montgomery in Toronto and the James Cooper Mansion).
- The Study Area would benefit from additional path streetlights to improve safety.
- Consideration should be given to community safety as it relates to existing parking enforcement, criminality and homelessness. The City should also consider the diversity and culture of new populations moving to Oshawa in future intensification plans (e.g. multi-family/multi-generational homes).
- The City should make it mandatory for all new buildings to provide lots of trees and appropriate parking. The sidewalks are too narrow on Bloor Street and there needs to be more space between the street and pedestrians.
- Another grocery store is needed in the Study Area.
- Increasing density in proximity to existing heavy industrialized area is not appropriate.

- The City should research and preserve the existing heritage assets, and potentially consider this area a Historic District. It is important that the City not lose the heritage in this area.
- The Study Area needs more amenities and services.
- There are serious traffic concerns in the Study Area.
- Preserve places of worship and their parking spaces.
- Include commercial businesses on the first floor of buildings.
- Increase infrastructure to support intensification.
- Plant trees on City boulevards.

**Question 8: What potential benefits of residential intensification are most important to you? Please rank each on a scale of low, medium or high priority.**

**Meeting required intensification targets**

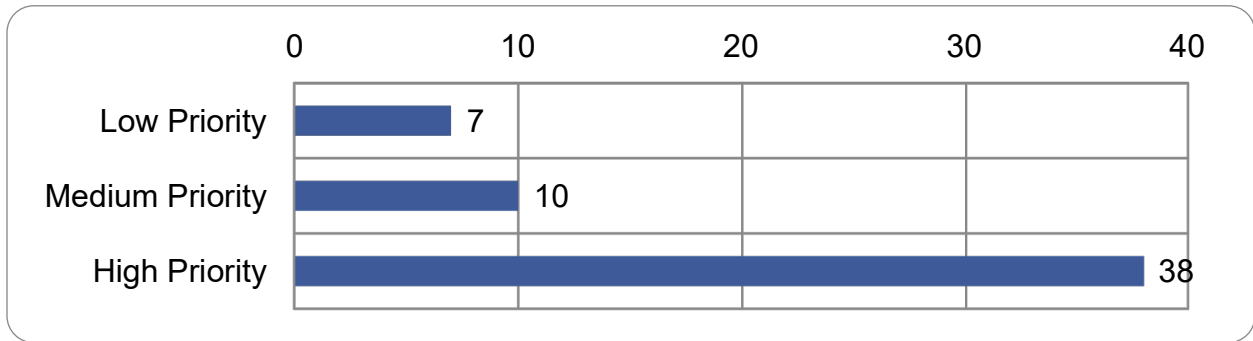


Skipped: 3

55 community members responded to this question. The results indicate that:

- 19 community members consider meeting required intensification targets a “Low Priority”.
- 17 community members consider meeting required intensification targets a “Medium Priority”.
- 19 community members consider meeting required intensification targets a “High Priority”.

### Increasing housing affordability

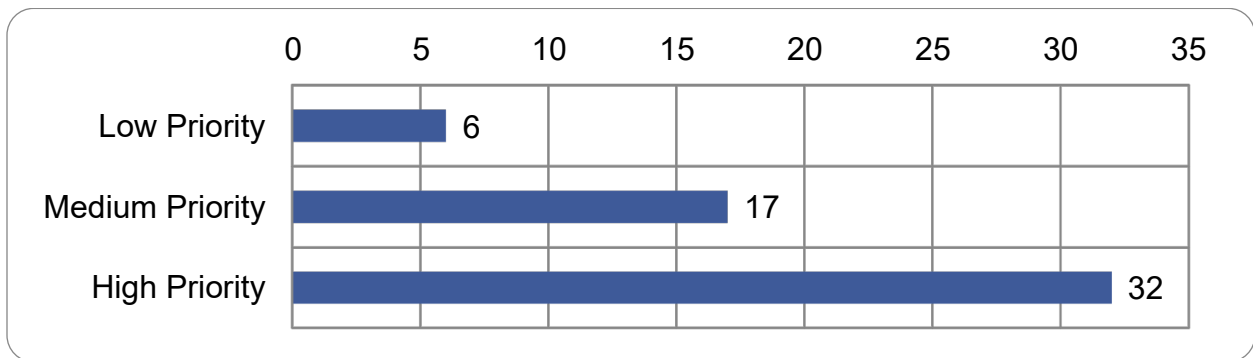


Skipped: 3

55 community members responded to this question. The results indicate that:

- 7 community members consider increasing housing affordability a “Low Priority”.
- 10 community members consider increasing housing affordability a “Medium Priority”.
- 38 community members consider increasing housing affordability a “High Priority”.

### Increasing housing options for residents

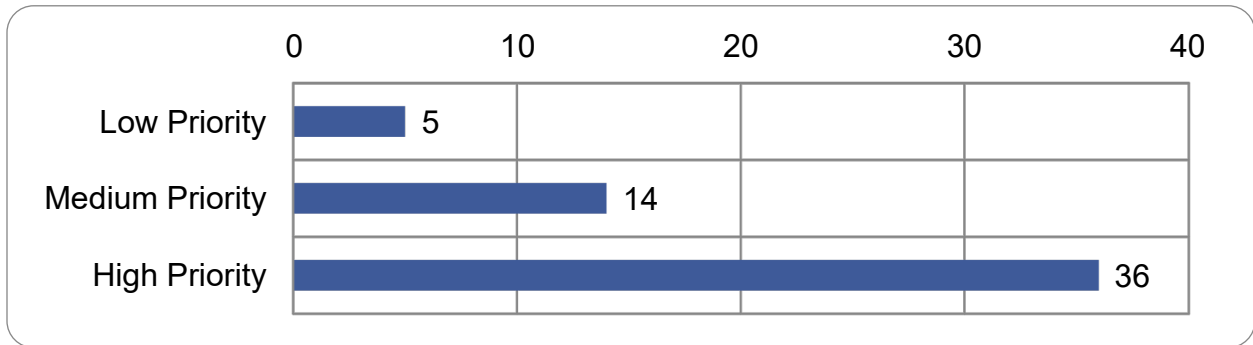


Skipped: 3

55 community members responded to this question. The results indicate that:

- 6 community members consider increasing housing options for residents a “Low Priority”.
- 17 community members consider increasing housing options for residents a “Medium Priority”.
- 32 community members consider increasing housing options for residents a “High Priority”.

### Making more efficient use of existing services and infrastructure

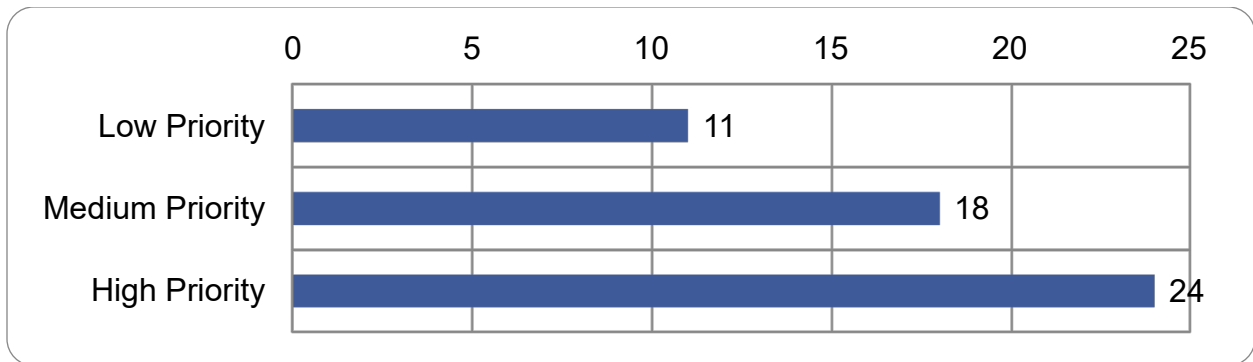


Skipped: 3

55 community members responded to this question. The results indicate that:

- 5 community members consider making more efficient use of existing services and infrastructure a “Low Priority”.
- 14 community members consider making more efficient use of existing services and infrastructure a “Medium Priority”.
- 36 community members consider making more efficient use of existing services and infrastructure a “High Priority”.

### Minimizing sprawl

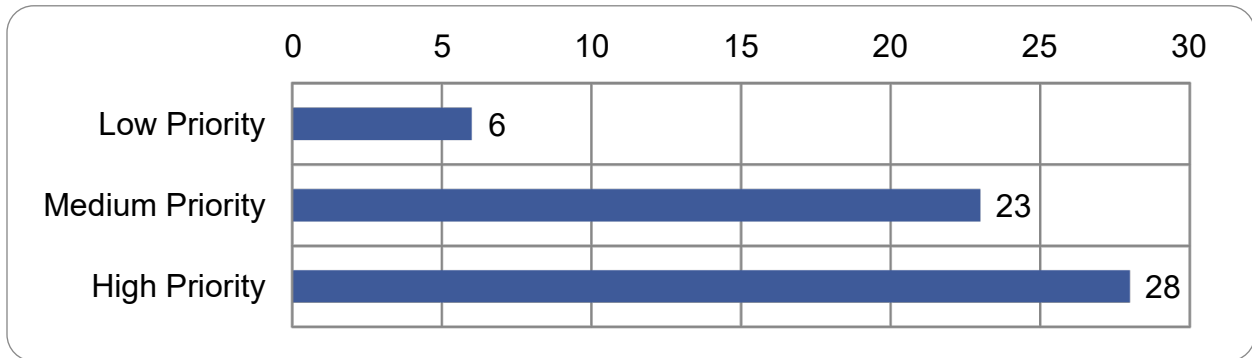


Skipped: 5

53 community members responded to this question. The results indicate that:

- 11 community members consider minimizing sprawl a “Low Priority”.
- 18 community members consider minimizing sprawl a “Medium Priority”.
- 24 community members consider minimizing sprawl a “High Priority”.

### Attracting residents and economic development

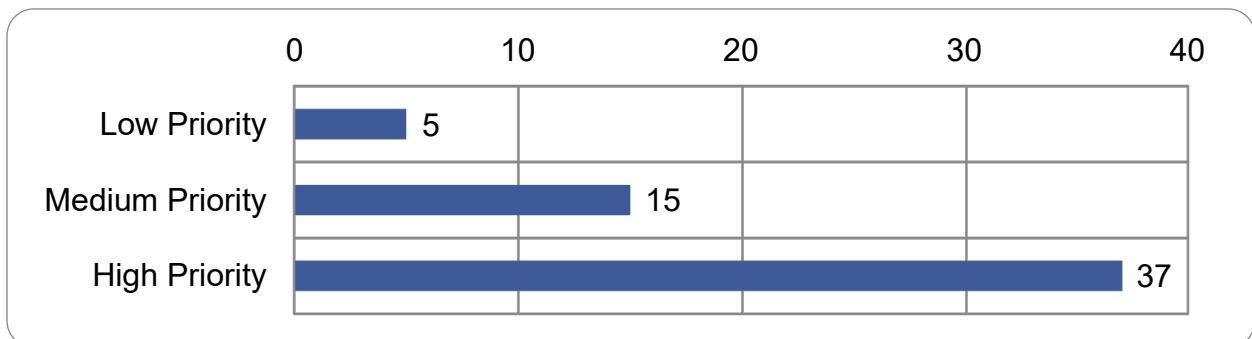


Skipped: 1

57 community members responded to this question. The results indicate that:

- 6 community members consider attracting residents and economic development a “Low Priority”.
- 23 community members consider attracting residents and economic development a “Medium Priority”.
- 28 community members consider attracting residents and economic development a “High Priority”.

### Improving the neighbourhood character within the Study Area



Skipped: 1

57 community members responded to this question. The results indicate that:

- 5 community members consider improving the neighbourhood character within the Study Area a “Low Priority”.
- 15 community members consider improving the neighbourhood character within the Study Area a “Medium Priority”.
- 37 community members consider improving the neighbourhood character within the Study Area a “High Priority”.

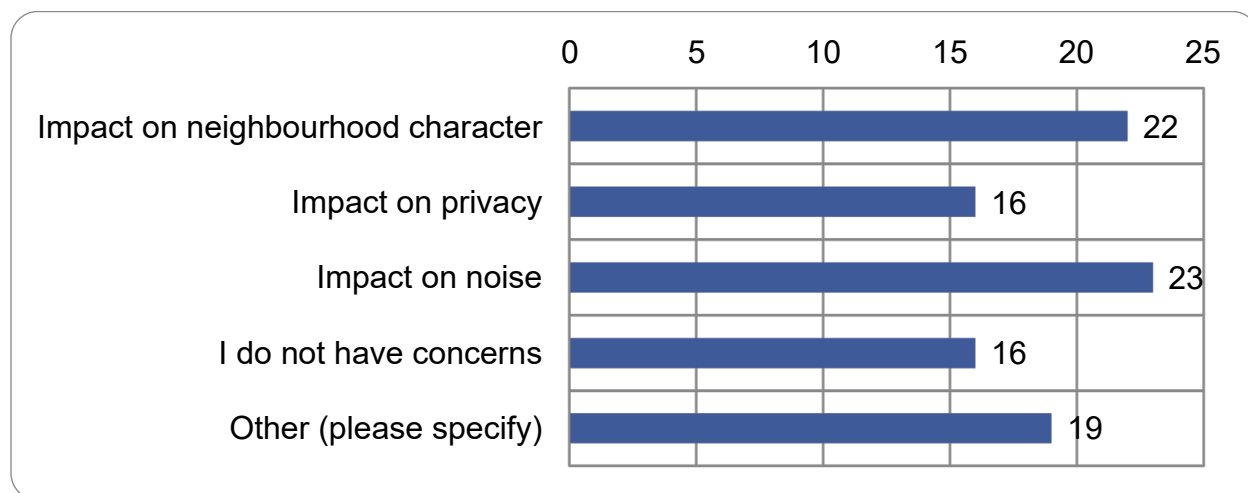
**Question 9: Are there other potential benefits of residential intensification that are of interest to you?**

Skipped: 28, long form response

30 community members responded to this question. Below is a summary of the general responses:

- A mix of residential and commercial uses along Simcoe Street South.
- An influx of new businesses.
- Improved public transportation and transit-oriented development.
- Access to transit to reduce reliance on cars.
- Improvement economic development by attracting talent and work opportunities.
- Adding street lights and new bus shelters.
- Consideration for diversity, equity and inclusion in the planning process.
- Improving the Simcoe Street South corridor as a connection to the waterfront.
- Development of vacant land within the Study Area to improve neighbourhood character.
- Adding rooftop gardens and opportunities for local/community food productions (backyard eggs, etc.).
- Providing affordable rental accommodation and walkability to services.
- Bringing more people to the Cedar Dale community.
- Safe walking and cycling infrastructure.

**Question 10: What concerns do you have related to residential intensification within the Study Area?**



Skipped: 0, multiple responses available



58 community members responded to this question. The results indicate that:

- 22 community members responded “Impact on neighbourhood character”.
- 16 community members responded “Impact on privacy”.
- 23 community members responded “Impact on noise”.
- 16 community members responded “I do not have concerns”.
- 19 community members responded “Other”, generally with the following comments:
  - How will the current residents and land owners be impacted while implementing the plan?
  - Traffic concerns related to more cars on the road from increased densities.
  - There aren’t enough essential services in the Study Area.
  - The minimum parking requirements are too high.
  - Impact on infrastructure and traffic congestion if road improvements are not aligned with population growth in the Study Area.
  - The Study Area needs to be pedestrian friendly by providing cycling lanes, trees, benches and parkettes on the major streets.
  - Increased residential density is incompatible with the existing heavy industrial uses in the Study Area. Measures should be taken to ensure that new residential developments do not encroach on the existing industrial uses.
  - Potential increased crime without adequate support services.
  - Potential impacts on the historic neighbourhood of Cedar Dale, which has been underserved. The heritage in the Study Area should be preserved.
  - The impact on existing homes (e.g. expropriation of homes).

**Question 11: What types of residential intensification do you think would benefit the Study Area?**

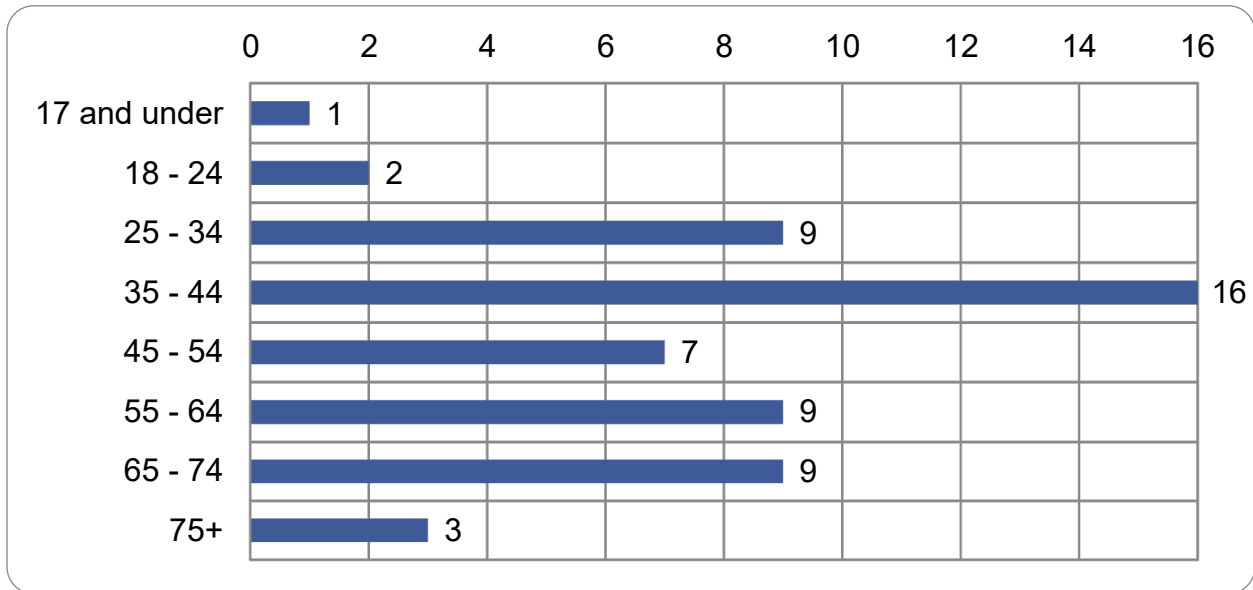


Skipped: 2, multiple responses available

56 community members responded to this question. The results indicate that:

- 14 community members responded “Low Density Residential”.
- 20 community members responded “Medium Density I Residential”.
- 25 community members responded “Medium Density II Residential”.
- 23 community members responded “High Density I Residential”.
- 19 community members responded “High Density II Residential”.

**Question 12: How old are you?**

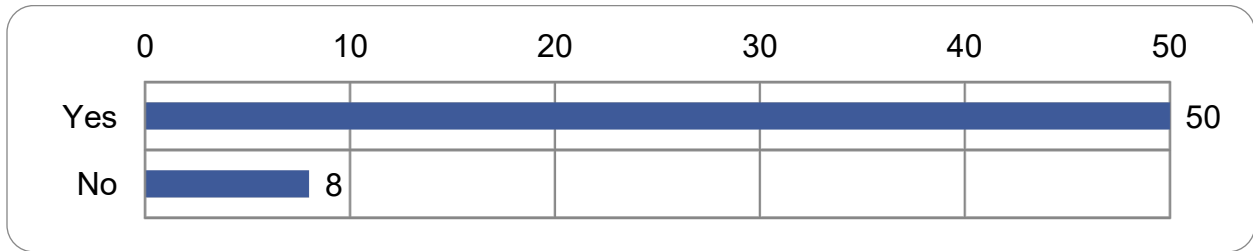


Skipped: 2

56 community members responded to this question. The following responses were submitted:

- 1 community member responded “17 and under”.
- 2 community members responded “18-24”.
- 9 community members responded “25-34”.
- 16 community members responded “35-44”.
- 7 community members responded “45-54”.
- 9 community members responded “55-64”.
- 9 community members responded “65-74”.
- 3 community members responded “75+”.

**Question 13: Are you an Oshawa resident, and/or Oshawa business/property owner?**

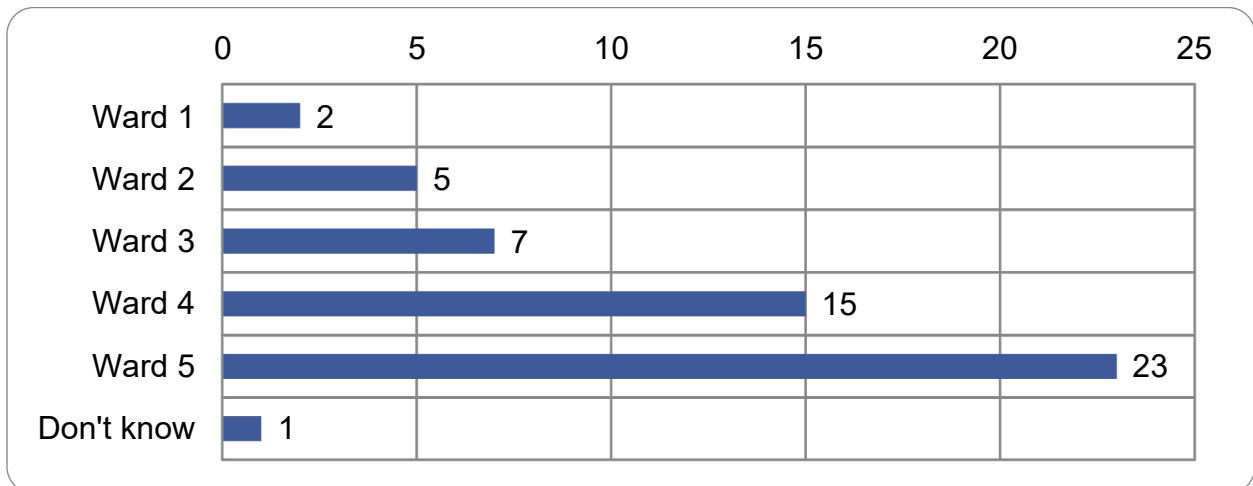


Skipped: 0

58 community members responded to this question. The results indicate that:

- 50 community members responded “Yes”.
- 8 community members responded “No”.

**Question 14: What ward to you live in/is your business/property located in?**



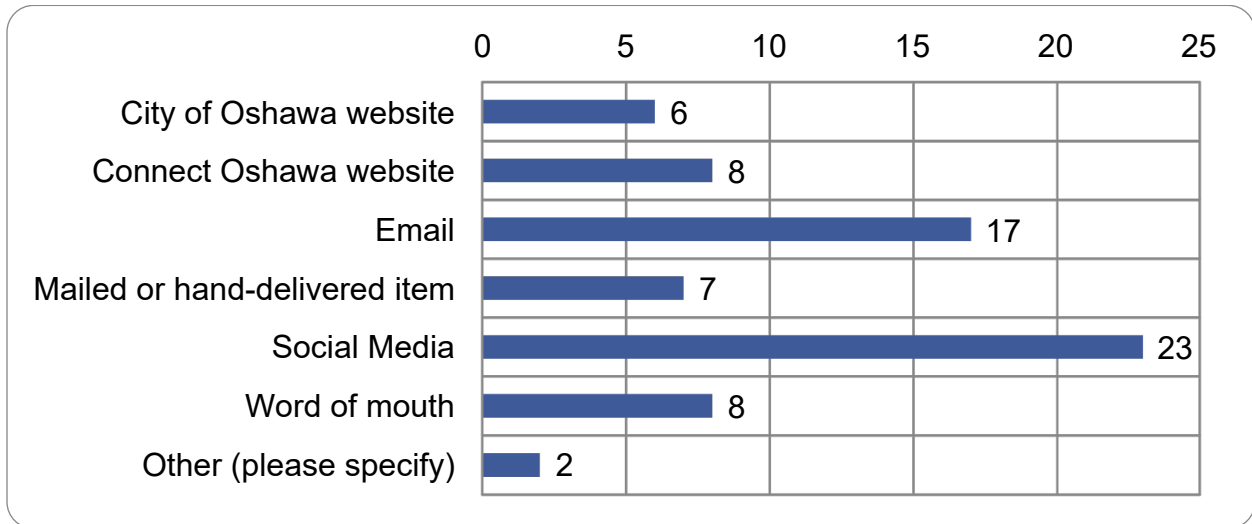
Skipped: 9, multiple responses available

49 community members responded to this question. The results indicate that:

- 2 community members selected “Ward 1”.
- 5 community members selected “Ward 2”.
- 7 community members selected “Ward 3”.
- 15 community members selected “Ward 4”.
- 23 community members selected “Ward 5”.

- 1 community member responded “Don’t know”.

**Question 15: How did you learn about this community engagement opportunity?**

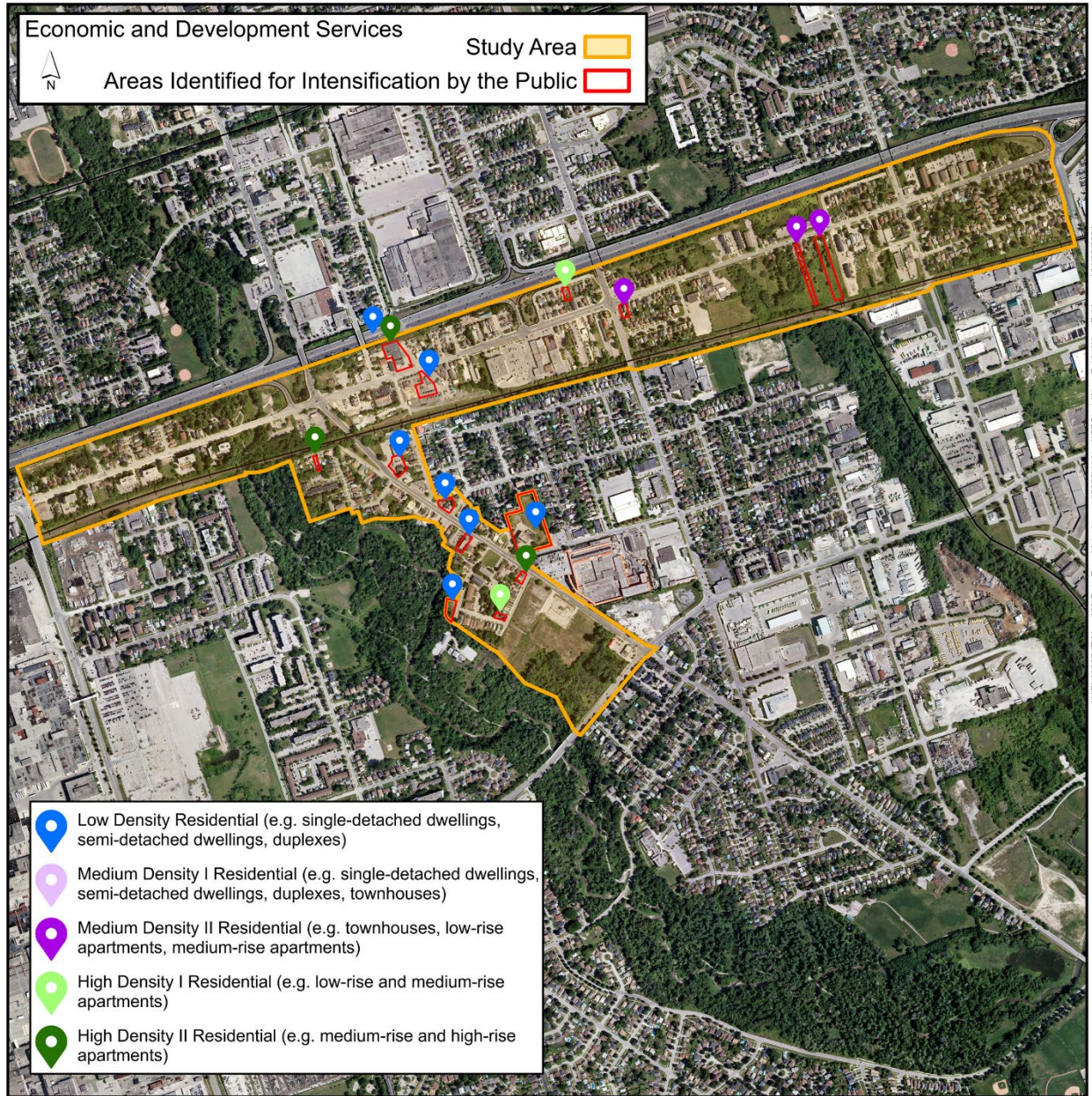


Skipped: 2, multiple responses available

56 community members responded to this question. The results indicate that:

- 6 community members selected “City of Oshawa website”.
- 8 community members selected “Connect Oshawa website”.
- 17 community members selected “Email”.
- 7 community members selected “Mail or hand-delivered item”.
- 23 community members selected “Social Media”.
- 8 community members selected “Word of mouth”.
- 2 community members selected “Other”, with the following comments:
  - Through a friend.
  - A family member lives in the area.

## 6.4 Appendix C2: Public Consultation – Mapping Exercise



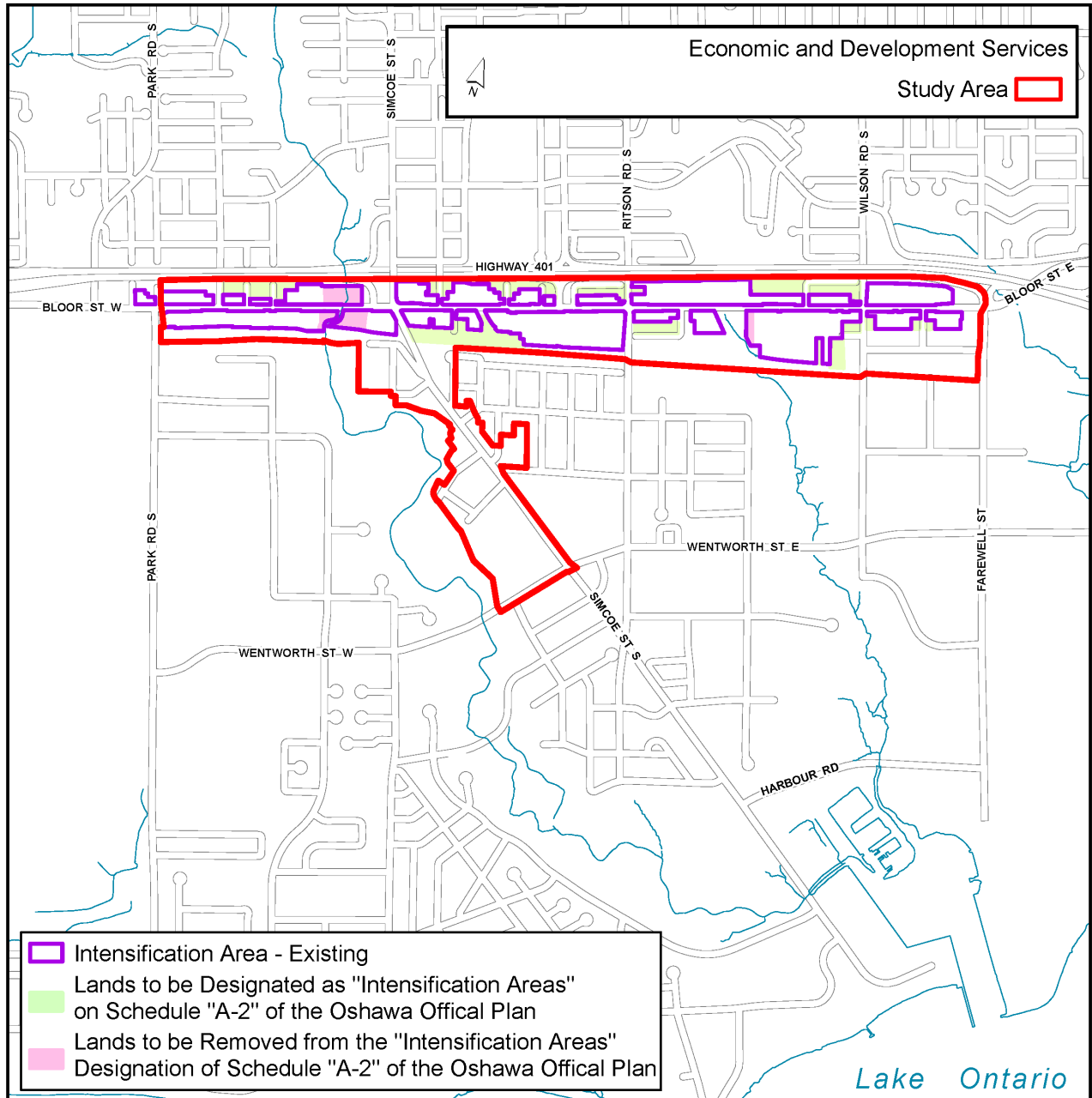
## 6.5 Appendix D: Stakeholder Consultation

The list of public agencies included in the table below is consistent with the City's standard circulation list for development applications.

<b>Organization</b>	<b>Response Received (Y/N)</b>
Allstream	N
Bell Canada	Y
City of Oshawa (various departments)	Y
Central Lake Ontario Conservation Authority	Y
CMHC	N
Conseil Scolaire de District Catholique	N
Conseil Scolaire Viamonde	N
Durham Catholic District School Board	N
Durham District School Board	N
Durham Region (various departments)	Y
Durham Region Transit	Y
Enbridge Gas	N
Enbridge Pipelines	N
GO Transit/Metrolinx	Y
Hydro One Inc.	N
MPAC	N
MTO	N
Ontario Power Generation Inc.	N
Oshawa PUC Networks Inc.	N
Rogers	N
Technical Standards and Safety Authority	N
Trans Northern Pipelines	Y
TransCanada Pipelines	N

## 6.6 Appendix E: Proposed Amendments to Schedule 'A-2', Corridors and Intensification Areas, of the Oshawa Official Plan

Appendix E consists of a map showing proposed changes to Schedule 'A-2', Corridors and Intensification Areas, of the O.O.P. as it relates to the Study Area.





## 6.7 Appendix F: Proposed New Section 38(C) of Zoning By-law 60-94 to introduce a new IA (Intensification Area) Zone

Red text represents text proposed to be added to Zoning By-law (i.e. **text**).

### **Section 38(C): IA – Intensification Area Zones**

#### 38(C).1 Permitted Uses

38(C).1.1 No person shall within any IA Zone use any land or erect or use any building or structure for any purpose or use other than the uses listed in this Subsection.

38(C).1.2 The following uses are permitted in any IA-A 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 IA-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

38(C)1.3 The following uses are permitted in any IA-B Zone:

- (a) Apartment building
- (b) Block townhouse
- (c) Long Term Care Facility
- (d) Nursing home
- (e) Retirement home

38(C)1.4 The following uses are permitted in any IA-C Zone:

- (a) Apartment building
- (b) Block townhouse
- (c) Day care centre
- (d) Flat
- (e) Long Term Care Facility
- (f) Nursing Home
- (g) Office
- (h) Personal service establishment
- (i) Restaurant
- (j) Retail store
- (k) Retirement home

### 38(C).2 Regulations

38(C).2.1 No person shall within any IA Zone use any land or erect or use any building or structure except in compliance with the regulations as set out in Table 38(C).2 and this Subsection.

**Table 38(C).2 – Regulations for IA Zones**

Zones		IA-A	IA-B	IA-C
Minimum Lot Frontage (m)		30.0	30.0	30.0
Minimum Front Yard and Exterior Side Yard Depth (m)	For first 10.5m or part thereof of height	3.0	3.0	3.0
	For any portion of a building greater than 10.5m in height	4.5	4.5	4.5
Maximum Front Yard and Exterior	For first 10.5m or part thereof of height	6.0	6.0	6.0

<b>Zones</b>		<b>IA-A</b>	<b>IA-B</b>	<b>IA-C</b>
Side Yard Depth (m)	For any portion of a building greater than 10.5m in height	N/A	N/A	N/A
Minimum Interior Side Yard Depth (M)	Abutting an R1, R2, R3, R4, R5, or R7 Zone	4.5m for the first 11.0m or part thereof of height, and 6.0m above the first 11.0m		
	Abutting an OSU or OSP Zone	4.5m for the first 11.0m or part thereof of height, and 6.0m above the first 11.0m		
	Abutting a Commercial Zone	0.0m for the first 11.0m or part thereof of height, and 3.0m above the first 11.0m		
	Abutting a Zone other than R1, R2, R3, R4, R5, R7, OSU, OSP or a Commercial Zone	3.0m for the first 11.0m or part thereof of height, and 4.5m above the first 11.0m		
Minimum Rear Yard Depth (m)	Abutting an R1, R2, R3, R4, R5, R7, OSU or OSP Zone	7.5m for the first 7.5m or part thereof of height, and every 1.0m of additional height shall have an additional minimum yard depth of 1.0m, up to a maximum required yard depth of 19.5m		
	Abutting a Commercial Zone	0.0m for the first 11m or part thereof of height, and 9.0m above the first 11m		
	Abutting a Zone other than R1, R2, R3, R4, R5, R7, OSU, OSP or a Commercial Zone	3.0m for the first 11m or part thereof of height, and 9.0m above the first 11m		
Minimum Density – dwelling units per hectare		N/A	40	40
Maximum Density – dwelling units per hectare		150	150	150
Minimum Height (m)		10.0	9.0	9.0
Maximum Height (m)		26.4	20.0	20.0
Maximum Height of Ground Floor (m)		4.5	N/A	N/A
Maximum Lot Coverage		N/A	50	50
Minimum Building Frontage on an Arterial Road (%)		60	60	60
Minimum Landscaped Open Space (%)		N/A	25	25
Minimum Landscaped Open Space Abutting a Residential Zone (m)		3.0	3.0	3.0

Zones	IA-A	IA-B	IA-C
Location of day care centre, office, personal service establishment, retail store or restaurant	N/A	N/A	First storey only
Maximum combined gross floor area of day care centre, office, personal service establishment, retail store and restaurant floor space (m <sup>2</sup> )	N/A	N/A	50% of the gross floor area of the first storey excluding basements, or 93m <sup>2</sup> , whichever is less

- 38(C).2.2 Notwithstanding any other provision of this By-law to the contrary, in any IA-C Zone, the permitted uses shall be located in a development consisting of at least one of the following:
- (a) An apartment, a block townhouse, a building containing a long term care facility, nursing home or retirement home, or a mix thereof; or,
  - (b) A mixed-use building provided that for every 1m<sup>2</sup> of gross floor area devoted to a day care centre, office, personal service establishment, restaurant or retail store, 2m<sup>2</sup> of floor space devoted to an apartment building, block townhouse, flat, long term care facility, nursing home or retirement home shall be provided.
- 38(C).2.3 The gross floor area occupied by any individual financial institution, merchandise service shop, personal service establishment or retail store, excluding any floor area used for storage, interior pedestrian walkways, the provision of heating, air conditioning, plumbing, electrical or other services, washrooms or parking areas, shall not exceed 1,550m<sup>2</sup> in an IA-A Zone.
- 38(C).2.4 The floor area of the uppermost storey of a building shall be a minimum of 50% of the ground floor area of the same building for any building 3 storeys in height or less.
- 38(C).2.5 Notwithstanding the minimum required height in Table 38(C).2 to the contrary, a maximum of 25% of the coverage of any individual main building in an IA Zone may be less than the minimum height.
- 38(C).2.6 For any block townhouse permitted in any IA Zone, the regulations in Table 9.2 and the relevant general provisions applicable to the R4-A Zone

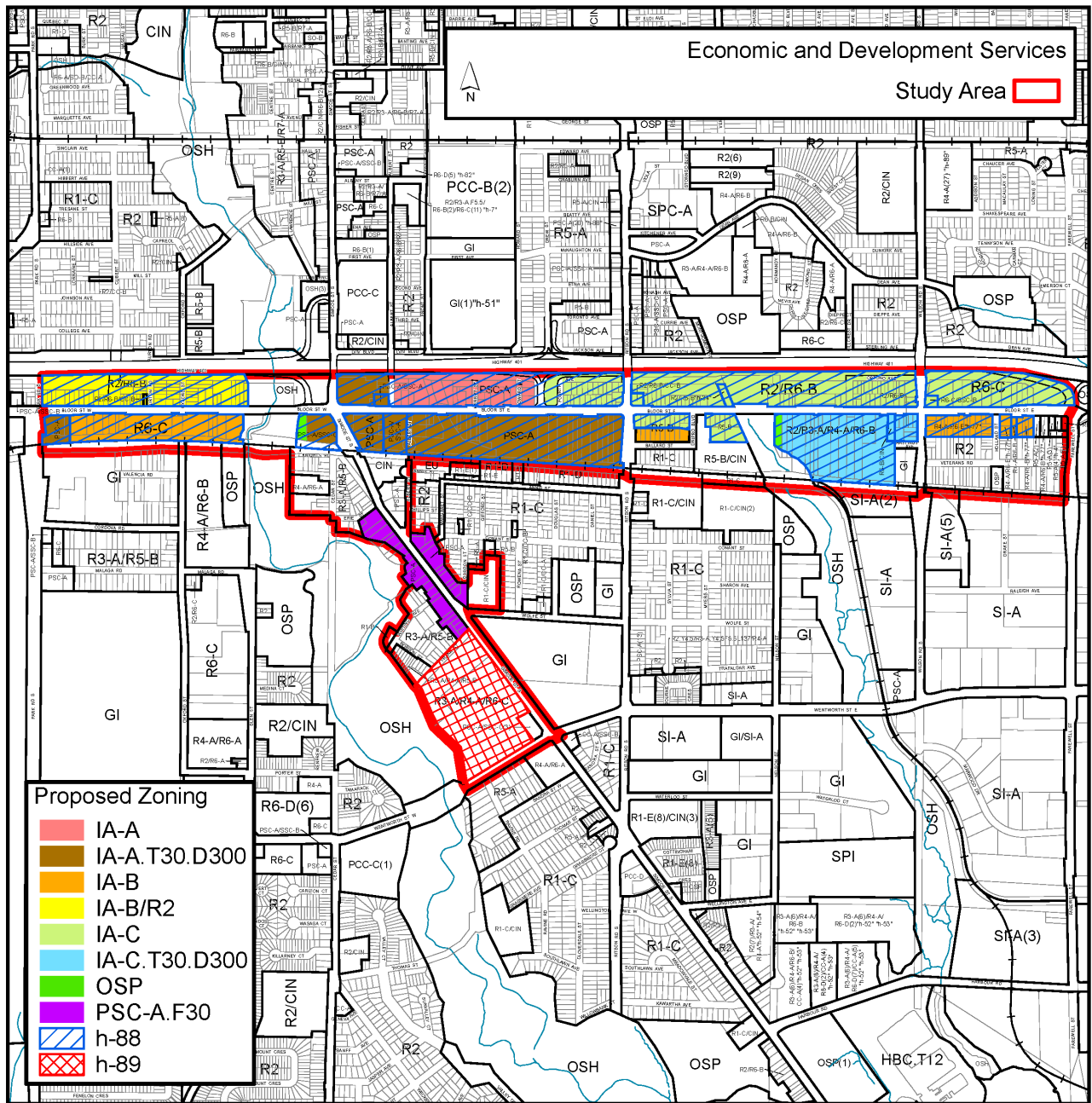
shall apply to such use, except with respect to the following regulations, in which case the regulations in Table 38(C).2 shall apply to such use:

- (a) Maximum front yard and exterior side yard depth
- (b) Minimum height
- (c) Minimum height of ground floor
- (d) Minimum building frontage

38(C).2.7 Notwithstanding the definitions in Section 2 of this By-law to the contrary, in any IA Zone, as shown on Schedule "A" to this By-law, the following definitions shall apply:

- (a) Notwithstanding the definition of "front lot line" in Section 2 of this By-law to the contrary, the street line abutting an arterial road shall be the front lot line. In the case of a lot that abuts two or more arterial roads, the lot line that abuts the widest street shall be deemed to be the front lot line, but where the streets are of equal width, the lot line that abuts a Regional Road shall be deemed to be the front lot line, and in the case of two or more of the streets being under the same jurisdiction and of the same width, the City may designate which street line shall be the front lot line.
- (b) Minimum Building Frontage means that percentage of the frontage on an arterial road where, cumulatively, the length of walls of main buildings facing the street are constructed in the area ranging from the minimum front yard and exterior side yard depth to the maximum front yard and exterior side yard depth applicable to the relevant Zone.

# 6.8 Appendix G: Proposed Amendments to Schedule "A" of Zoning By-law 60-94



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**6.9 Appendix H: Proposed Amendments to Table 39.3B of Zoning By-law 60-94**

**Table 39.3B – Residential Parking Requirements**

Use or Purpose	Minimum Number of Parking Spaces Required	
	<b>City-wide other than in IA (Intensification Area) Zones along the Bloor Street Corridor</b>	<b>Bloor Street Corridor IA (Intensification Area) Zones</b>
Accessory Apartment – pursuant to Article 5.12.2 (89-2014, 66-2023)	1 parking space per accessory apartment, in addition to residential parking requirements for a single detached dwelling, semi-detached dwelling, semi-detached building, duplex or street townhouse dwelling (89-2014, 66-2023)	1 parking space per accessory apartment, in addition to residential parking requirements for a single detached dwelling, semi-detached dwelling, semi-detached building, duplex or street townhouse dwelling
Any building not specifically mentioned containing 3 or more dwelling units	1 per dwelling unit plus 0.33 per dwelling unit for visitors	1 per dwelling unit plus 0.25 per dwelling unit for visitors
Apartment building – condominium	1.45 per dwelling unit plus 0.3 per dwelling unit for visitors	0.50 per dwelling unit plus 0.25 per bedroom after the first and plus 0.25 per dwelling unit for visitors
Apartment building - rental, except senior citizens apartment building	1 per dwelling unit plus 0.33 per dwelling unit for visitors	0.50 per dwelling unit plus 0.25 per bedroom after the first and plus 0.25 per dwelling unit for visitors
Bed and breakfast establishment	2 parking spaces plus 1 parking space for each bedroom which is available to travelers (17-1999)	2 parking spaces plus 1 parking space for each bedroom which is available to travelers
Block townhouse – condominium including a block townhouse tied to a common elements condominium	1.65 per dwelling unit plus 0.35 per dwelling unit for visitors (90-2011)	1 per dwelling unit for residents 0.25 per dwelling unit for visitors

Use or Purpose	Minimum Number of Parking Spaces Required	
Block townhouse - rental	1.25 per dwelling unit plus 0.35 per dwelling unit for visitors	1 per dwelling unit for residents 0.25 per dwelling unit for visitors
Duplex	1 per dwelling unit	1 per dwelling unit
Flat or dwelling unit other than those listed in this table	1 per dwelling unit	1 per dwelling unit
Group home, including correction group home	1 parking space for every 3 residents	1 parking space for every 3 residents
Lodging house	0.5 spaces for every lodging unit plus 1 parking space if the lodging house also contains a separate dwelling unit <b>(62-2000)</b>	0.5 spaces for every lodging unit plus 1 parking space if the lodging house also contains a separate dwelling unit
Nursing home, Long Term Care Facility or crisis care residence <b>(69-2019)</b>	1 parking space for every 4 beds <b>(66-1998, 138-2008)</b>	1 parking space for every 4 beds
Retirement home	0.38 parking spaces for every suite in a retirement home <b>(138-2008)</b>	0.30 per dwelling unit for residents plus 0.15 per dwelling unit for visitors
Semi-detached building	4 parking spaces per building	4 parking spaces per building
Semi-detached dwelling	2 per dwelling unit	2 per dwelling unit
Senior citizens apartment building	0.5 per dwelling unit	0.27 per dwelling unit for residents plus 0.03 per dwelling unit for visitors
Single detached dwelling	2 per dwelling unit	2 per dwelling unit



To: Economic and Development Services Committee

From: Anthony Ambra, P.Eng., Commissioner,  
Economic and Development Services Department

Report Number: ED-24-43

Date of Report: April 3, 2024

Date of Meeting: April 8, 2024

Subject: Revised Application to Amend Zoning By-law 60-94, Rossland  
Residences Corp., 555 Rossland Road West

Ward: Ward 4

File: Z-2023-02

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## **1.0 Purpose**

The purpose of this Report is to provide a recommendation on the revised application submitted by Rossland Residences Corp. (the “Applicant”) to amend Zoning By-law 60-94 (File: Z-2023-02) to permit a development with six (6) stacked townhouse buildings (apartment buildings) with a combined total of 175 dwelling units located on lands municipally known as 555 Rossland Road West (the “Subject Site”).

The Applicant intends to register the proposed development as a condominium. If the subject revised application to amend Zoning By-law 60-94, as amended, is approved, the Applicant will be required to submit an application for approval of a draft plan of condominium at the appropriate time.

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

Attachment 2 is a copy of the original proposed site plan submitted by the Applicant and considered at the April 17, 2023 public meeting.

Attachment 3 is a copy of the revised proposed site plan submitted by the Applicant incorporating revisions to address certain public and technical comments.

On April 17, 2023, a public meeting was held with respect to the subject development application. At the conclusion of the public meeting, the Economic and Development Services Committee adopted a recommendation to direct staff to further review the application and prepare a subsequent report and recommendation back to the Economic and Development Services Committee. The minutes of the April 17, 2023 public meeting form Attachment 4 to this Report.

Subsequent to the April 17, 2023 public meeting, the Applicant revised the subject development proposal. The key differences between the original proposal considered at the public meeting (see Attachment 2) and the revised proposal (see Attachment 3) are as follows:

1. The number of apartment units has been reduced from 179 to 175, thereby reducing the proposed residential density from 168.86 units per hectare (68.37 u/ac.) to 165.46 units per hectare (66.97 u/ac.).
2. The westerly full movement driveway access has been relocated to the western limit of the development to allow for a greater distance from the signalized intersection of Rossland Road/Stevenson Road North and a greater separation from the existing driveway access to Monsignor Paul Dwyer Catholic High School on the north side of Rossland Road West.
3. The westerly building setback adjacent to the semi-detached dwelling lots fronting onto Berwick Crescent to the west has been increased from 7.5 metres (24.61 ft.) to 18.8 metres (61.68 ft.).
4. The proposed maximum building height has increased from 17.36 metres (56.96 ft.) to 18.5 metres (60.70 ft.) to accommodate the change in grade across the Subject Site.
5. The number of proposed parking spaces has increased from 215 to 244. The increase in parking supply and reduction in the number of apartment units results in the following proposed parking rate changes:
  - The proposed parking rate for residents has increased from 1 space per unit to 1.14 spaces per unit (for a total of 200 resident parking spaces); and,
  - The proposed parking rate for visitors has increased from 0.2 spaces per unit to 0.25 spaces per unit (for a total of 44 visitor parking spaces).
6. The site plan now proposes a bike storage room with 132 long-term bicycle parking spaces in the underground parking garage.
7. The underground parking garage has been redesigned such that it does not conflict with the storm sewer that serves the school property to the south.

## **2.0 Recommendation**

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

1. That, pursuant to Report ED-24-43 dated April 3, 2024, the revised application submitted by Rossland Residences Corp. to amend Zoning By-law 60-94 (File: Z-2023-02) to rezone 555 Rossland Road West from R1-C/CIN/SO-D (Residential/Community Institutional/Specialized Office) to an appropriate R6-C (Residential) Zone to permit six (6) stacked townhouse buildings (apartment buildings) with a combined total of 175 dwelling units be approved, generally in accordance with the comments in said

Report, and the necessary by-law be passed in a form and content acceptable to the Commissioner of Economic and Development Services and the City Solicitor.

2. That, in accordance with Section 34(17) of the Planning Act and notwithstanding that the Zoning By-law Amendment proposed in Report ED-23-78 dated April 12, 2023 presented at the public meeting of April 17, 2023 differs to some degree from the proposed amendment recommended to be approved by City Council pursuant to Part 1 of this Recommendation, such differences are not substantial enough to require further notice and another public meeting.

### **3.0 Executive Summary**

This Department recommends the approval of the revised application to amend Zoning By-law 60-94, as amended, to permit the development of six (6) stacked townhouse buildings (apartment buildings) with a combined total of 175 dwelling units on lands generally located at the southwest corner of Rossland Road West and Stevenson Road North and municipally known as 555 Rossland Road West.

The proposed development is appropriate given the Subject Site's location along two Type "B" Arterial Roads with access to transit and can be designed to be compatible with adjacent land uses.

The proposed development conforms to the Provincial Growth Plan, is consistent with the Provincial Policy Statement, conforms to the Durham Regional Official Plan, is within the City's Built Boundary and represents good planning. The proposed development will help the City's efforts to achieve the delivery of 23,000 new housing units in Oshawa between 2022 and 2031, as targeted by the Province.

### **4.0 Input From Other Sources**

#### **4.1 Other Departments and Agencies**

No department or agency that provided comments has any objection to the subject revised application. Certain technical issues and requirements related to the proposed development have been identified and can be resolved during the site plan approval and building permit processes, if the revised application is approved.

#### **4.2 Public Comments**

The minutes of the April 17, 2023 public meeting concerning the subject application form Attachment 4 to this Report. Several letters were also received from the public with respect to the subject application containing comments and expressing objections to the application.

Key concerns raised by the public at the public meeting and in the written correspondence are set out below together with a staff response.

#### **4.2.1 Traffic Impacts**

##### **Comment:**

Comments were received concerning the impact of the proposed development on vehicular traffic in the area, particularly during school drop-off and pick-up times.

##### **Staff Response:**

The Subject Site currently has four driveways on Rossland Road West which served the office buildings that previously occupied the property.

The proposed development will have two driveway accesses on Rossland Road West only, with no driveways on Stevenson Road North.

Rossland Road West and Stevenson Road North are both designated as Type “B” Arterial Roads on Schedule ‘B’, Road Network, of the Oshawa Official Plan (the “O.O.P.”). Both roads are under the jurisdiction of the Region of Durham.

Type “B” Arterial Roads are intended to carry moderate volumes of traffic, including moderate volumes of truck traffic.

The Applicant hired GHD, a professional consulting company with transportation engineering expertise, to prepare a Traffic Impact Study (T.I.S.) and subsequent addendum which were submitted in support of the revised application. The key conclusions of the T.I.S. and addendum are as follows:

- The proposed development is expected to generate a total of 78 two-way trips during the weekday morning peak hour traffic period consisting of 19 inbound trips and 59 outbound trips, and a total of 98 two-way trips during the weekday afternoon peak hour traffic period consisting of 61 inbound trips and 37 outbound trips.
- Under future traffic forecasts, the traffic generated by the proposed development can be accommodated by the existing street system and will not have adverse impacts on the study intersections. No additional road improvements or signal timing modifications are triggered by the proposed development.
- Morning peak hour traffic for Monsignor Paul Dwyer Catholic High School lasts for approximately 15 to 20 minutes. Afternoon peak hour traffic for the school and afternoon peak hour traffic for the proposed development occur at different times.

The Applicant’s original submission showed the westerly driveway for the proposed development aligned opposite the high school’s Rossland Road West driveway (see Attachment 2). In response to certain technical comments from professional traffic engineering staff at the Region of Durham, the west full movement driveway access was relocated to the western limit of the Subject Site to provide a greater distance from the signalized intersection at Rossland Road West and Stevenson Road North and a greater separation from the existing driveway access for Monsignor Paul Dwyer Catholic High School. The Region also requires the Applicant to extend the centre traffic median in

Rossland Road West further west such that it will prevent left turns in and out of the easterly driveway.

Professional traffic engineering staff at both the City and the Region of Durham reviewed the T.I.S. and associated addendum and have no objections to the revised rezoning application.

Staff note that Monsignor Paul Dwyer Catholic High School is expected to move to a new location at the southeast corner of Harmony Road North and Greenhill Avenue as early as fall 2026, which will reduce school-generated traffic along Rossland Road West during drop-off and pick-up times. The future use of the school property is not known at this time.

#### **4.2.2 Parking**

##### **Comment:**

Concerns were expressed that the proposed development does not have sufficient parking and could result in off-site parking issues.

##### **Staff Response:**

Subsequent to the April 17, 2023 public meeting, the total number of parking spaces for the Subject Site has increased from 215 to 244 and the number of units has been decreased from 179 to 175.

The T.I.S. addendum prepared by GHD reviewed the proposed parking supply using the Institute of Transportation Engineers Parking Generation Manual and the parking rates from comparable locations in Oshawa. Through this work it was determined that the proposed 244 parking spaces are sufficient for the subject development.

In a memo dated March 14, 2024, the Applicant confirmed their intention to provide the following parking rates:

- 1.14 parking spaces per unit for residents (200 parking spaces); and,
- 0.25 parking spaces per unit for visitors (44 parking spaces).

Professional transportation engineering staff in this Department and at the Region of Durham have reviewed the T.I.S. addendum and have no objection to the conclusions of the T.I.S. addendum and the proposed parking rates.

#### **4.2.3 Building Height**

##### **Comment:**

A comment was made with respect to the appropriateness of the building heights and related potential shadowing of adjacent properties.

**Staff Response:**

Under the existing R1-C/CIN/SO-D (Residential/Community Institutional/Special Office) zoning for the Subject Site, buildings with a maximum height of 12.0 metres (39.37 ft.) are currently permitted with a minimum rear yard setback of 6 metres (19.69 ft.).

The revised site plan includes six (6) stacked townhouse buildings with a maximum height of 18.5 metres (60.70 ft.).

Rossland Road West and Stevenson Road North are both classified as Type “B” Arterial Roads. The policies of the Provincial Growth Plan, Durham Regional Official Plan and City of Oshawa Official Plan encourage appropriate residential intensification along arterial roads. The proposed height of the building is comparable to other developments that have recently been approved or completed in similar contexts, such as the new apartment building at 976 Simcoe Street North (northwest corner of Simcoe Street North and Sunset Drive).

The Applicant has revised the site plan such that the setback to the adjacent semi-detached dwelling lots on Berwick Crescent is now 18.8 metres (61.68 ft.), whereas a setback of 7.5 metres (24.61 ft.) was originally proposed. The increased setback is now greater than the height of the closest building and generally provides a 45-degree angular plane measured from the shared property line that is free of any building massing (see Attachment 3).

Given the increased setback of the proposed buildings and that the buildings are located east of the Berwick Crescent properties, shadow impacts on the Berwick Crescent properties are expected to be minimal and only occur for a short period in the morning at certain times of the year.

**4.2.4 School Capacities**

**Comment:**

A comment was made regarding the ability of nearby schools to accommodate children from the proposed development.

**Staff Response:**

The Durham District School Board and Durham Catholic District School Board were each circulated the subject application. Neither has expressed any objections to the approval of the application.

**4.2.5 Availability of Recreational Space**

**Comment:**

Comments were made concerning the lack of park space and recreational facilities near the proposed development.

**Staff Response:**

Each unit will have either a rooftop terrace, a balcony, a ground level patio or a sunken patio.

The site design includes a landscaped amenity space for residents between Buildings A and B and between Buildings C and D.

A communal outdoor amenity area approximately 528 square metres (5,685 sq. ft.) in size is also featured as part of the site design and includes a children’s playground at grade.

**5.0 Analysis**

**5.1 Background**

The Subject Site is generally located at the southwest corner of Rossland Road West and Stevenson Road North, and is municipally known as 555 Rossland Road West (see Attachment 1).

The following is background information concerning the subject revised application:

<b>Item</b>	<b>Existing</b>	<b>Requested/Proposed</b>
<b>Oshawa Official Plan Designation</b>	Residential	No change
<b>Zoning By-law 60-94</b>	R1-C/CIN/SO-D (Residential/Community Institutional/Specialized Office) Zone	An appropriate R6-C (Residential) Zone with site specific regulations to permit certain performance standards to implement the site and building design.
<b>Use</b>	Vacant	Six (6) stacked townhouse buildings (apartment buildings) with a total of 175 dwelling units

The following land uses are adjacent to the Subject Site:

- **North:** Rossland Road West, beyond which is Monsignor Paul Dwyer Catholic High School including Grandview Kids Rehabilitation Centre
- **South:** Adelaide McLaughlin Public School and R.S. McLaughlin Collegiate and Vocational Institute
- **East:** Stevenson Road North, beyond which are single detached dwellings
- **West:** Semi-detached dwellings on Berwick Crescent

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

<b>Site Statistics Item</b>	<b>Measurement</b>
Lot Frontage	Rossland Road West – 186m (610.24 ft.) Stevenson Road North – 43.30m (142.66 ft.)
Lot Area	1.06 ha (2.62 ac.)
Number of Proposed Stacked Townhouse Units and Bedroom Types	175 units: - 50 one-bedroom units - 114 two-bedroom units - 11 three-bedroom units
Proposed Net Residential Density	165.46 u/ha (66.97 u/ac.)
Proposed Maximum Building Height	18.50m (60.70 ft.) (generally presenting as 4 to 5 storeys)
Parking Spaces Required	Apartment units at a condominium rate: 254 spaces for residents (1.45 spaces per unit) 53 spaces for visitors (0.3 spaces per unit) Total: 307
Parking Spaces Provided	200 spaces for residents (1.14 spaces per unit) 44 spaces for visitors (0.25 spaces per unit) Total: 244
Number of Bicycle Parking Stalls Proposed	Long term: 132 Short term: 20 Total: 152

**5.2 Oshawa Official Plan**

The Subject Site is designated Residential in the 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. Table 2, Residential Density Classification, in the O.O.P. identifies five density categories, including the High Density I Residential category. This category permits 85 to 150 units per hectare (34 to 60 u/ac.), subject to general locational criteria as follows:

- (a) Generally located at the periphery of neighbourhoods along arterial roads, or within or at the periphery of the Downtown Oshawa Urban Growth Centre, or in proximity to arterial roads within the Main Central Areas, Sub-Central Areas Community Central Areas 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.



The proposed development at 555 Rossland Road West would have a net residential density of approximately 165.46 units per hectare (66.97 u/ac.) which is greater than the High Density I Residential classification.

It should be noted that in order to provide for flexibility in the interpretation of the text and schedules of the O.O.P., all numbers and quantities (with the exception of floor space indices) shall be considered to be approximate. Policy 10.1.2(a) specifies that minor changes to such numbers and quantities will be permitted without the need for an Official Plan amendment, provided that such changes do not affect the intent of the O.O.P. This policy would apply in the consideration of minor deviations from the density ranges outlined in Table 2 of the O.O.P., which serves as a guideline for reviewing matters related to the density of development.

O.O.P. Policy 2.3.3.3 states that in considering the approval of residential developments abutting arterial roads, consideration shall be given to such matters as building siting, landscaping, service roads, access to transit routes, walkability and opportunities for active transportation. Consideration shall also be given to applicable guidelines related to the adverse effect of noise in the design of residential developments which are adjacent to arterial roads.

O.O.P. Policy 2.3.4.5 states that in the processing of plans for Medium Density I, Medium Density II, High Density I and High Density II Residential multiple attached developments, consideration shall be given to the requirement for on-site indoor and outdoor amenity space.

Rossland Road West and Stevenson Road North are both designated as Type "B" Arterial Roads on Schedule "B", Road Network, of the O.O.P. Rossland Road West is also designated as a Regional Transit Spine on Schedule "B-1", Transit Priority Network, of the O.O.P.

Section 3.3.3(c1) of the O.O.P. states, in part, that to facilitate the provision and use of transit, development adjacent to a Transit Spine shall provide for the following:

- Provide a broad range 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, where the development site is located outside of the Windfields Part II Plan area;
- New buildings to be oriented towards the street, including frontal quality entrances and/or or direct pedestrian access to main entrances, to reduce walking distances to transit facilities; and,
- Limited surface parking, to be regulated through the Zoning By-law, and opportunities for the potential redevelopment of surface parking.

The subject application conforms to the O.O.P.

### **5.3 Zoning By-law 60-94**

The Subject Site is currently zoned R1-C/CIN/SO-D (Residential/Community Institutional/Specialized Office).

The R1-C Zone permits single detached dwellings.

The CIN Zone permits a variety of community uses, including, but not limited to, a church, elementary school and secondary school.

The SO-D Zone permits offices.

Stacked townhouses are considered to be an apartment building under Zoning By-law 60-94. An apartment building is not permitted in any of the aforementioned zones. The Applicant has submitted an application to amend Zoning By-law 60-94 to rezone the Subject Site to an appropriate R6-C (Residential) Zone subject to a special condition to permit six (6) stacked townhouse buildings with a combined total of 175 dwelling units. In order to implement the proposed buildings/site design, special regulations are proposed including, but not necessarily limited to, increased residential density, lot coverage, building height and rear yard setback to the Berwick Crescent properties, permitted encroachment of stairs into certain required yards, reduced front yard, interior side yard and exterior side yard setbacks, and reduced landscaped open space and parking.

This Department has no objections to the approval of the revised application to amend Zoning By-law 60-94, as amended, for the Subject Site which would:

- Rezone the Subject Site from R1-C/CIN/SO-D (Residential/Community Institutional/Specialized Office) to an appropriate R6-C (Residential) Zone to permit a maximum residential density of 165.46 units per hectare (66.97 u/ac.) (175 apartment units); and,
- Implement site specific zoning regulations to facilitate the proposed site and building designs, including the establishment of certain performance standards.

This Department recommends that an “h” holding symbol be applied to the zoning of the Subject Site which would restrict development until such time as:

- (a) Site Plan approval is obtained from the City that addresses such matters as landscaping, fencing, lighting, waste collection and amenity area design; and,
- (b) Noise mitigation is addressed to the satisfaction of the City.

While the “h” holding symbol is in effect, only uses permitted in an FD (Future Development) Zone and a temporary sales office would be permitted.

Section 5.5 of this Report sets out the rationale for this position.

#### **5.4 Site Design/Land Use Considerations**

The Applicant proposes to develop six (6) stacked townhouse buildings (apartment buildings) with a combined total of 175 dwelling units (see Attachment 3).

The proposed development includes surface parking and one level of underground parking. The Applicant proposes to use a stacker system for 80 of the 200 resident parking spaces. Each stacker would accommodate two parked cars. Each set of parking spaces in the stackers would only be assigned to a household that requires two parking spaces.

Driveway access to the private condominium road would be from Rossland Road West only. The Applicant will be required to extend the existing centre median in Rossland Road West to prevent drivers from turning left from Rossland Road West into the easterly driveway of the Subject Site, or making a left turn out of the Subject Site using the easterly driveway. All turning movements will be permitted at the westerly driveway.

The proposed development also includes the following features:

- A communal outdoor amenity area to the south of Building E including a children's playground at grade;
- Central courtyards between Buildings A and B and between Buildings C and D;
- Private balconies/patios for each dwelling unit including rooftop terraces for upper level units; and,
- Storage lockers and bicycle parking in the underground garage.

In support of the proposed development the Applicant has submitted a variety of plans and documents including a site plan, floor plans, elevation plans, a planning justification report, landscape plans, a tree inventory and protection report, a grading plan, a servicing plan, a functional servicing and stormwater management report, a geotechnical report, a noise feasibility study, a transportation impact study, a parking study and a record of site condition.

Detailed design matters will be reviewed during the processing of the future application for site plan approval to ensure compliance with the City's Landscaping Design Policies, engineering standards and other policies in the event the subject application is approved.

Some of the specific matters this Department will be reviewing during the processing of the future site plan application, if the subject rezoning application is approved, include:

- (a) Site/building design matters including waste collection, accessibility, parking, lighting, landscaping, driveway access, fencing, amenity area design and building architecture;
- (b) Noise mitigation;
- (c) Stormwater management, grading and servicing matters; and,

(d) Crime Prevention Through Environmental Design matters.

### **5.5 Basis for Recommendation**

This Department has no objection to the approval of the subject revised application submitted by the Applicant to amend Zoning By-law 60-94 for the following reasons:

- (a) Redeveloping an under-utilized property at this location along two arterial roads is consistent with the Provincial Policy Statement and conforms to the Provincial Growth Plan.
- (b) The proposed development conforms to the Durham Regional Official Plan and the O.O.P.
- (c) The proposal will advance development that is within the City's Built Boundary. The Growth Plan for the Greater Golden Horseshoe established a Built Boundary for municipalities within which a certain percentage of all new residential development must take place to reduce the demand for new residential growth in greenfield areas.
- (d) The proposed development contributes to a range of housing types in the area.
- (e) The proposed development is located along a Regional Transit Spine (Rossland Road West) as identified on Schedule "B-1", Transit Priority Network, of the O.O.P. and has been designed to be transit supportive given its proximity to Durham Region Transit bus routes (Routes 409A and Pulse 916).
- (f) The proposed development will make more efficient use of existing municipal services such as water and sanitary service.
- (g) The proposed development has been designed to be compatible with surrounding land uses.
- (h) The proposed development will help the City's efforts to achieve the delivery of 23,000 new housing units in Oshawa by 2031, as targeted by the Province.
- (i) Through the application of an "h" holding symbol to the zoning of the Subject Site, detailed design matters, including noise mitigation, can appropriately be addressed during the site plan approval process.
- (j) The proposed development represents good planning.

### **6.0 Financial Implications**

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

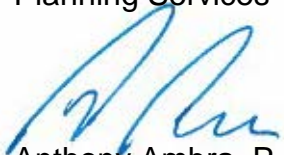
The subject application was submitted prior to July 1, 2023 and therefore the Applicant will not be eligible for a fee refund under the Planning Act as amended by Bill 109 (More Homes for Everyone Act, 2022) if the City does not make a decision on the Zoning By-law Amendment application within a certain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

## 7.0 Relationship to the Oshawa Strategic Plan

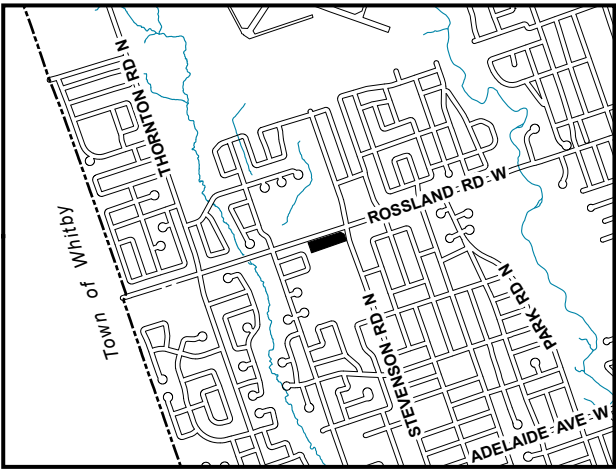
The Recommendation in this Report advances the Economic Prosperity and Financial Stewardship, Social Equity and Environmental Responsibility goals of the Oshawa Strategic Plan



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



Anthony Ambra, P.Eng., Commissioner,  
Economic and Development Services Department



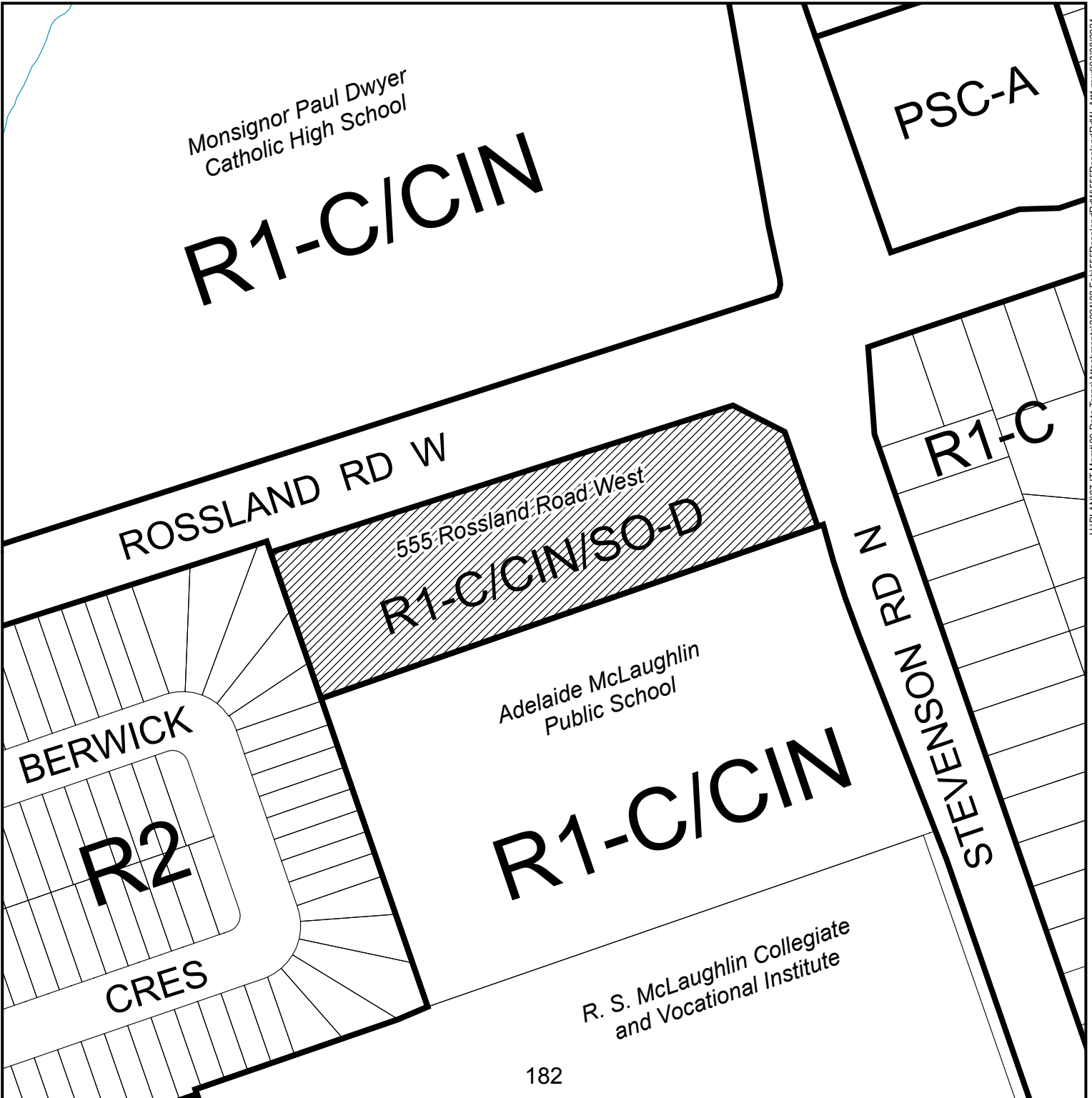
Item: ED-24-43  
Attachment 1

Economic and Development Services

Subject: Revised Application to Amend Zoning  
By-law 60-94, Rossland Residences Corp.  
Address: 555 Rossland Road West  
Ward: Ward 4  
File: Z-2023-02

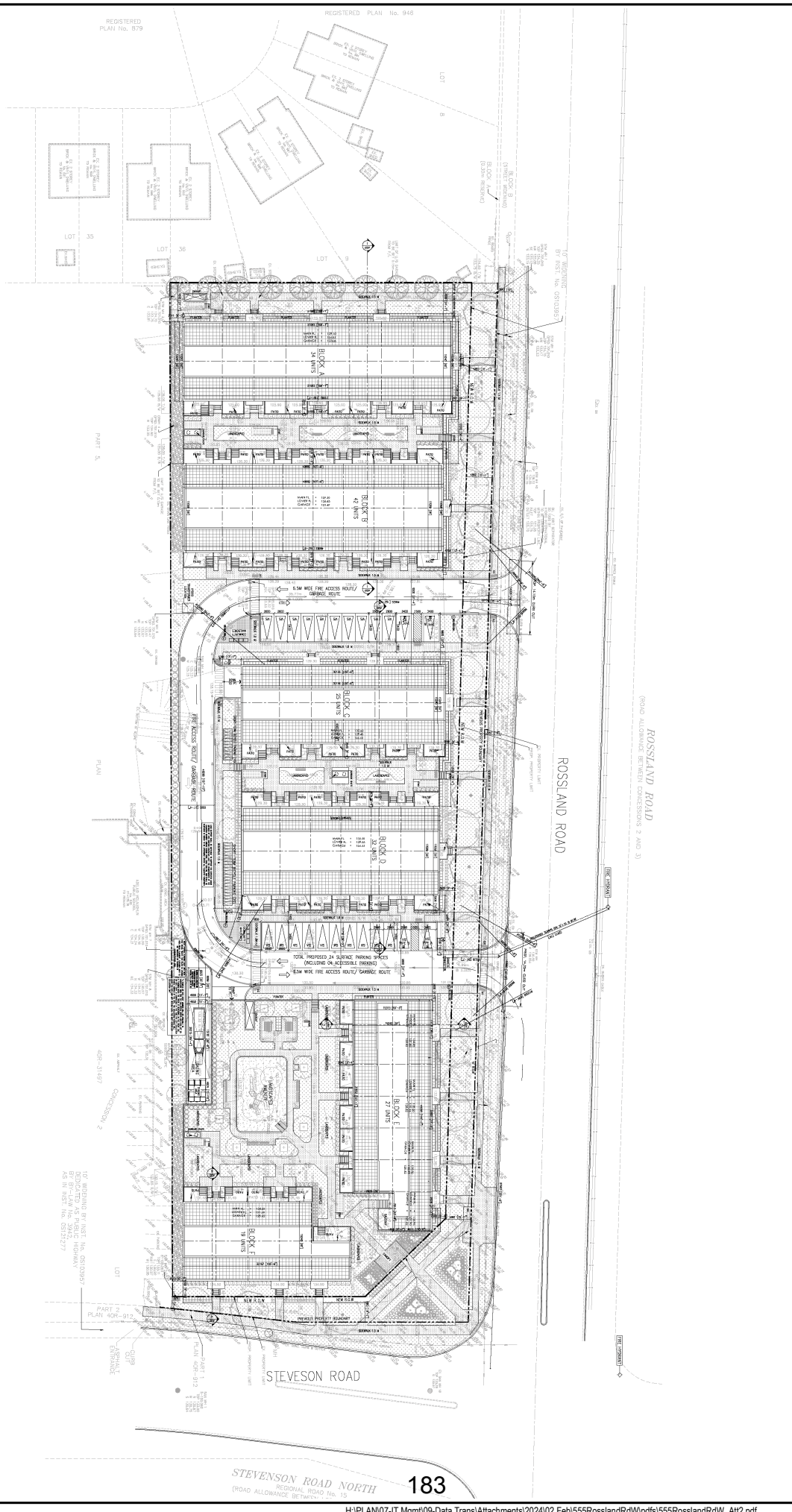


Subject Site

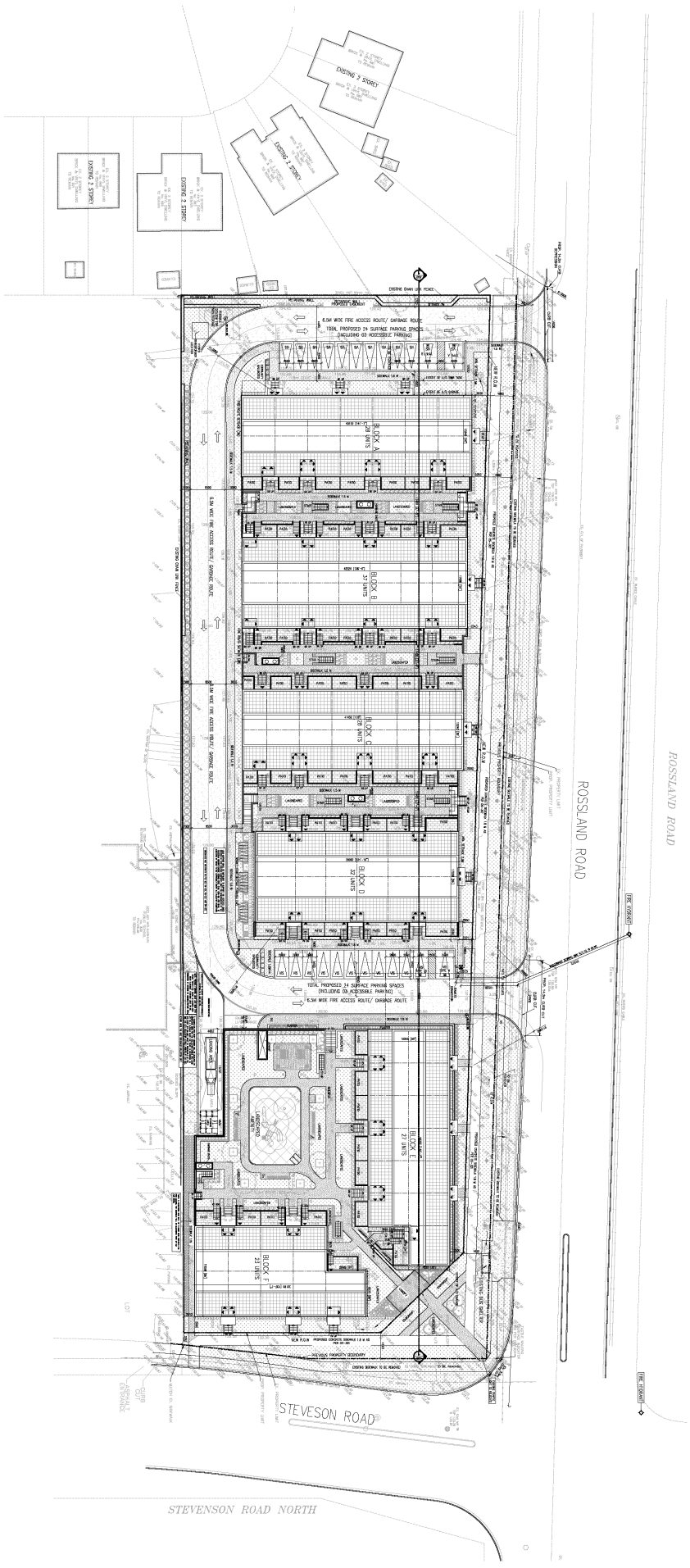


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Title: Original Proposed Site Plan Submitted by the Applicant  
 Subject: Revised Application to Amend Zoning By-law 60-94, Rossland Residences Corp.  
 Address: 555 Rossland Road West  
 Ward: Ward 4  
 File: Z-2023-02



Title: Revised Proposed Site Plan Submitted by the Applicant  
 Subject: Revised Application to Amend Zoning By-law 60-94, Rossland Residences Corp.  
 Address: 555 Rossland Road West  
 Ward: Ward 4  
 File: Z-2023-02





**Excerpts from the Minutes of the Economic and Development Services Committee Meeting held on April 17, 2023**

**Application ED-23-78**

**Presentation**

**GHD - Application to Amend Zoning By-law 60-94, Rossland Residences Corp., 555 Rossland Road West (Ward 4)**

Bryce Jordan, GHD, provided a presentation concerning the Application to Amend Zoning By-law 60-94, Rossland Residences Corp., 555 Rossland Road West.

The Committee questioned Bryce Jordan, GHD.

**Delegations**

**Tammy Atkinson - Application to Amend Zoning By-law 60-94, Rossland Residences Corp., 555 Rossland Road West (Ward 4)**

Tammy Atkinson addressed the Economic and Development Services Committee concerning the Application to Amend Zoning By-law 60-94, Rossland Residences Corp., 555 Rossland Road West expressing concerns that she does not support the development based on the height of the buildings, that the development does not suit the area's existing infrastructure, as well as of the impact on the other homes in the area such as sunlight.

**Correspondence**

ED-23-67            Various Residents submitting comments in opposition to ED-23-78 concerning Application to Amend Zoning By-law 60-94, Rossland Residences Corp., 555 Rossland Road West (Ward 4)

Moved by Councillor Kerr

That Correspondence ED-23-67 from various residents submitting comments in opposition to ED-23-78 concerning Application to Amend Zoning By-law 60-94, Rossland Residences Corp., 555 Rossland Road West be referred to Report ED-23-78.

**Reports**

**ED-23-78 - Application to Amend Zoning By-law 60-94, Rossland Residences Corp., 555 Rossland Road West (Ward 4)**

Moved by Councillor Kerr

That, pursuant to Report ED-23-78 dated April 12, 2023, concerning the application submitted by GHD Limited on behalf of Rossland Residences Corp. to amend Zoning By-law 60-94 (File: Z-2023-02) to permit the development of six stacked townhouse buildings (apartment buildings) with a total of 179 dwelling units at 555 Rossland Road West, staff

be directed to further review and prepare a report and recommendation back to the Economic and Development Services Committee. This direction does not constitute or imply any form or degree of approval.

Motion Carried

To: Economic and Development Services Committee

From: Anthony Ambra, P.Eng, Commissioner,  
Economic and Development Services Department

Report Number: ED-24-41

Date of Report: April 3, 2024

Date of Meeting: April 8, 2024

Subject: Graffiti and Vandalism Remediation Fund

Ward: Ward 4

File: 03-05

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## **1.0 Purpose**

The purpose of this report is to provide recommended terms for a Graffiti and Vandalism Remediation Fund in the total amount of \$100,000 as directed through the 2024 Mayor's budget.

Attachment 1 to this Report includes the full scope of the Graffiti and Vandalism Remediation Fund and the Physical Program Area.

Attachment 2 to this Report includes a Heat Map outlining Graffiti and Vandalism property complaints between 2022-2024.

## **2.0 Recommendation**

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

That pursuant to Report ED-24-41 dated April 3, 2024 concerning a Graffiti and Vandalism Remediation Fund, the Economic and Development Services Department be authorized to implement and deliver the Graffiti and Vandalism Remediation Fund in accordance with Attachment 1 to this Report.

## **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
- Commissioner, Community and Operations Services
- Commissioner, Facilities and Safety Services

## **5.0 Analysis**

### **5.1 Program Overview**

Through the 2024 Mayor's Budget, a one-time fund of \$100,000 was established to support the business community in addressing the remediation of graffiti and vandalism acts to properties.

This fund will provide businesses with funds for eligible commercial or industrial property graffiti and vandalism repairs, or to implement eligible preventative measures.

The program's purpose is to encourage attraction, retention and growth of businesses and to help offset graffiti and vandalism expenditures incurred by businesses beginning in 2024 by providing financial support to eligible applicants.

The program scope, eligibility and implementation plan was developed with input from Operations Services, Finance Services and Municipal Law Enforcement Services. Through this consultation and review of complaints received or identified as it relates to property damage from graffiti or vandalism, it is recommended by staff that this program exist within the downtown area and Simcoe Street corridor. The graffiti and vandalism remediation boundary area shown in Figure 1, Attachment 1.

Attachment 2 includes a map that displays impacted properties between 2022-2024. This map forms the basis of the staff recommendation to focus on the area covered in the graffiti and vandalism remediation boundary and to ensure that the greatest amount of businesses can access the funding available in the limited, one-time fund of \$100,000.

The City of Oshawa's Business and Economic Development Services department will administer the launch, application intake, review, and rebate of the program following Committee and Council approval of the program and procedures.

### **5.2 Rebate Overview**

#### **5.2.1 Types of Rebates**

The grant program offers two (2) types of rebates. A property owner or business owner can apply to one or both programs. Each municipal address is only able to apply for each grant one time for the life of the grant program. There is both a proposed Reporative Rebate and Preventative Rebate.

### **5.2.2 Reparative Rebate Grant**

The Reparative Rebate is designed to provide immediate relief to offset eligible reparative costs in respect of damage to eligible commercial and industrial property due to graffiti or vandalism on or after January 1, 2024.

Grants under this program may be provided up to 50% of the reparative costs and insurance deductibles, to a maximum of a one-time \$2,000 per municipal street address, storefront or commercial/industrial unit.

Acceptable reparative projects to the front or side(s) of the property must be visible from the street/sidewalk. Rear property projects will not be considered.

Full eligibility criteria and intake process can be reviewed in Attachment 1.

### **5.2.3 Preventative Rebate Grant**

The Preventative Rebate Grant is designed to provide funding for eligible proactive/preventative measures to mitigate damage to commercial property due to potential graffiti or vandalism.

Grants under this program may be provided up to 50% of the preventative costs, to a maximum of a one-time \$5,000 per eligible municipal street address, storefront or commercial/industrial unit.

Acceptable preventative projects to the front or side(s) of the property must be visible from the street/sidewalk. Rear property projects will not be considered.

It should be noted that staff recognize this proposed amount is lower than the amount in the Community Improvement Plan (C.I.P.) Programs, which extends up to \$10,000 for safety and security enhancements, however the C.I.P.'s are a competitive application fund and can only accept applications two times per year (March and September). This will allow property owners to access support when needed or have the option to wait for the C.I.P. cycle to apply for a higher level of preventative funding. Applicants will not be eligible to receive funding under both programs.

Full eligibility criteria and intake process can be reviewed in Attachment 1.

## **6.0 Financial Implications**


The \$100,000 for the creation of this fund was directed through the 2024 Mayor's budget. There are no anticipated costs to operationalize the fund as the scope of the project implementation can occur within the current staff capacity within the Business and Economic Development Services.

## **7.0 Relationship to the Oshawa Strategic Plan**

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



Hailey Wright, BA Hons, Director,  
Business and Economic Development Services



Anthony Ambra, P.Eng, Commissioner,  
Economic and Development Services Department

## **Graffiti and Vandalism Remediation Fund**

### **Background**

Recognizing the increased costs to businesses due to property graffiti and vandalism in Oshawa, the City of Oshawa has launched its one-time \$100,000 Graffiti and Vandalism Grant, which will provide businesses with funds for eligible commercial or industrial property graffiti and vandalism repairs, or to implement eligible preventative measures.

This new grant program's purpose is to encourage attraction, retention and growth of businesses and to help offset graffiti and vandalism expenditures incurred by businesses beginning in 2024 by providing financial support to eligible applicants.

The City of Oshawa's Business and Economic Development Services department will administer the launch, application intake, review, and rebate of the program.

### **Types of Rebates**

The grant program offers two (2) types of rebates. A property owner or business owner can apply to one or both programs. Each municipal address is only able to apply for each grant one time for the life of the grant program.

### **Reparative Rebate Grant**

Provides immediate relief to offset eligible reparative costs in respect of damage to eligible commercial and industrial property due to vandalism on or after January 1, 2024.

Grants under this program may be provided up to 50% of the reparative costs and insurance deductibles, to a maximum of a one-time \$2,000 per municipal street address, storefront or commercial/industrial unit.

Acceptable reparative projects to the front or side(s) of the property must be visible from the street/sidewalk. Rear property projects will not be considered.

### **Eligible Reparative Rebate Costs:**

- Examples of accepted reparative work include:
  - Costs of repairing or replacing vandalized property not covered by insurance, including windows and doors, locks, graffiti removal, associated installation fees, and other exterior damage to the property;
  - Insurance deductibles to cover the cost of vandalized property, including windows and doors, locks, graffiti removal and other damage to the property; and,
  - Any additional graffiti and/or vandalism-related costs to the property as may be approved by the Application Review Team.

- Examples associated with theft of, or damaged inventory, supplies, equipment, and personal belongings are out of scope and do not qualify as eligible reparative expenses.
- Note: All [Designated Heritage Properties](#) are required to abide by the City's [Property Standards By-Law](#) that establishes minimum standards for maintenance and repair, and any alterations made to the property.

### **Preventative Rebate**

Provides funding for eligible proactive/preventative measures to mitigate damage to commercial property due to potential graffiti or vandalism.

Grants under this program may be provided up to 50% of the preventative costs, to a maximum of a one-time \$5,000 per eligible municipal street address, storefront or commercial/industrial unit.

Acceptable preventative projects to the front or side(s) of the property must be visible from the street/sidewalk. Rear property projects will not be considered.

### **Eligible Preventative Rebate Costs:**

- Examples of accepted preventative work include:
  - anti-graffiti film, paints, and or coatings;
  - shatterproof glass or protective films;
  - lock enhancements;
  - impact protection attachment systems for windows;
  - exterior lighting enhancement;
  - cameras and recording/monitoring equipment;
  - alarm and monitoring systems;
  - installation fees associated with approved preventative updates;
  - physical security audit of the exterior of the building; and,
  - other.
- Examples of unaccepted preventative work include:
  - cosmetic property enhancements;
  - in-store equipment/furniture;
  - items for non-business locations such as residential apartment, patio, garage, shed, etc.;
  - internal labour costs; and,
  - alterations to [Designated Heritage Properties](#) that are not approved by City Council via the City's [Property Standards By-law](#).



## **Program Timeline**

- Reparative and Preventative Rebate applications are retroactive to January 1, 2024, accepted year-round, and will be reviewed on a first come first serve basis until the grant is fully exhausted.
- Applications, if successful, will be screened, reviewed, approved and paid by cheque in 30 business days, provided there is limited follow up required with the applicant during the screening and review process.

## **Eligibility Criteria**

To be considered eligible for either rebate, a business or property owner must:

- Be located in the area defined in Figure 1 of Attachment 1 of this report;
- Have an exterior entrance (accessible directly from an outside area such as sidewalk, street or parking area), which serves as the primary access point for customers and clients;
- Submit proof of one or more of the following: property ownership, commercial tenancy, or property tax bill;
- Be in good standing with the City of Oshawa;
- Not have received an alternative, local Community Improvement Plan grant or insurance claim to cover the same expense;
- Submit all relevant photos of the incident and completed work (Reparative Rebate only);
- Submit receipts of the completed work;
- The subject property does not have any outstanding Property Maintenance Orders issued by City of Oshawa Municipal Law Enforcement Services;
- The reparative work is not being completed in association with work that has been ordered by City of Oshawa Municipal Law Enforcement Services; and,
- Attest if they have/have not filed a police report, insurance claim, and/or by-law incident report.

## **Evaluation**

- City staff will conduct a title search of the property and review property tax records; Properties with property taxes in arrears are not eligible to receive any grant.
- All grant applications are subject to review and approval by the Application Review Team and the availability of funding;
- No grant will be issued unless eligible works are deemed complete by the Application Review Team;

- Grants will be applied retroactively to works completed prior to application submission; and,
- The City of Oshawa reserves the right to deny or refuse any application. No application is guaranteed to be approved.

### **Pre-Application Consultation**

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

For questions or support regarding the Graffiti and Vandalism Grant eligibility, digital application portal, application or general inquiries, please contact [business@oshawa.ca](mailto:business@oshawa.ca).

### **Grant Application Form**

Graffiti and Vandalism Grant application requirements to include:

- Property Owner/Business Owner Information (name, mailing address, contact details);
  - Business owners will be required to receive property owner approval prior to completing an application (i.e. digital acknowledgement) and the City of Oshawa reserves the right to contact business owners directly to ensure this criteria has been met.
- Property Information (location and description details);
- Graffiti and Vandalism Grant (reparative, preventative, both);
- Project Description (work details, including photos);
- Grant Requirements (proof of ownership/tenancy, all project receipts);
- Information to be Answered Yes/No (police report, insurance claim, by-law report, hate crime, how did you hear about program); and,
- Covenant and Authorizations (digital acknowledgement and signature).

### **Definitions**

- **Graffiti** – writing and/or drawings scribbled, scratched, or sprayed illicitly on a wall or other surface of a building or property, usually without permission and within public view.
- **Vandalism** – action involving deliberate destruction of or damage to private property. Examples include breaking a window or sign, and defacing or negatively altering another’s property.
- **Heritage** – “Heritage Property” means a Property that has been designated under Section 29 or Section 34.5 of the Ontario Heritage Act or Property that is located within

an area that has been designated under Section 41 of the Ontario Heritage Act as a heritage conservation district.

- **Owner** – “Owner” includes: (a) the Person for the time being managing or receiving the rent of the Property, whether on the Person’s own account or as agent of the trustee of any other Person, or who would so receive the rent if the Property were let; and (b) a lessee or Occupant of the Property who, under the terms of a lease, is required to Repair and maintain the Property in accordance with the Standards; (c) the registered Owner of the Property; or (d) a mortgagee in possession of the Property.

### **Internal Review Process**

Using the digital application portal, all submissions will automatically trigger the following actions:

- Automated email to applicant to acknowledge receipt of submission.
- Application submission email to [business@oshawa.ca](mailto:business@oshawa.ca) for review.

Upon receipt of each new application, the Partnerships and Business Services Officer will be responsible to complete the following review process:

- Examine application and determine whether all necessary information is provided and all eligibility requirements are met.
  - If not, contact applicant or related parties directly to collect all necessary information.
- Once application is deemed complete and eligible, email application and recommendation to Application Review Team for approval;
  - Proposed Application Review Team to consist of representatives from Economic Development, Municipal Law Enforcement, Corporate Security and Operations Services; and,
  - Share municipal street address details with Taxation Services to verify tax status in good standing.
- If approved:
  - Provide commitment letter for applicant;
  - Prepare Requisition Form for Finance; and,
  - Update master program budget and files.
- If denied:
  - Inform applicant with status and rationale.

### **Relevant Municipal Graffiti Programs**

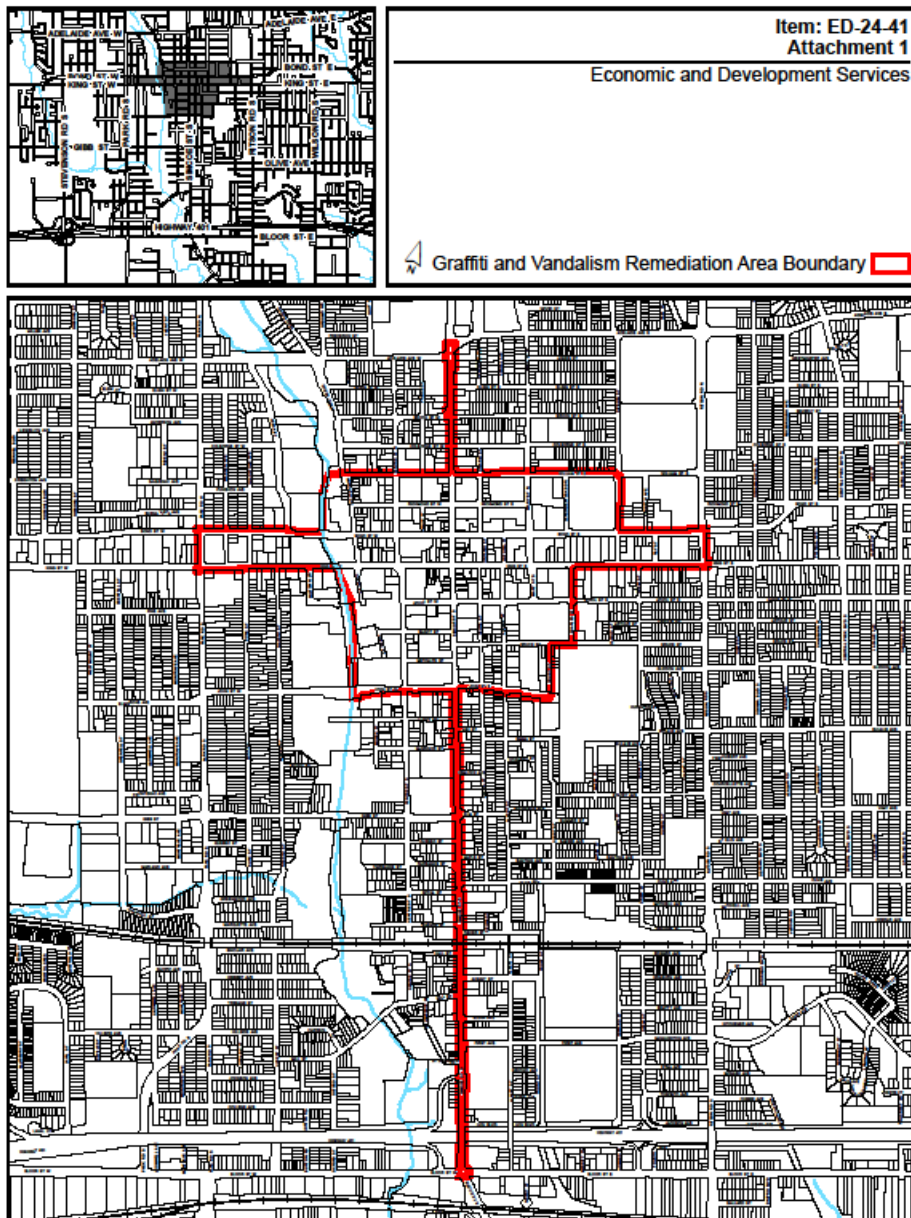
1. City of Hamilton = Commercial District Revitalization Grant Program
2. British Columbia Chamber of Commerce = Securing Small Business Rebate

### 3. City of Kamloops = Vandalism Cleanup Support Grant

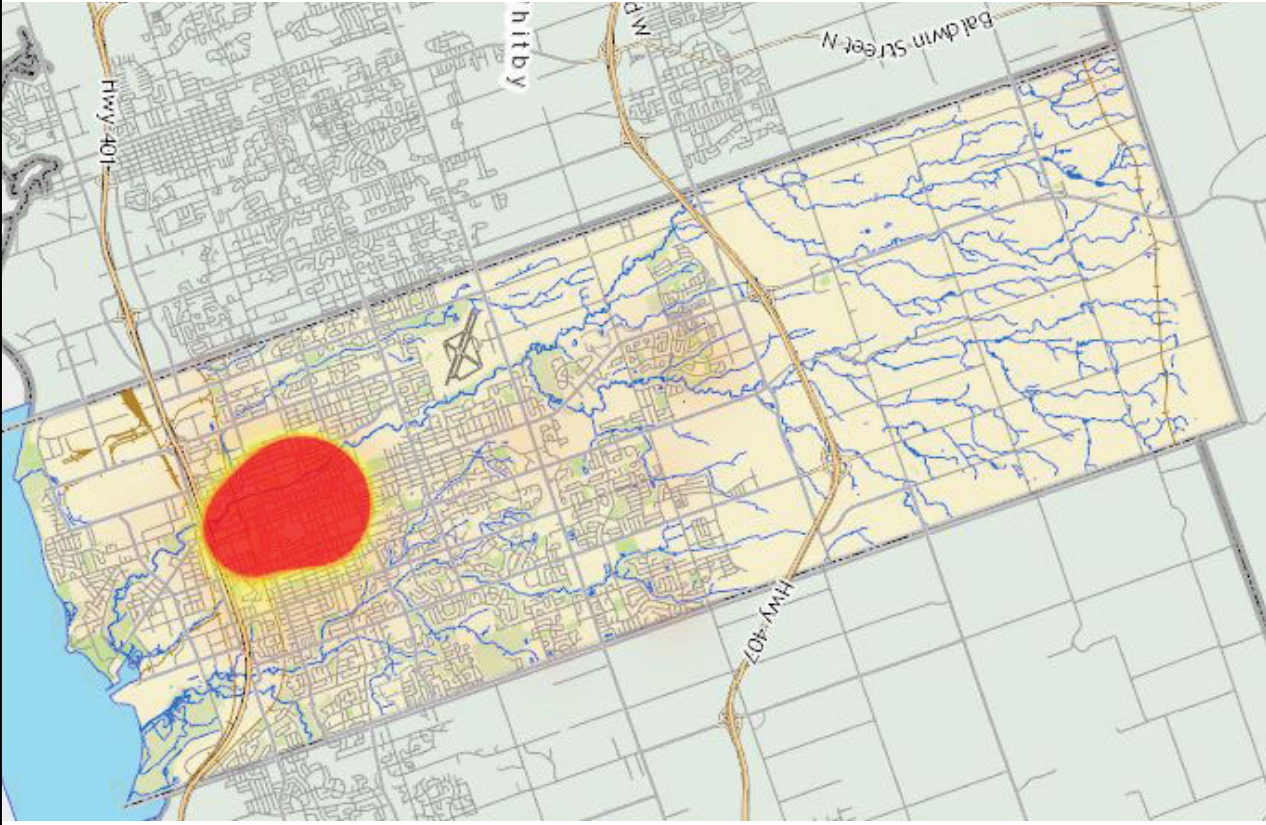
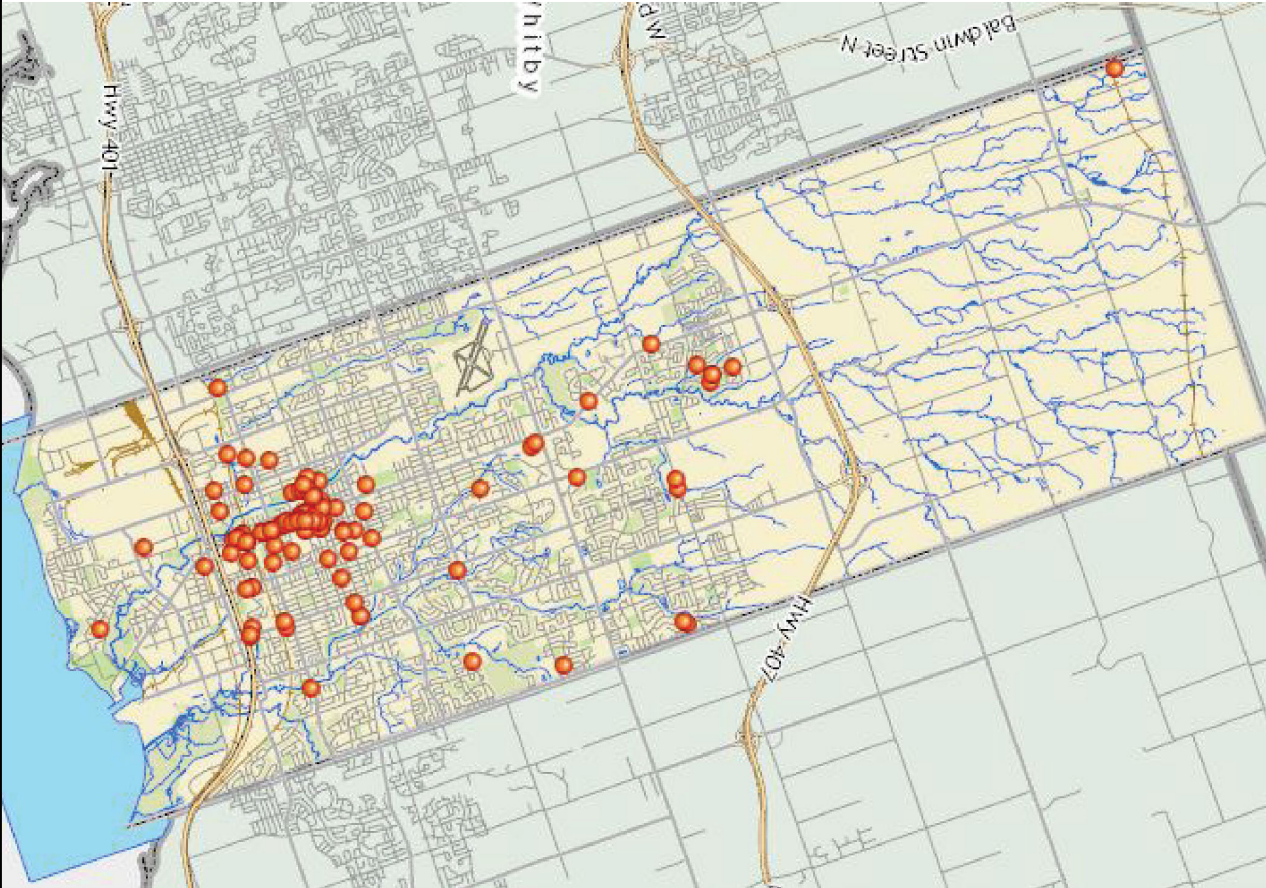
#### Next Steps

- Implement marketing strategy to support launch of new program to all community stakeholders;
- Develop frequently asked questions to accompany program launch and public information; and,
- Conduct annual program review.

Figure 1: Graffiti and Vandalism Remediation and Prevention Project Area



Title: Impacted Properties Between 2022-2024  
Subject: Graffiti and Vandalism Remediation Fund  
Ward: Ward 4  
File: 03-05





To: Economic and Development Services Committee

From: Anthony Ambra, P.Eng Commissioner,  
Economic and Development Services Department

Report Number: ED-24-40

Date of Report: April 3, 2024

Date of Meeting: April 8, 2024

Subject: Oshawa Culture Counts Awards 2024 Recipients

Ward: All Wards

File: 03-05

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## **1.0 Purpose**

The purpose of this Report is to present recommendations for the award of the 2024 Oshawa Culture Counts Awards as provided by the sub-committee of the Cultural Leadership Council (“C.L.C.”).

Attachment 1 provides the procedure and selection criteria for the Oshawa Culture Counts Awards.

Attachment 2 lists the Culture Counts Award recipients from 2018 – 2023.

Confidential Attachment 3 contains the nominations for the 2024 Oshawa Culture Counts Awards and the recommendations from the sub-committee of the C.L.C. for the Economic and Development Services Committee to consider.

## **2.0 Recommendation**

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

1. That, pursuant to Report ED-24-40 dated April 3, 2024, Nominee Number 1 listed in Confidential Attachment 3 of the Oshawa Culture Counts Professional Artist nominations presented in Report ED-24-40 be selected as the winner of the 2024 Oshawa Culture Counts Professional Artist Award.
2. That, pursuant to Report ED-24-40 dated April 3, 2024, Nominee Number 2 listed in Confidential Attachment 3 of the Oshawa Culture Counts Emerging Artists nominations presented in Report ED-24-40 be selected as the winner of the 2024 Oshawa Culture Counts Emerging Artist Award.

3. That, pursuant to Report ED-24-40 dated April 3, 2024, Nominee Number 1 listed in Confidential Attachment 3 of the Innovation and Creation Champion Award nominations presented in Report ED-24-40 be selected as the winner of the 2024 Innovation and Creation Champion Award.

### **3.0 Executive Summary**

In its meeting on February 18, 2014, City Council approved CS-14-16, Culture Counts: Oshawa's Arts, Culture and Heritage Plan. Culture Counts identifies the Strategic Direction to "Build a Strong, Vital and Connected Arts, Culture and Heritage Sector" with the strategy to "Build and Sustain Partnerships across the Arts, Culture and Heritage Sector". Within this Strategic Direction and Strategy is the specific action item to "Consider the development of a Civic Arts, Culture and Heritage Award Program".

In its meeting on October 16, 2017, City Council approved CS-17-82, Development of Arts, Culture and Heritage Awards Program which proposed the creation of the 'Oshawa Culture Counts Awards', in three categories:

- Oshawa Culture Counts Professional Artist
- Oshawa Culture Counts Emerging Artist
- Innovation and Creation Champion Award

In its meeting on June 24, 2019, City Council approved CS-19-81 which provided a proposal to streamline the process of multiple awards, including the Oshawa Culture Counts Awards.

In its meeting on May 29, 2023, City Council approved ED-23-102 which revised the selection process of the Oshawa Culture Counts Awards program to align the process with other City award programs.

### **4.0 Input From Other Sources**

Not applicable.

### **5.0 Analysis**

#### **5.1 Background on Culture Counts Awards and Current Selection Process**

The Culture Counts Awards were created in 2017 to celebrate and honour the creative and cultural achievements of the arts, culture and heritage community. This celebration and promotion will build capacity in the cultural sector by identifying and showcasing exemplary work and allow for Oshawa to be broadly positioned as a leader in creative and cultural initiatives.

The selection process approved in Report ED-23-102 is as follows:

- A sub-committee of the C.L.C. will review and evaluate the nominations received and make a recommendation for each award to the Economic and Development Services Committee.



- The Economic and Development Services Committee will review the recommendations of the sub-committee of the C.L.C. and make a recommendation to City Council.
- City Council will approve the award winners.

Only one nomination is awarded per category. In the event that the C.L.C. subcommittee deems a second nomination to be of relevant distinction, the sub-committee will have the ability to recommend one Honourable Mention per category.

Awards are presented at a City Council Meeting and each recipient is awarded with a certificate and honorarium.

## **5.2 2024 Nominations and Options**

Confidential Attachment 3 contains the nominations for the 2024 Oshawa Culture Counts Awards and the recommendation from the sub-committee of the C.L.C. for the Economic and Development Services Committee to consider.

## **6.0 Financial Implications**

There are no additional financial implications resulting from the recommendations contained in this Report. The cost of administering the program are covered within the annual operating budget of Culture Development.

## **7.0 Relationship to the Oshawa Strategic Plan**

This Report advances the Cultural Vitality goals of the Oshawa Strategic Plan.

This Report addresses Oshawa's Cultural Strategic Plan, Culture Counts: Arts Culture and Heritage by responding to the strategic direction "Build a Strong, Vital and Connected Arts, Culture and Heritage Sector" and related strategy of "Continue to look for opportunities to leverage partnerships in the arts, culture and heritage sector".



Hailey Wright, BA Hons, Director,  
Business and Economic Development Services



Anthony Ambra, P.Eng, Commissioner,  
Economic and Development Services Department

## **Current Culture Counts Awards Criteria and Selection Process**

### **1.0 Background**

In February 2014, City Council approved the Culture Counts: Oshawa's Arts, Culture and Heritage Plan. Developed through in-depth community and stakeholder consultation, the plan provides Oshawa City Council, City staff and the community with a set of strategies and action items to strengthen and encourage growth in the sector.

The fourth strategic direction entitled “Build a Strong, Vital and Connected Arts, Culture and Heritage Sector,” recommends “the creation of a civic arts, culture and heritage award program.”

Each year, the City of Oshawa will present three awards to community members. This awards program is called the Oshawa Culture Counts Awards in acknowledgment of the plan that suggested their creation.

### **2.0 Award Categories**

#### **2.1 Culture Counts Professional Artist Award**

This award recognizes an established artist of any arts discipline (including performing, visual, cinematic, design, architecture and literary arts) who has demonstrated creativity, originality, professional maturity and artistic leadership in the community.

The following criteria will be used to select award recipients:

- Artistic merit/interest
- Critical acknowledgments of the artist's work (i.e., exhibition/performance opportunities, publications, reviews, articles, etc.)
- Recognition by local arts community

#### **2.2 Culture Counts Emerging Artist Award**

This award recognizes an artist in the early stages of their career in any arts discipline (includes performing, visual, cinematic, design, architecture and literary arts) who is both skilled and determined to advance their artistic capabilities. This individual understands the value of their gift within the community, and leverages these skills to inspire and enrich the lives of fellow citizens.

The individual must be between 12 to 30 years **or** have begun their artistic practice within the past five years.

The following criteria will be used to select award recipients:

- Artistic merit / interest

- Evidence of commitment to artistic practice
- Career path in artistic discipline
- Critical acknowledgments of the artist's work (i.e., exhibition/performance opportunities, publications, reviews, articles, etc.)
- Recognition by local arts community

### **2.3 Innovation and Creation Champion Award**

This award honours an individual, collective and/or organization in the creative and cultural industries who has created or enhanced an event, product, program or partnership in the past year. In addition, the award recognizes work that is unique, transformative, and positive in its impact on arts, culture and heritage in Oshawa.

The following criteria will be used to select the award recipient:

- The level of creativity and innovation of the event, product, program or partnership
- The community impact of the event, product, program or partnership
- Notable achievements relevant to event, product, program or partnership

### **3.0 General Eligibility for Awards**

- Applicants and nominees must be current or former residents of the City of Oshawa, work in the City of Oshawa, or collaborate with an Oshawa-based organization
- An applicant or nominee may be the recipient of only one award per year
- City of Oshawa staff are not eligible for an award, but may nominate individuals
- An individual cannot be nominated posthumously

### **4.0 Selection Process and Timeline**

All eligible nominations are received by the Economic Development Services Branch and undergo a two-step jury process. First, an internal review by Culture staff to determine eligibility of the applicants is conducted. Secondly, an external review by a sub-committee of the C.L.C determines to what degree the nominees meet the criteria of the awards and recommends recipients to the Economic and Development Services Committee.

The selection review and recommendation process involves the following general timeline:

January:

- Launch of Awards Programs.

February:

- Nominations deadline and all submissions by the public are due.

March:

- C.L.C. sub-committee recommends the Culture Counts Awards recipients to the Economic and Development Services Committee.

April:

- The Economic and Development Services Committee recommends Culture Counts Awards recipients to Council.

May:

- Recognition of all awards recipients at City Council Meeting.

As outlined in Report CS-17-82:

“Nominations will be reviewed by a sub-committee of the Cultural Leadership Council. This peer review process will enable specialists and experts to evaluate the nominations and determine the appropriate recipient.

Only one nomination will be awarded per category. In the event that the C.L.C. subcommittee deems a second nomination to be of relevant distinction, the sub-committee will have the ability to award one Honourable Mention per category.”

## Oshawa Culture Counts Recognition Program

### 1.0 Previous Recipients

#### 1.1 Oshawa Culture Counts Professional Artist

- Susan Campbell (2023)

Susan Campbell is an Oshawa-based interdisciplinary artist. She obtained a Masters of Fine Arts, Media and Design from OCAD University after extensive studies in design and digital media in Ireland. Susan now teaches art and design at OCAD University and at Durham College. Her artwork investigates signs and patterns of urban intensification as played out on development sites, parking lots and sidewalks. Susan has exhibited her artwork across Canada and internationally.

- Margaret Rodgers (2022)

Margaret Rodgers has been a leader in the contemporary art community of Durham since the 1990s. Founder of The IRIS Group, taught at Durham and Centennial Colleges, was Director/Curator of Visual Arts Centre of Clarington, exhibited at the Robert McLaughlin Gallery and published author including books and articles for visual art journals.

- Marissa Sweet (2021)

Marissa Sweet is an elected member of the Society of Canadian Artists and Ontario Society of Artists who integrates the principles of Feng Shui into her artwork. Marissa facilitates art workshops in the Durham Region and at her home studio. In 2019, she was one of the 18 selected artists to participate in the inaugural Landscape Artist of the Year Canada TV show on CBC and Makeful TV.

- Dani Crosby (2020)

Dani Crosby is an artist, commercial illustrator, art instructor and community collaborator. Dani teaches at Durham College in the Fine Arts Department and has participated in various group exhibitions including at the Visual Arts Centre of Clarington, Station Gallery and Robert McLaughlin Gallery.

- Grant Cole (2019)

Grant Cole graduated from the University of Toronto's Architecture Program and is a visual and conceptual artist. Through his work as a Branding Design Specialist and his participation in regional exhibitions, festivals, academic enterprises, etc. Grant has contributed significantly to the landscape of visual arts in Oshawa.

- Ron Lambert (2018)

Ron Lambert was a student of Painter's Eleven member Alexandra Luke as an eight year old, studied with A.Y. Jackson as a teenager, and trained under American artist Hans Hoffman in his early 20s. He returned to painting later in life and in 2014 was an invited guest for Space Invaders. He had a solo exhibitions at Visual Arts Mississauga and the Kent Farndale Gallery in Port Perry. Lambert's work can be found in the collection of the Art Gallery of Ontario and the Robert McLaughlin Gallery.

## 1.2 Oshawa Culture Counts Emerging Artist

- Diana Nadia Lawryshyn (2023)

Diana Nadia Lawryshyn is a Ukrainian-Canadian multi-disciplinary artist from Oshawa. Diana is a multi-instrumentalist and composer, blending traditional and modern technological methods. She attended Queen's University, where she obtained her undergraduate degree in music, education and visual art. She is continuing her studies of the arts at the University of Toronto. Her works have been featured at the Robert McLaughlin Gallery, Whitby's Station Gallery and Kingston's Storefront Gallery.

- Bolu Adefemi (2022)

Bolu Adefemi is a Canadian signer/songwriter based in Oshawa who emerged as an important new artist. Her internationally acclaimed song "Make It Right", is a powerful call to action about social injustices.

- Leequette Santiago (2021)

Leequette Santiago was a student at Durham College and Lakeridge Health Centre, while studying and attending a placement, Leequette taught fine art classes at Michael's. One of Leequette's artworks was chosen for the Lakeview Park 100<sup>th</sup> Anniversary Banner Program.

- Meaghan Kehoe (2020)

Meaghan Kehoe has created over 40 murals that can be enjoyed in Starbucks cafes across southern Ontario as well as in other commercial and private spaces like Food Basics and Brickworks Cider House. She was a member of the Oshawa Art in the Park working group in 2018.

- Joaquin Manay (2019)

Joaquin Manay is an emerging vocal and visual artist having worked as an exhibiting artist, instructor and performer. He has exhibited at Unity Charity, Art Gallery of Ontario, The Station Gallery, Robert McLaughlin Gallery, Turn-Around Project, Rodman Hall Art Centre, Beatbox Canada, Durham Art Gallery and the City of Oshawa.

- Crown Lands (Cody Bowles and Kevin Comeau) (2018)

Formed in 2015, Crown Lands, brings classic psych-rock into the modern music landscape. They are renowned for their enteric live-shows. As a product of Oshawa, Crown Lands reflect the city's culture in their music. After releasing their Mantra EP in 2016 they set off on tour. In 2018, they signed with APA Booking agency.

### 1.3 Innovation and Creation Champion Award

- Anushka and Arushi Bhattacharjee (2023)

Anushka Bhattacharjee, 10 years old, and Arushi Bhattacharjee, seven years old, at the time they received the award, are published authors from Oshawa. Anushka's love of reading at a very early age led to her becoming a young author. Anushka published her first book, "My Magic Mirror" at eight years old and won the Readers' Favorite Gold Award. Inspired by her sister, Arushi started writing her own book when she was five years old. Her book, "T-Rex Trouble!!!" is a first place Firebird Book Award winner. The Bhattacharjee sisters hope to inspire many young readers to become authors by visiting local schools.

- Oshawa Museum (2022)

In the fall of 2021, the Oshawa Museum developed a video project, highlighting the rich Hanukkah celebrations as told by members of Oshawa's Jewish community. The Oshawa Museum partnered with Empty Cup Media to film and produce a 'mircodoc', "Traditions & Celebrations: The Story of Oshawa's Jewish Community".

- Bawaajigewin Aboriginal Community Circle (2021)

The Bawaajigewin Aboriginal Community Circle was developed through numerous community partnerships and consultations in the Durham Region. Their mandate is to build a strong sense of community, awareness and cultural pride by empowering Indigenous voices, supporting family and community development, and celebrating the diversity of their knowledge, perspectives and teachings.

- Oshawa Public Libraries (2020)

Oshawa Public Libraries partners with several local organizations and groups to promote the arts in Oshawa. Each year it partners with the Robert McLaughlin Gallery and the Oshawa Seniors Community Centre to hold a Seniors Art Contest as well as a Short Story Contest. In 2019, the Library's Writer in Residence for 2019, provided workshops on how to get published, and one-on-one sessions for novice writers.

- Laura Suchan (2019)

As Executive Director, Laura Suchan has led the Oshawa Museum through three decades of progress, supporting the staff and encouraging participation

and engagement in the heritage sector. This has raised the profile of the Oshawa Museum and the work the museum does in the community and beyond.

- Mary Krohnert and the LivingRoom Community Art Studio (2018)

Mary Krohnert is the founder and Executive Director for The LivingRoom Community Art Studio, a registered non-profit that provides a safe space where people from all walks of life can gather and express themselves and connect with others through the experience of art making, skill sharing and dialogue at no or little cost. Mary played a key role in the creation of the City of Oshawa's Art Park, the "Tell Us About Your Tattoo" Exhibition and the "Handmade with Heart" Holiday Marketplace, and more.