



# URBAN SOLUTIONS

PLANNING & LAND DEVELOPMENT



## PLANNING JUSTIFICATION REPORT

63 Albany Street, Oshawa, Ontario  
Official Plan and Zoning By-law Amendment  
Project No. 390

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Prepared for: Albany Street Investments  
By UrbanSolutions Planning & Land Development Consultants Inc.

2022

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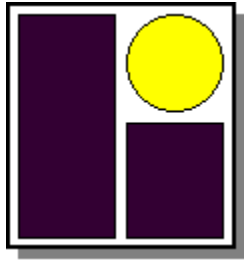
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## 1. Introduction

UrbanSolutions Planning & Land Development Consultants Inc. (UrbanSolutions) has been retained by Albany Street Investments Ltd to prepare planning applications necessary to permit the proposed development at the lands municipally known as 63 Albany Street in Oshawa, Ontario. The subject lands are proposed to be redeveloped to accommodate two residential buildings ranging in heights of fifteen, ten, and three storeys. One being a multiple dwelling comprised of fifteen, ten, and three storeys and the second being three storey back-to-back towns with 18 units. The townhouse portion of the development will have 18 units while the multiple dwelling contains 286 units for a total of 306 units and a UPH count of 434.28.

The purpose of this report is to provide an overview of the subject lands and a detailed description of the proposal, along with an outline of the supporting studies and a detailed review of the existing land use planning policy framework. This report will also provide the planning justification in support of the proposed development through evaluation of the planning merits of the Official Plan Amendment (OPA), and Zoning By-law Amendment (ZBA) applications.

This Report provides planning analysis and justification in support of the proposed development in accordance with good planning principles. The purpose of this Report is to provide an overview of the subject lands, an outline of the nature of the proposed development and an evaluation of the proposal in the context of the Provincial Policy Statement (2020), the Growth Plan of the Greater Golden Horseshoe (2020), The Durham Regional Official Plan, The City of Oshawa Official Plan and The City of Oshawa Zoning By-law 60-94. This Report also provides an overview of the technical studies that have been completed in support of the applications.

### 1.1 Location

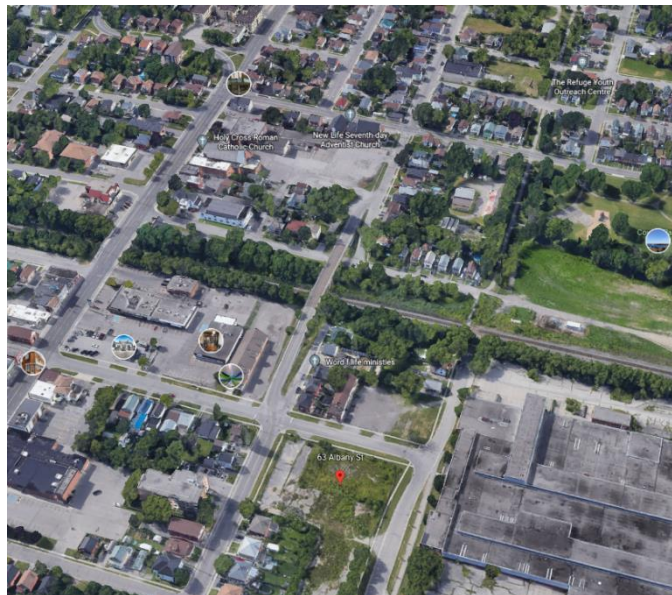
The subject lands are in The City of Oshawa, in the Region of Durham. The subject site is in the Central Oshawa Neighborhood located in Ward 5, with frontage on Albany St., Front St., and Albert St. and is known municipally as 63 Albany Street.

The subject lands also neighbor the future GO Transit Expansion, the 'Ritson Road GO', to the east of the site on the opposite side of Front St. Directly to the north of the site at 64 Albany St. and 426 Front St., a Zoning By-law Amendment (#Z-2020-01) was submitted to permit a residential development which was approved in November of 2020. This enacted By-law 117-2020 to permit an eleven-storey, 100-unit residential building at this location.

## 1.2 Site Description and Surrounding Context

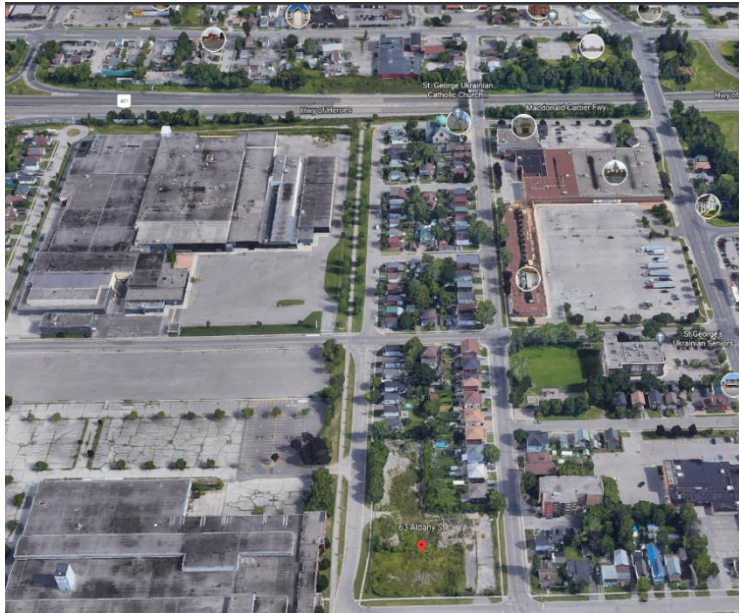
The subject property is 1.54 acres (0.64ha) in size and is currently vacant. The site has +/- 74.9m of frontage on Albany Street, +/- 59.9m of frontage on Albert Street, and +/- 79.2m of frontage on Front Street. The lands are bounded by single-detached housing to the South, the former Knob Hills farm site and future GO Station to the East, single detached housing and mid-rise apartments to the West, and semi-detached housing, an assembly hall, and midrise apartments to the North. On the opposite side of Front St. directly to the North of the site at 64 Albany St. and 426 Front St., a Zoning By-law Amendment (#Z-2020-01) was submitted to permit a residential development which was approved in November of 2020. This enacted By-law 117-2020 to permit an eleven-storey, 100-unit residential building at this location.

The site is located less than a kilometre from the 401, Elena Park, Cowan Park, Storie Park, and the Oshawa Creek. In the neighbourhood there are several places of worship such as St. George Ukrainian Catholic Church, Holy Cross Roman Catholic Church, and New Life Seventh Day Adventist Church. 63 Albany St. is also centrally located with quick access to the downtown core by means of three nearby bus stops within walking distance. The site also has direct access to Durham Regional Rd. 2 and falls within a six-minute drive to Oshawa Centre Shopping Mall. The site is also located under a kilometer from the Village Union Public School located on Gibb St.



- *North:* Semi-detached dwellings and an assembly hall.

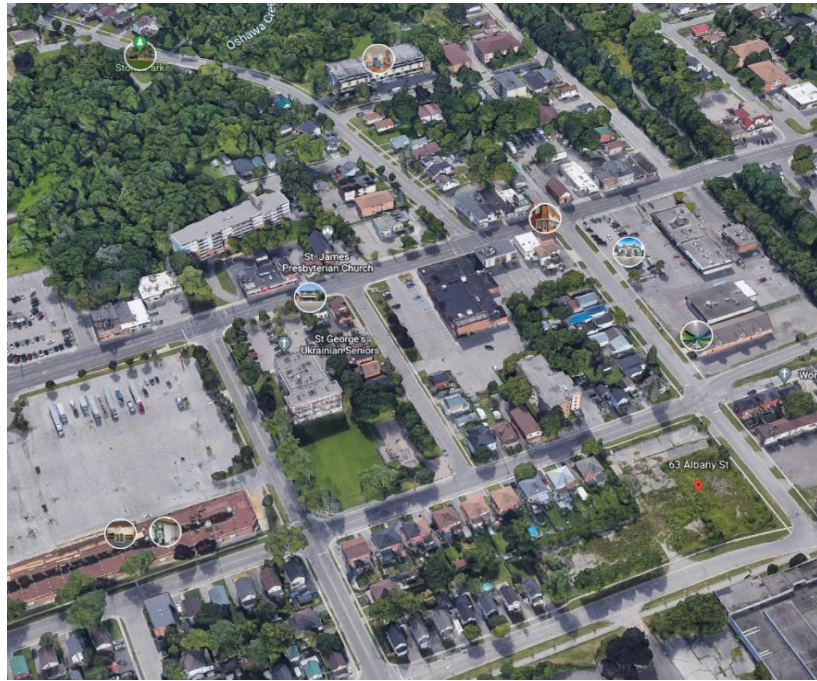




- *South:* Single detached and semi-detached dwellings fronting onto Albert Street and Front Street.



- *East of Front Street:* Former Knob Hill Farms site (currently containing a GO parking lot) where the future Central Oshawa GO Station is planned.



- West: Single detached dwellings and apartment buildings across Albert Street.

### 1.3 Transportation Context

#### Transportation

The subject lands are situated adjacent to a planned commuter station and within a Transportation Hub as indicated in the City of Oshawa Official Plan. Additionally, the lands are situated between two collector roads, First Avenue, and Albert Street. The subject lands are within proximity to the 401 with two access points off Highway 2 and Drew Street. The site provides a unique opportunity to foster a development that supports higher order transit as the City of Oshawa continues to grow.

## 2. Proposed Development

As indicated in the introduction section of this report, it is the intent of the proposal is to establish a multi-unit residential development on the subject lands for 304 dwelling units. The tower portion of the development will consist of 9 studio units, 178 one-bedroom units, 92 two-bedroom units, and 7 three-bedroom units. The



three-storey podium is designed with stepbacks to the 10<sup>th</sup> storey and again to the 15<sup>th</sup>. The townhouse portion of the development consists of 18 three-bedroom units. The three-storey podium is contained along Albany Street. The development consists of 20 surface parking spaces and 326 below grade parking spaces working out to a parking ratio of 1.14 spaces per unit, encompassing 346 spaces in total. The development will also contain 238 bicycle parking spaces, 210 being long-term and 38 being short-term. Overall, the development proposes a total of 611.0m<sup>2</sup> of indoor and 637.0m<sup>2</sup> of outdoor amenity space.

Currently, the subject lands are currently zoned as 'Residential' (R2), (R3-AF5.5), (R6B(2)), (R6-C(11)H-7) under the Zoning By-law 60-94. The subject lands are situated with three frontages on Albany, Albert, and Front Street.

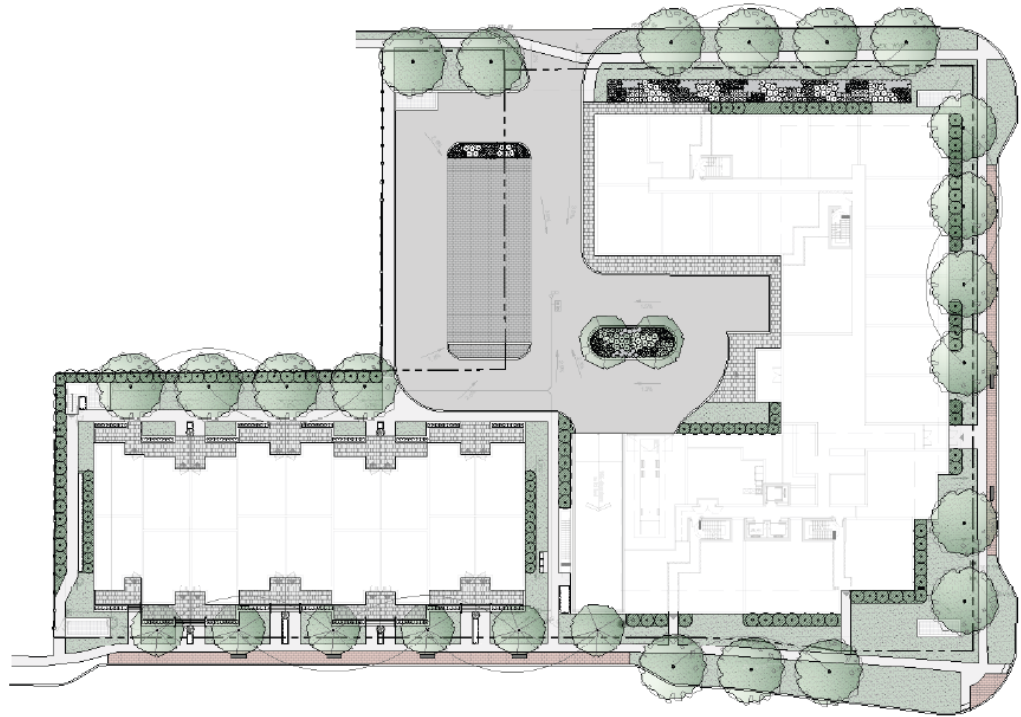


Figure 5 – Proposed Development Concept Plan

## 2.1 Planning Applications

The proposed development will build upon a history of past approvals for the subject lands. In 2010, Site Plan approval was granted for a four-storey, 65-unit apartment building. Committee of Adjustment approval came in 2011 which increased maximum height and density levels at the time to six storeys. After this decision was appealed by a neighbour, even though the OMB dismissed the appeal, the application once again lapsed from inactivity.

A Site Plan Agreement for the subject lands was reached again in July 2018, with Servicing approved in September 2018. From here, the application had gone through another change to add an additional two storeys and 34 additional units. The new proposal also included underground parking to accommodate the additional density provided. A record of site condition was done in 2018 when the use changed from industrial to residential. The owner has not executed construction yet on the property and the Site Plan approval has since lapsed.

More recently, approval for the Zoning By-law Amendment (#Z-2019-08) for a residential development on the site was granted December 6th, 2019, which proposed a six-storey building with 99 units. However, based on subsequent changes to the PPS, Growth Plan, and Oshawa Official Plan, the pre-existing and planned neighbourhood context as well as conversations with City staff, there is merit in optimising the development opportunities the site represents.

## 2.2 Required Approvals

The Pre-consultation Document confirms that an Official Plan and Zoning By-law Amendment are required to facilitate the proposed development. The Pre-Consultation phase also confirmed the following studies be undertaken and submitted with the application for the submission to be deemed complete.

- Proposed Draft Official Plan Amendment
- Proposed Draft Zoning By-law Amendment
- Planning Justification Report
- Site Plan
- Floor Plans
- Shadow Study
- Urban Design Brief
- Traffic Impact Study
- Parking Study
- Functional Servicing Report
- Stormwater Management Report
- Planning Justification Report
- Public Consultation Strategy
- Angular Plane Sketch
- Architectural Control/ Streetscape Guidelines

### 3. Supporting Studies

In addition to this Planning Justification Report, the required studies have been completed in support of this proposal. The following is intended to provide a summary of the findings of each study.

#### **3.1 Shadow Study**

R. Bouwmeester & Associates prepared a Sun/Shadow Study, dated March 23, 2022. The Report concludes that the built form limits the amount of shadowing on adjacent residential areas and amenities, and no public spaces were in the immediate vicinity and thus not impacted. Any shadowing effects onto public sidewalks only occurred in the morning and impacts on residential dwellings were limited to front facades including the garages of surrounding homes. The study illustrated that the development has been designed to be consistent with the direction provided in the City's design policies and guidelines, and do not cause undue shadowing on the surrounding properties.

#### **3.2 Urban Design Brief and Architectural Control/Streetscape Guidelines**

The Urban Design Brief was prepared by Whitehouse Urban Design and concludes that the proposed development complies with the policies of the City of Oshawa Official Plan. This is posited on the basis that it will provide intensification near a future transit hub in an area in need of revitalization and creates a beautiful streetscape with a continuous street wall while giving traditional densities to the neighbourhood. At the request of City of Oshawa Staff, the scope was broadened to touch the neighbourhood in general for the development to function as a gateway into the city for those travelling via the future Central Oshawa GO Station. Through the Site Plan Review process and further refinement of the project design, it will be able to fully implement the Plan's policies.

#### **3.3 Landscape Plan**

The Landscape Plan was also prepared by Whitehouse Urban Design and proposes a number of design features to allow the site to conform to policy and present an attractive and livable space. There are private and public street trees proposed at all site street frontages paired with textured surface accents and street furniture. The plan also incorporates low impact development features such as a bioswale and permeable pavers. These design elements all join together to make the site attractive to both people driving or making use of the planned pedestrian accesses on the site to surrounding active transportation networks.

### **3.4 Traffic Impact Study + Parking Study**

A Transportation Impact Study was prepared by NexTrans dated March 22 2022. The study assesses the impact of traffic on the adjacent roadway related to the proposed development of the subject lands and provides recommendations to accommodate this traffic in a safe and efficient manner. NexTrans concluded that all intersections around the site are projected to operate at acceptable levels of service and no physical improvements would be required to support the proposal. Additionally, NexTrans concluded that the amount of parking on site was appropriate for the size and scale of the development and is in line with the parking study prepared by IBI Group as directed by Staff. With respect to the Parking Study completed by IBI Group, NexTrans determined that 290 vehicle spaces and 238 bicycle parking spaces would be necessary to service the site however the proposal includes 346 vehicular parking spaces and 248 bicycle parking spaces, surpassing these recommendations. The proposed site access locations are expected to operate at acceptable levels. The proposed development is recommended to include the TDM measures outlined in the report including cycling, walking, transit, parking, information letters, and transit incentive strategies.

### **3.5 Functional Servicing Report**

The Functional Servicing Report prepared by JAIN Infrastructure Consultants Ltd. outlined the plan for providing sanitary and domestic servicing to the proposed units. For sanitary servicing, the Report proposes a new 150mm sanitary sewer as shown in drawing C101 which will connect the building to the existing Sanitary Manhole. For Domestic / Fire Water Servicing, a new 100mm diameter domestic connection is proposed at the existing 300mm diameter water main on Albany Street, where a tap in sleeve and valve along with a curb stop are proposed. The existing 150mm diameter connection is proposed to be used as a fire connection.

Included in the Functional Servicing Report was the Storm Water Management Report, which concluded that with the addition of on-site infrastructure, there will be no storm water concerns brought about by the development. These include new water connections and sanitary and storm services connected to existing connections designed in accordance with City of Oshawa storm sewer design criteria, addition of soft landscaped areas and an oil/grit separator, overland flow routes, and erosion control measures such as silt fencing and mud matt and rock check dams.

### **3.6 Public Consultation Strategy**

Along with the City of Oshawa Guidelines for a statutory public meeting, UrbanSolutions will create a microsite where residents can go to find up-to-date information on the application and review all supporting plans and studies. Here, contact information for the City of Oshawa planner on the file, Robert Bedic, will be available so residents know how to participate in the planning process. This site will

be shared with the Ward 5 Councillor to share with constituents. A Public Consultation Strategy Guidelines document has also been prepared by UrbanSolutions and provided in support of this application that explains these intentions more in-depth.

## 4. Planning Policy Framework

The following is intended to provide a review of the applicable planning policy framework of the subject lands. In this proposal, the applicable documents include the Planning Act, Provincial Policy Statement, Places to Grow – Growth Plan for the Greater Golden Horseshoe, The Region of Durham Official Plan, The City of Oshawa Official Plan, and the City of Oshawa Zoning By-Law.

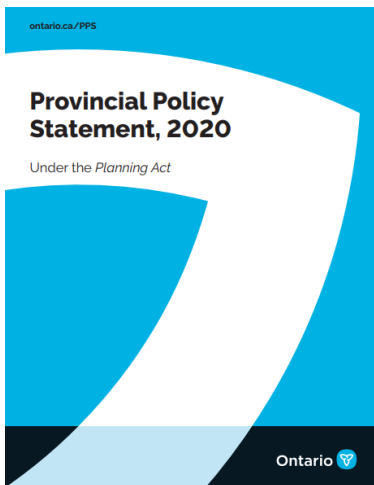
### 4.1 Provincial Policy Statement, 2020

The Provincial Policy Statement (PPS) provides policy direction on matters of Provincial interest regarding land use planning and development and sets the policy foundation for regulating land use and development of land. The PPS is issued under Section 3 of the *Planning Act*, with the most recent version coming into effect on May 1<sup>st</sup>, 2020. Section 3 of the *Planning Act* requires that land use planning decisions be consistent with the PPS, ensuring that matters of provincial interest, as identified in Section 2 of the *Planning Act*, are addressed.

The Provincial Policy Statement focuses growth within settlement areas and away from significant or sensitive resources and areas which may pose a risk to public health and safety. Land use must be carefully managed to accommodate appropriate development to meet the full range of current and future needs, while achieving efficient development patterns. To manage and direct land use to achieve efficient and resilient development and land use patterns, the PPS provides the following direction to approval authorities:

#### 1.0 Building Strong Healthy Communities

This policy speaks to efficient land use and development patterns which, in turn, support sustainability by promoting strong, liveable, healthy and resilient communities, protecting the environment and public health and safety, and facilitating economic growth. Policy 1.1.1 identifies a range of criteria for the creation and sustainability of healthy communities that includes efficient development patterns, a mix of housing opportunities, environmental and





public health protections, an emphasis on transit-supportive development, and climate change considerations. To manage and direct land use to achieve efficient and resilient development and land use patterns, the PPS provides the following direction to approval authorities:

“1.1.1 Healthy livable and safe communities are sustained by:

- a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
- b) accommodating an appropriate, affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;
- c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;
- d) avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;
- e) promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;
- f) improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;
- g) ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;
- h) promoting development and land use patterns that conserve biodiversity; and
- i) preparing for the regional and local impacts of a changing climate.”

Policy 1.1.2 mandates sufficient land be made available to accommodate an appropriate range and mix of land uses, noting that within settlement areas, sufficient land shall be made available through intensification and redevelopment.

1.1.3 Settlement Areas

The PPS, 2020 has specific policies regarding settlement areas noting, among others, that:

“1.1.3.1 Settlement areas shall be the focus of growth and development, and their vitality and regeneration shall be promoted.”

“1.1.3.3 Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.”

1.1.3.4 Appropriate development standards should be promoted which facilitate intensification, redevelopment, and compact form, while avoiding or mitigating risks to public health and safety.

The development is consistent with these policies of the PPS. The proposed residential development will contribute to an appropriate range and mix of residential units in the neighbourhood, while making efficient use of serviced land within the settlement area.

1.4 Housing Section 1.4 of the Provincial Policy Statement contains a range of Housing policies that must be considered by municipalities and implemented with regards to offering appropriate ranges and mixes of housing options and densities.

The PPS also provides the following direction on housing, public space and parks, economic prosperity, and energy conservation:

1.4.3 Planning authorities shall provide for an appropriate range and mix of housing types and densities to meet projected requirements of current and future residents by:

d) promoting densities for new housing which efficiently use land, resources, infrastructure, and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed.

#### 1.6 Infrastructure and Public Service Facilities

Section 1.6 of the Provincial Policy Statement contains a range of policies related to Infrastructure and Public Service Facilities, specifically to ensure consideration for

appropriate sewage, water, stormwater, transportation and waste management infrastructure is contemplated for all land development.



## 4.2 A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2020

The Greater Golden Horseshoe (GGH) is one of the fastest growing regions in North America. To accommodate such growth, the Province of Ontario adopted the Places to Grow – Growth Plan for the Greater Golden Horseshoe (Growth Plan) under the *Places to Grow Act, 2005*. This Plan provides the framework for implementing the Government of Ontario’s vision for building stronger, prosperous communities by better managing growth in the region to 2051. Section 5(b) of the *Planning Act* requires that decisions affecting planning matters shall conform to or shall not conflict with provincial plans, including the Growth Plan.

The vision for the GGH is found in the Guiding Principles of the Growth Plan, Section 1.2.1 and provides the basis for guiding decisions on how land is to develop. These principles include the following:

- Support the achievement of complete communities that are designed to support healthy and active living and meet people's needs for daily living throughout an entire lifetime.
- Prioritize intensification and higher densities to make efficient use of land and infrastructure and support transit viability.
- Provide flexibility to capitalize on new economic and employment opportunities as they emerge, while providing certainty for traditional industries, including resource-based sectors.
- Support a range and mix of housing options, including second units and affordable housing, to serve all sizes, incomes, and ages of households.
- Improve the integration of land use planning with planning and investment in infrastructure and public service facilities, including integrated service delivery through community hubs, by all levels of government.
- Provide for different approaches to manage growth that recognize the diversity of communities in the GGH.
- Protect and enhance natural heritage, hydrologic, and landform systems, features, and functions.
- Support and enhance the long-term viability and productivity of agriculture by protecting prime agricultural areas and the agri-food network.

- Conserve and promote cultural heritage resources to support the social, economic, and cultural well-being of all communities, including First Nations and Métis communities.
- Integrate climate change considerations into planning and managing growth such as planning for more resilient communities and infrastructure – that are adaptive to the impacts of a changing climate – and moving towards low-carbon communities, with the long-term goal of net-zero communities, by incorporating approaches to reduce greenhouse gas emissions.

### *2.2.1 Managing Growth*

Section 2.2.1 of the Growth Plan provides policy direction as to where and how the municipalities should grow. The Growth Plan forecasts the region of Durham population as 1,300,000 by 2051. The subject lands are located within an urban growth centre and the delineated built-up area where growth is to be focused.

Within the Plan, it dictates a minimum density target for the area in which the subject lands are situated in:

- b) 200 residents and jobs combined per hectare for each urban growth centre.

2.2.1.2 Forecasted growth to the horizon of this Plan will be allocated based on the following:

- a) the vast majority of growth will be directed to settlement areas that:
  - i. have a delineated built boundary;
  - ii. have existing or planned municipal water and wastewater systems; and,
  - iii. can support the achievement of complete communities;
- c) within settlement areas, growth will be focused in:
  - i. delineated built-up areas;
  - ii. strategic growth areas;
  - iii. locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; and
  - iv. areas with existing or planned public service facilities;

2.2.1.4 Applying the policies of this Plan will support the achievement of complete communities that:

- a) feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;
- b) improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes;
- c) provide a diverse range and mix of housing options, including second units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;
- d) expand convenient access to:
  - i. a range of transportation options, including options for the safe, comfortable and convenient use of active transportation.
  - ii. public service facilities, co-located and integrated in community hubs;
  - iii. an appropriate supply of safe, publicly accessible open spaces, parks, trails, and other recreational facilities; and
  - iv. healthy, local, and affordable food options, including through urban agriculture;
- e) ensure the development of high quality compact built form, an attractive and vibrant public realm, including public open spaces, through site design and urban design standards;
- f) mitigate and adapt to climate change impacts, build resilience, reduce greenhouse gas emissions, and contribute towards the achievement of low-carbon communities; and
- g) integrate green infrastructure and low impact development.

A key policy directive of the Growth Plan is to manage growth and help create complete communities. Complete Communities are defined as *“places such as mixed-use neighborhoods or other areas within cities, towns, and settlement areas that offer and support opportunities for people of all ages and abilities to conveniently access most of the necessities for daily living, including an appropriate mix of jobs, local stores, and services, a full range of housing, transportation options and public service facilities. Complete communities are age-friendly and may take different shapes and forms appropriate to their contexts.”* The following policy framework supports the development of complete communities:

2.2.1.4 All municipalities will develop a strategy to achieve the minimum intensification target and intensification throughout delineated built-up areas, which will:

- a) encourage intensification generally to achieve the desired urban structure;



- b) identify the appropriate type and scale of development and transition of built form to adjacent areas;
- c) identify strategic growth areas to support achievement of the intensification target and recognize them as a key focus for development;
- d) ensure lands are zoned and development is designed in a manner that supports the achievement of complete communities;
- e) prioritize planning and investment in infrastructure and public service facilities that will support intensification; and
- f) be implemented through official plan policies and designations, updated zoning and other supporting documents.

### 2.2.2. Delineated Built up Areas

The subject lands are identified as part of the Region of Durham's Delineated Built-up Area. The Delineated Built Boundary is defined as, "The limits of the developed urban area as defined by the Minister in consultation with affected municipalities for the purpose of measuring the minimum intensification target in this Plan".

- a) A minimum of 50 percent of all residential development occurring annually within each of the Cities of Barrie, Brantford, Guelph, Hamilton, Orillia and Peterborough and the Region of Durham, Halton, Niagara, Peel, Waterloo and York will be within the *delineated built-up area*; and

2.2.2.2 Until the next *municipal comprehensive review* is approved and in effect, the annual minimum intensification target contained in the applicable upper- or single-tier official plan that is approved and in effect as of July 1, 2017.

2.2.2.3 All municipalities will develop a strategy to achieve the minimum intensification target and *intensification* throughout *delineated built-up areas*, which will:

- a) Identify *strategic growth areas* to support achievement of the intensification target and recognize them as a key focus for development;
- b) Identify the appropriate type and scale of development in *strategic growth areas* and transition of built form to adjacent areas;
- c) Encourage *intensification* generally throughout the *delineated built-up area*;
- d) Ensure lands are zoned and development is designed in a manner that supports the achievement of complete communities;
- e) Prioritize planning and investment in *infrastructure* and *public service facilities* that will support *intensification*; and

- f) Be implemented through official plan policies and designation, updated zoning and other supporting documents.

2.2.2.4 Councils of upper- and single-tier municipalities may request an alternative to the target established in policy 2.2.2.1 where it is demonstrated that this target cannot be achieved and that the alternative target cannot be achieved and that the alternative target will be appropriate given the size, location and capacity of the *delineated built-up area*.

2.2.2.5 The Minister may permit an alternative to the target established in policy 2.2.2.1. If council does not make a request or the Minister does not permit an alternative target, the target established in policy 2.2.2.1 will apply.

### *Housing*

A key policy directive of the Growth Plan is to manage and provide a sufficient housing supply that reflects market demand and what is needed in local communities. The Growth Plan also encourages supporting a more diverse range and mix of housing options.

2.2.6.1 Upper and single-tier municipalities, in consultation with lower-tier municipalities, the Province, and appropriate stakeholders, will:

- a) Support housing choice through the achievement of the minimum intensification and density targets in this plan, as well as the other policies of this Plan by:
  - i. Identifying a diverse range and mix of housing options and densities, including second units and *affordable* housing to meet projected needs of current and future residents; and
  - ii. Establishing targets for *affordable* ownership housing and rental housing;
- b) Identify mechanisms, including the use of land use planning and financial tools, to support the implementation of policy 2.2.6.1 a);
- c) Align land use planning with applicable housing and homelessness plans required under the Housing Services Act, 2011; and
- d) Address housing needs in accordance with provincial policy statements such as the Policy Statement: “Service Manager Housing and Homelessness Plans”; and
- e) Implement policy 2.2.6.1, a), b), c) and d) through official plan policies and designations and zoning by-laws.

2.2.6.2 Notwithstanding policy 1.4.1 of the PPS, 2020, in implementing policy 2.2.6.1, municipalities will support the achievement of *complete communities* by:

- a) Planning to accommodate forecasted growth to the horizon of this Plan;
- b) Planning to achieve minimum intensification and density targets in this Plan;
- c) Considering the range and mix of housing options and densities of the existing housing stock; and
- d) Planning to diversify their overall housing stock across the municipality.

2.2.6.3 To support the achievement of *complete communities*, municipalities will consider the use of available tools to require that multi-unit residential developments incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes.

2.2.6.4 Municipalities will always maintain where development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units. This supply will include, and may exclusively consist of, lands suitably zoned for *intensification* and *redevelopment*.

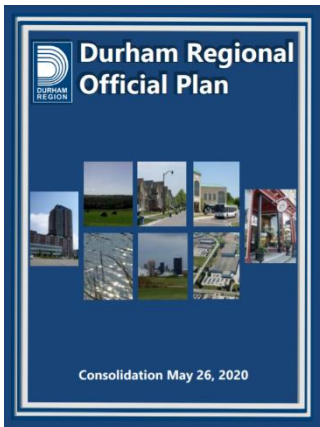
The proposed development utilizes a vacant parcel of land to facilitate an employment district supporting the policies within the Growth Plan and the vision intended for the Built Boundary.

### 4.3 Region of Durham Official Plan

The Region of Durham Official Plan (Official Plan) was approved in 1993. The Regional Official Plan is the long-range, community planning document used to guide the physical, economic, and social development of Durham.

The Official Plan contains objectives, policies and mapping that implement the Region's approach to managing growth, growing the economy, protecting the natural environment, resources, and agricultural land, and providing infrastructure. Furthermore, the Region's Official Plan also implements provincial policies and plans.

The subject lands are located within a Regional Centre within the Urban Boundary as defined on Schedule A in the Region of Durham Official Plan and Figure 6 below. Regional Centres will also be the focus of the Region's long-term growth and development. Furthermore, the subject lands are within proximity to regional corridors which are to be the focus of residential, transportation, and employment intensification and redevelopment within the Region over the long term.



This development proposal supports the policies outlined above. Comments and planning justification related to these policies will be further detailed in Section 5 of this Report.

### Regional Structure

The Plan indicates that growth is to be concentrated in these areas and directs municipalities to adopt policies for higher density, mixed use development in Regional and local Centres and Corridors.

The proposed lands at 63 Albany Street are located within a Regional Centre as indicated on **Figure 6**, where growth and development is to be predominantly focused. The proposed development supports the objectives in the Regional Official Plan by intensifying a critical regional area with an increase in density responding to the overall growth objectives of the region outlined in **Figure 7** projecting the City of Oshawa to have a growth increase of over 20,000 people in the next 10 years.

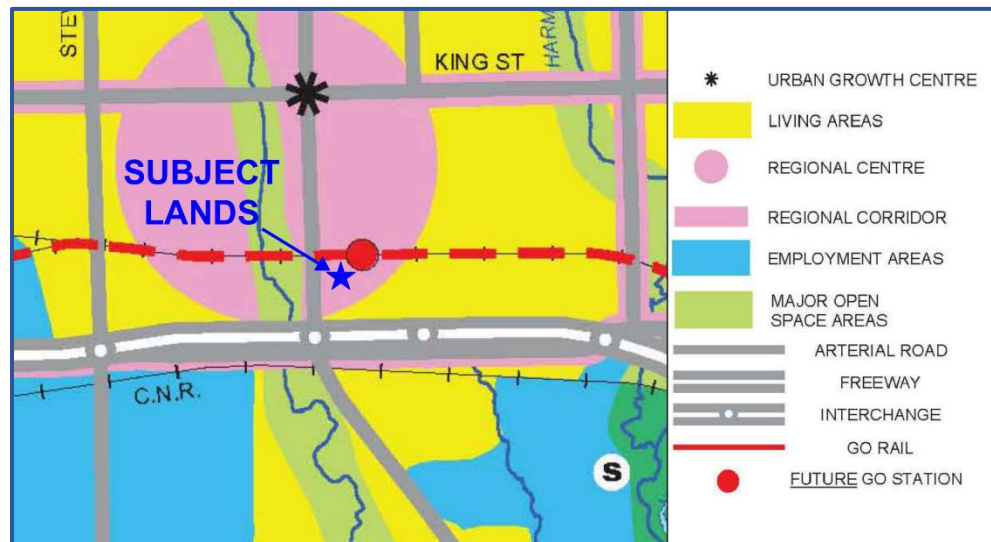


Figure 6 – Region of Durham Official Plan- Land Use Plan

POPULATION, HOUSEHOLDS AND EMPLOYMENT					
Municipality	Year				
	2011	2016	2021	2026	2031
<b>Ajax</b>					
Urban Population:	110,535	125,490	131,480	135,010	136,795
Rural Population:	825	835	850	860	875
<b>Total Population:</b>	<b>111,355</b>	<b>126,325</b>	<b>132,325</b>	<b>135,870</b>	<b>137,670</b>
Households:	34,490	40,090	42,885	44,610	45,835
<b>Employment:</b>	<b>34,810</b>	<b>40,665</b>	<b>46,115</b>	<b>48,575</b>	<b>49,290</b>
<b>Brock</b>					
Urban Population:	6,600	6,670	6,665	6,985	7,505
Rural Population:	5,785	5,980	6,145	6,340	6,515
<b>Total Population:</b>	<b>12,385</b>	<b>12,650</b>	<b>12,810</b>	<b>13,325</b>	<b>14,015</b>
Households:	4,675	4,975	5,330	5,700	6,515
<b>Employment:</b>	<b>4,025</b>	<b>4,265</b>	<b>4,555</b>	<b>4,670</b>	<b>5,005</b>
<b>Clarington</b>					
Urban Population:	72,705	81,665	92,635	111,915	124,685
Rural Population:	15,275	15,380	15,465	15,565	15,655
<b>Total Population:</b>	<b>87,980</b>	<b>97,050</b>	<b>108,100</b>	<b>127,480</b>	<b>140,340</b>
Households:	30,225	34,025	39,170	46,585	52,120
<b>Employment:</b>	<b>22,575</b>	<b>26,895</b>	<b>32,150</b>	<b>36,070</b>	<b>38,420</b>
<b>Oshawa</b>					
Urban Population:	152,565	164,355	173,650	183,405	195,935
Rural Population:	1,020	1,035	1,045	1,055	1,065
<b>Total Population:</b>	<b>153,585</b>	<b>165,390</b>	<b>174,695</b>	<b>184,460</b>	<b>197,000</b>
Households:	59,100	64,535	70,415	75,655	82,590
<b>Employment:</b>	<b>68,270</b>	<b>75,305</b>	<b>84,660</b>	<b>86,835</b>	<b>90,790</b>

Figure 7 – Region of Durham Official Plan- Section 7; Regional Structure – Population, Households and Employment

### Transportation Hubs, Commuter Stations, and Transit Spines

As indicated in **Figure 7**, above, the subject lands are in proximity to the future GO Station. Because of this, the subject lands are subject to section 11.3.19 of the Regional Official Plan ‘Transit Priority Network’ which outlines the design goals for developments located in proximity to infrastructure supporting higher order transit.

### 4.4 Oshawa Official Plan

The City of Oshawa Official Plan was approved and officially adopted February 12, 1987, and directly responds to the changing economic, social, and environmental needs of the City of Oshawa. The Plan more specifically manages growth and development for the City of Oshawa with several policies associated with the area in which the subject lands are located.

Within the Official Plan, the subject property is designated ‘Residential’ within the ‘Main Central Area’ as well as the ‘Central Oshawa Transportation Hub’ boundary. Under the current Land Use Designation as outlined in the Oshawa Official Plan, the density range for the “High Density II Residential” density type for lands outside of the Downtown Oshawa Urban Growth Centre permits a maximum residential density of 300 units per hectare. **Table 2: Residential Density Classification of the Oshawa Official Plan** dictate the built forms permitted in High Density II Residential designations is medium rise and high-rise apartments.



Official Plan

Development Services Department



As the subject lands are in area that has potential to support higher density, an Official Plan Amendment is required to facilitate the proposal and a draft copy is enclosed as **Appendix C**.

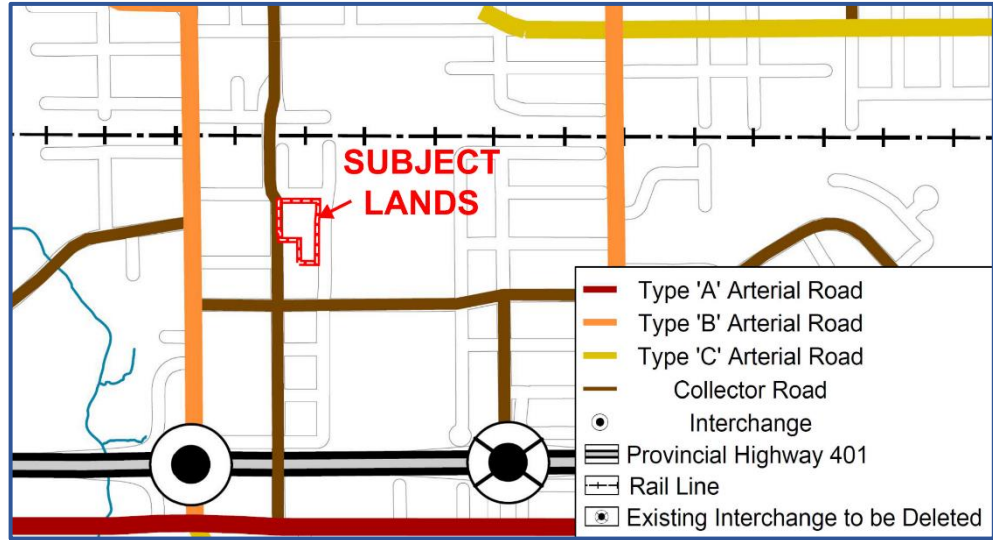


Figure 8 – City of Oshawa Official Plan – Road Network;- Schedule 'B'

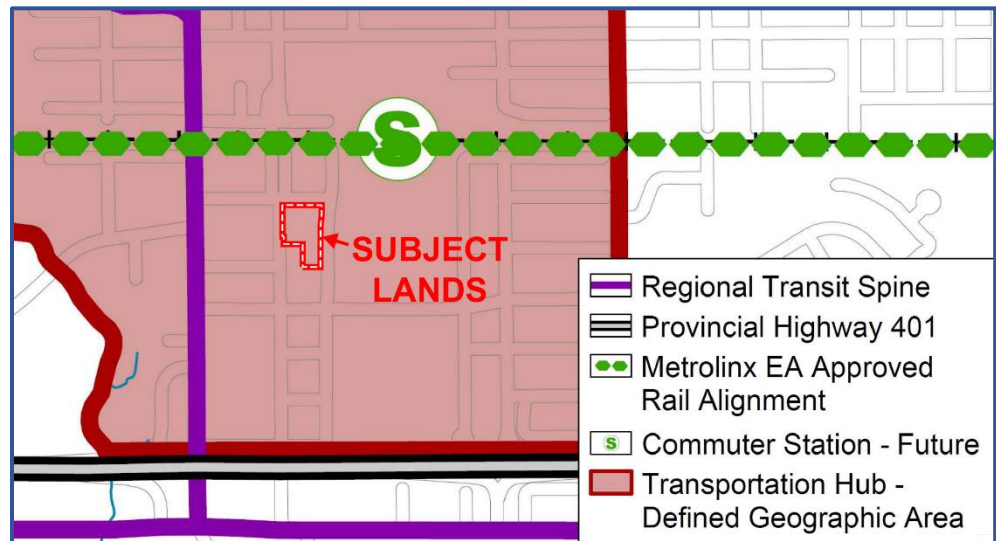


Figure 9 -City of Oshawa Official Plan- Transit Priority Network; Schedule 'B-1'

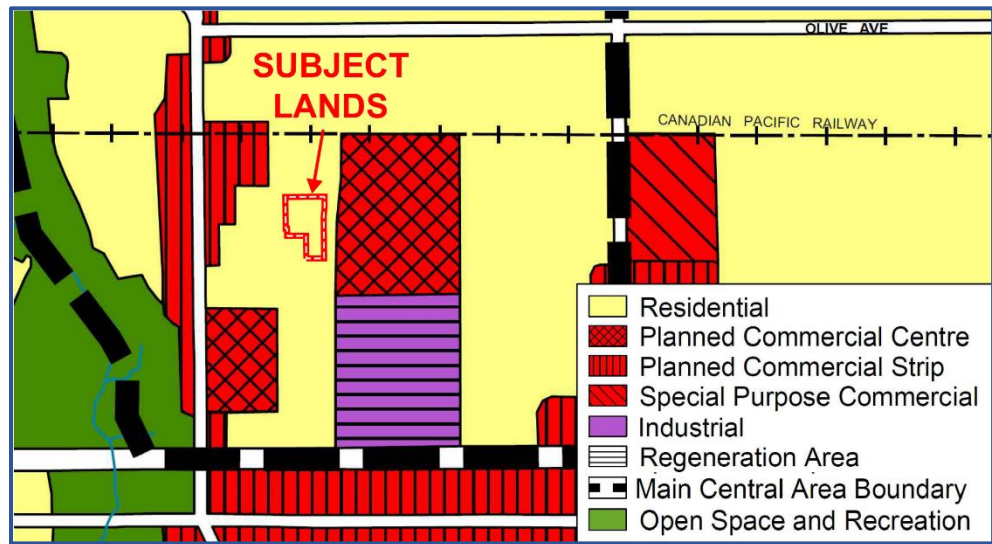


Figure 10 – City of Oshawa Official Plan- Land Use Plan; Schedule ‘A’

#### 4.5 Major Transit Station Areas – Proposed Policy Directions



In 2019, Metrolinx officially supported the planning for the Go Train Service extension that included Central Oshawa as a future stop. The subject lands are located within the 500m growth plan walkshed buffer and abut the Future Central Oshawa Go Transit station. In December 2020, these directions were heard by the Region of Durham. The review of these Proposed Policy Directions outlined in this study was accelerated through the Envision Durham Municipal Comprehensive Review of the Regional Official Plan. The Regional Official Plan Amendment (ROPA 186) to approve these directions is now being reviewed by the province for final approval.

The objectives for the area in which the subject lands are located are to redevelop underutilized areas to enhance the community to include a mix of low and high density residential and commercial uses. These policy directions support other high-level documents within the Region like the Transportation Master Plan (2017), The Durham Region Strategic Plan 2020-2024, and the Long-Term Transit Strategy and Transit Oriented Development Study (2012). The purpose of the ROPA for MTSA’s would delineate MTSA’s, establish clear goals for land use, and guide Transit Oriented Communities. Within the MTSA Proposed Policy Directions document, “higher density residential uses including mid-rise and high-rise apartments,

stacked townhouses, and live-work units” will be permitted for lands in proximity to MTSA’s like the subject lands at 63 Albany Street.

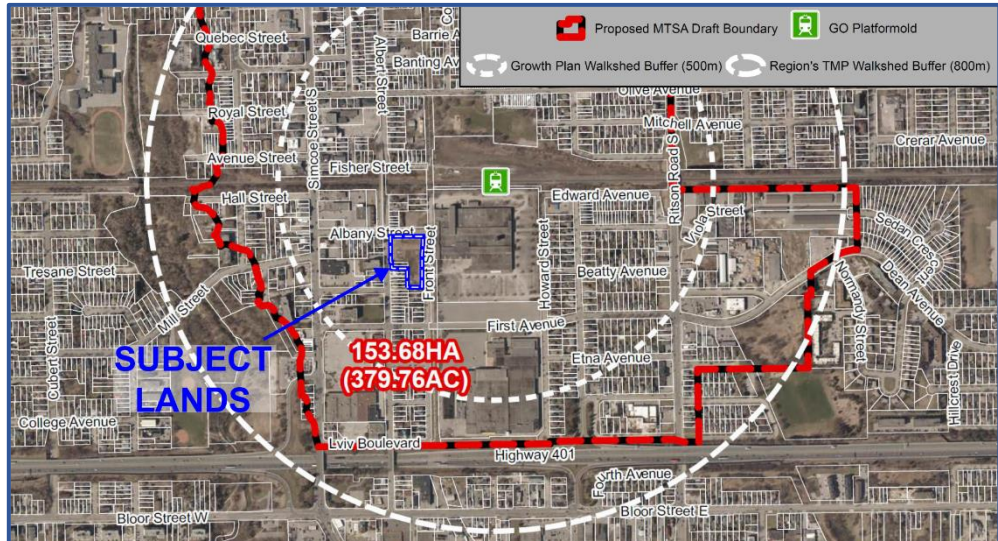


Figure 11 – Durham Region Planning and Economic Development – Central Oshawa MTSA

#### 4.6 The City of Oshawa Zoning By-Law 60-94



The City of Oshawa Zoning By-Law No. 60-94 remains as the comprehensive Zoning By-Law applicable to the subject lands. The subject lands are located within the following four zones, R2 (Single/ Semi Detached), R3-A.F5.5 (Townhomes), R6B(2) and R6-C(11) (Apartments, LTC, Nursing) h-7 (Site Specific) zone as indicted in **Figure 12** below.

R2 zones permit Semi-Detached Dwellings, Single Detached dwellings, Semi Detached Buildings and Duplexes.

R3 A-Zones permit Street Townhouse Buildings and Street Townhouse Dwellings.

R6 B (2) Zones permit Apartment Buildings, Long Term Care Facilities, Nursing Homes, and Retirement Homes with the following provisions that are specific to the site:

- 11.3.9(1) Notwithstanding Article 11.1.3 of this By-law to the contrary, in any R6-B(2) Zone as shown on Schedule “A” to this By-law, the only permitted use is an apartment building.
- 11.3.9(2) Notwithstanding the provisions of Subsection 11.2 of this By-law to the contrary, in any R6-B(2) Zone, as shown on Schedule “A” to this By-law, the following regulations shall apply:
  - (a) A minimum exterior side yard depth of 4.5m shall be provided.
  - (b) A minimum rear yard depth of 12.0m shall be provided.
  - (c) The maximum height shall be 13.0m.
  - (d) A minimum landscaped open space of thirty-three percent (33%) shall be provided.
- 11.3.9(3) Notwithstanding Subsection 39.3 of this By-law to the contrary, in any R6- B(2) Zone as shown on Schedule “A” to this By-law, parking shall be provided at a rate of 1.3 parking spaces per dwelling unit plus 0.3 parking spaces per dwelling unit for visitors for a condominium apartment building.

RC(6) Zones permit the same uses as R6B(2) Zones but with the following provisions that are specific to the site:

- 11.3.28(1) Notwithstanding Article 11.1.3 of this By-law to the contrary, in any R6- C(11) Zone as shown on Schedule "A" to this By-law, the only permitted use is an apartment building.
- 11.3.28(2) Notwithstanding the provisions of Subsection 11.2 of this By-law to the contrary, in any R6-C(11) Zone the following regulations shall apply:
  - (a) A minimum front yard depth of 3.0m shall be provided.
  - (b) A minimum exterior side yard depth of 4.5m shall be provided.
  - (c) A minimum rear yard depth of 3.0m shall be provided.
  - (d) A minimum twenty-eight percent (28%) landscaped open space shall be provided.
  - (e) The maximum height shall be the more restrictive of 19.5m or 6 storeys above grade.
  - (f) The maximum density shall be 161.5 units per hectare and the maximum number of dwelling units shall be 99. - 11.21 - City of Oshawa Zoning By-law Number 60-94.
- 11.3.28(3) Notwithstanding Article 4.6.1 of this By-law to the contrary, in any R6- C(11) Zone, an unenclosed canopy supported by columns may encroach into the required minimum exterior side yard a maximum of 2.5m.



The h-7 provision is a site-specific holding provision. The purpose is to ensure that development:

- (a) For any apartment building having more than 65 apartments or more than 4 storeys in height:
  - (i) An appropriate site plan agreement is executed with the City;
  - (ii) Appropriate arrangements shall be made for the provision of adequate water, sanitary, storm, foundation drainage and transportation services to the development to the satisfaction of the City; and,
  - (iii) Noise and vibration mitigation to the satisfaction of the City and Region.

Permitted Interim Uses:

- (a) All existing uses.
- (b) All uses permitted in a R2 Zone.
- (c) All uses permitted in a R3-A.F5.5 Zone.
- (d) An apartment building permitted under the R6-B(2) Zone and any variances thereto specific to the subject site, in accordance with the Site Plan Approval obtained pursuant to file SPA-2017-21 and any registered site plan agreement(s) associated therewith.

The proposed development will require a Zoning By-law Amendment to remove the property from its existing four different zones and place it into one zone with site specific regulations for height, density, setbacks, etc. A draft of the proposed zone is contained in **Appendix B**.

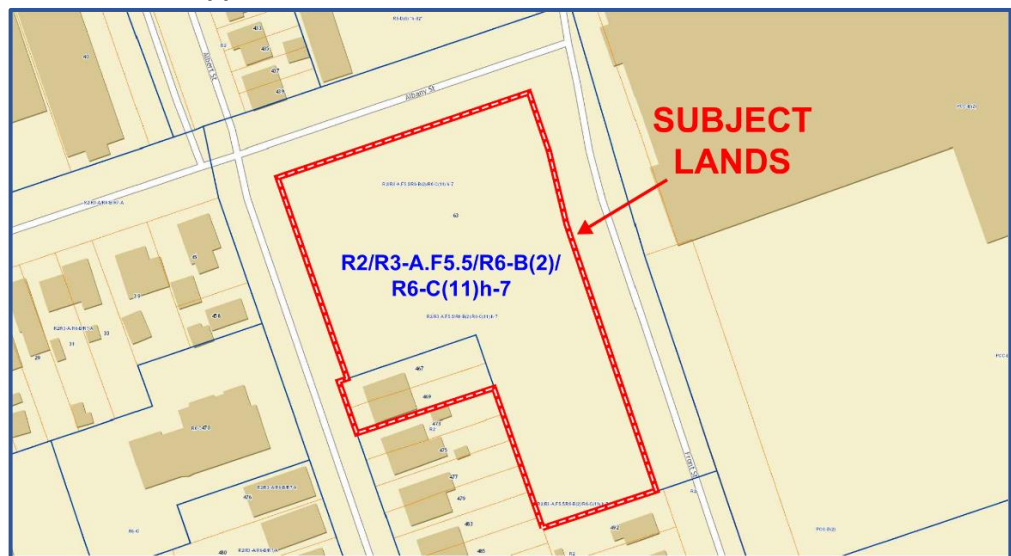


Figure 12 – Zoning By-law No. 60-94



## 5. Analysis

### 5.1 Policy Framework

When evaluating the merits of the proposed development on the subject lands, it is appropriate to review the proposal against the upper tier policy documents. In this instance, the upper tier documents include the *Planning Act*, Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe, the Region of Durham Official Plan, The Oshawa Official Plan, and Major Transit Stations – Proposed Policy Directions and the City of Oshawa Zoning By-law 60-94.

#### **Planning Act, 1990**

Section 2 of the Planning Act identifies matters of provincial interest that approval authorities much have regard for when evaluating development proposals. They are contained below, and each is followed by a planning comment:

- a) The protection of ecological systems, including natural areas, features and functions;

Planning Comment: N/A

- b) The protection of the agricultural resources of the Province;

Planning Comment: The proposed development is located within the approved Urban (Built-up) Area of the Regional Official Plan, the Delineated Built-up Area of the Growth Plan, and Settlement area of the Provincial Policy Statement. Accordingly, the development protects the agricultural resources of the Province.

- c) The conservation and management of natural resources and the mineral resource base;

Planning Comment: The proposed development does not adversely impact natural resources or the mineral resource base, as such it has regard for these matters.

- d) The conservation of features of significant architectural, cultural, historical, archaeological or scientific interest;

Planning Comment: Through the pre consultation process, no architectural, cultural historical or archaeological resources were identified.

- e) The supply, efficient use and conservation of energy and water;

Planning Comment: As addressed in JAIN Infrastructure Consultants Ltd. Functional Servicing Report, the proposed development has regard for the efficient supply, use and conservation of energy and water. Additionally, the inclusion of bioswales both fronting Albert Street and contained on the northern portion of the surface parking island ensures sustainable stormwater management techniques as addressed through the Landscape Plan completed by Whitehouse Urban Design.

- f) The adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;

Planning Comment: The proposed development ensures the adequate and efficient provision of communication, transportation and waste management systems. The Functional Servicing Report supports the development's provision of sewage and water services. Additionally, the proposed site access locations are expected to operate at acceptable levels. The proposed development should include the TDM measures outlined in the report including cycling, walking, transit, parking, information letters, and transit incentive strategies.

- g) The minimization of waste;

Planning Comment: Appropriateness of waste management systems provided will be secured through the Site Plan conditions of approval.

- h) The orderly development of safe and healthy communities;

Planning Comment: The Zoning By-law Amendment regulations and future Site Plan and Plan of Condominium conditions of approval will be set in place to ensure the proper and orderly development of the City.

- h.1) The accessibility for persons with disabilities to all facilities, services and matters to which this Act applies;

Planning Comment: Conditions of approval will ensure pedestrian connections are AODA compliant and the Ontario Building Code will ensure best practices regarding accessibility are met for the development.

- i) The adequate provision and distribution of educational, health, social, cultural and recreational facilities;

Planning Comment: The subject lands are within the jurisdiction of the Durham District School Board and the Durham Catholic District School Board. These boards will be circulated through the Zoning By-law Amendment application to evaluate school allocation.

- j) The adequate provision of a full range of housing, including affordable housing;

Planning Comment: The proposed development provides 304 units as illustrated in Appendix A over the subject lands within two different built forms being townhouses and multi-unit dwellings.

- k) The adequate provision of employment opportunities;

Planning Comment: N/A

- l) The protection of the financial and economic well-being of the Province and its municipalities;

Planning Comment: The proposed development supports long-term economic prosperity of the Province by adding to the overall housing supply and offering a range of housing options. Conditions of approval for parkland dedication, development charges and cost sharing also protect the financial and economic well-being of the Province, Region, and City. Once developed, the lands will contribute significantly more to the City's tax base than the current vacant and underutilized parcel.

- m) The co-ordination of planning activities of public bodies;

Planning Comment: The comprehensive review of this application by the City of Oshawa, and Region of Durham ensures matters of provincial interest are accounted for and a coordinated approach of planning activities has been implemented.

- n) The resolution of planning conflicts involving public and private interests;

Planning Comment: This will be addressed by the circulation of this application to department agencies and the public.

- o) The protection of public health and safety;

Planning Comment: The proposed development does not present any negative impacts to public health and safety.

- p) The appropriate location of growth development;

Planning Comment: Schedule 3 of the Growth Plan establish a population target of 1,300,000 for the Region of Durham by the year 2051. As the subject property is located within the Urban Settlement Boundary for the Region, the proposed development aids the Region of Durham and City of

Oshawa in achieving their growth target and implements appropriate intensification adjacent to built-up areas.

- q) The promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;

Planning Comment: The development supports this policy as the location is adjacent to the future GO Station and facilitates a reduced parking ratio to support alternative forms of travel like adding EV Parking and accommodating 248 bicycle parking spaces.

- r) The promotion of built form that,
- i. Is well designed
  - ii. Encourages a sense of place, and
  - iii. Provides for public spaces that are of high quality, safe, accessible, attractive and vibrant;

Planning Comment: The protection of open space and park space within the site has been established through the appropriate zones within the proposed Zoning By-law. The respected spaces provide amenity spaces and an enhanced pedestrian realm that are both attractive, vibrant and encourage a sense of place for the proposed developments.

- s) The mitigation of greenhouse gas emissions and adaptation to a changing climate.

Planning Comment: The development has regard for the mitigation of greenhouse gas emissions and the adaptation to a changing climate by supporting more sustainable methods of travel and including the addition of permeable pavement and engineered bioretention swales.

As outlined above, the proposal has regard for the matters of Provincial Interest as required by Section 2 of *The Planning Act*.

### **Provincial Policy Statement**

Legislation states that *Planning Act* applications must be “consistent with” the Provincial Policy Statement.

This proposed development represents appropriate intensification within the build boundary of the township where adequate infrastructure and public service facilities are available (1.1.1a, 1.1.1e). The residential units are comprised of studio, one (1), two (2), and three (3) bedroom units. This development will contribute to an appropriate range and mix of residential units in the neighbourhood, while making efficient use of serviced land within the settlement area (1.1.1a, 1.1.1b,

1.1.3, 1.4). Moreover, adequate development standards have been introduced into the proposed site-specific zone to ensure compatibility with the surrounding neighbourhood (1.1.3)

The site is also in close proximity to commercial uses, parks and recreation facilities, and will have access to the future Oshawa GO Station which will have service the Lakeshore East GO Train Line (1.6.7). Moreover, future residences will be able to connect to future active transportation networks (1.6.7.4). In addition, appropriate contributions to public spaces and parks will be secured with the approval of the development (1.5).

Furthermore, the proposal will not impact the resources identified in Section 2.0 of the PPS. The pre-consultation process identified that the subject property exhibits no potential for the discovery of archaeological resources.

For the reasons discussed above the development proposal achieves the policies of, and is consistent with, the Provincial Policy Statement and has regard for matters of Provincial interest as identified in Part 2 of the *Planning Act*.

### **A Place to Grow: Growth Plan for the Greater Golden Horseshoe**

*The Planning Act* states that decisions in respect of planning matters shall conform with applicable provincial plans including the Places to Grow – Growth Plan for the Greater Golden Horseshoe.

The development proposal supports the Plan's guiding principal to achieve complete communities. The proximity of the development to future transit initiatives, commercial uses, public services, amenities, schools, and provision for secure bicycle storage supports multi-modal transportation (2.2.1.3). The development represents an efficient use of land and infrastructure as it entails the intensification of a vacant and underutilized property that is serviced by municipal water and wastewater systems (2.2.1.2). Moreover, the proposal contributes to the implementation of Section 2.2.2 that states that a minimum of 50 percent of residential development is to occur within the built-up area, where the subject lands are located.

Therefore, the Official Plan and Zoning By-law Amendment application conforms with the Growth Plan.

### **Region of Durham Official Plan**

The Official Plan contains objectives, policies and mapping that implement the Region's approach to managing growth, growing the economy, protecting the natural environment, resources, and agricultural land, and providing infrastructure. Furthermore, the Region's Official Plan also implements provincial policies and plans.

Section one of the Region of Durham Official Plan speaks to the goals and directions of the Plan in relation to development in the Region. Applicable policies are outlined below followed by a Planning Comment.

1.3.1 The goals of this Plan will be achieved through the following directions:

- a) recognizing a distinction between Urban Areas and areas where agriculture and open space predominate;

Planning Comment: The proposed use aids in further distinction of the Urban Area.

- b) encouraging developments that utilize land efficiently;

Planning Comment: As most of the parcel is vacant land, the proposal supports this policy by revitalizing underutilized land to support growth within the urban boundary, supporting this policy.

- c) protecting significant features and functions of the natural environment;

Planning Comment: The proposed development supports the protection of significant features and functions.

- d) encouraging development that will not have adverse cumulative impacts on the natural, built, and cultural environments;

Planning Comment: As indicated in the urban design brief prepared by Whitehouse Urban Design Inc., the proposal compliments the character of the surrounding neighbourhood by incorporating similar materiality.

- e) increasing employment opportunities to create healthy and complete, sustainable communities that balance growth in population with growth in employment;

Planning Comment: N/A

- f) encouraging the production of an increased mixture of housing by type, size and tenure in Urban Areas;

Planning Comment: The proposal supports a range of dwelling types by incorporating a range of unit types between multiple dwellings contained in the high-rise component and townhouse dwellings.



- g) creating Urban Areas that are people-oriented and support active transportation;

Planning Comment: As indicated in the urban design report and articulated through the architectural streetscape control guidelines, the pedestrian realm in and also around the site has been enhanced.

- h) protecting agricultural lands;

Planning Comment: The proposal optimizes the use of urban lands and protects agricultural areas.

- i) supporting food security for all residents of the Region;

Planning Comment: N/A

- j) encouraging stewardship of land;

Planning Comment: N/A

- k) improving transportation linkages both within the Region and between the Region and adjacent areas;

Planning Comment: The proposed development will function as a gateway to the region for the future GO Transit Station adjacent to the development, complete with adequate parking provisions, the inclusion of EV parking stations, and bicycle parking.

- l) developing the Region in a fiscally responsible manner;

Planning Comment: Taxes, development charges and maximum use of infrastructure is fiscally responsible.

- m) coordinating and managing the development of the Region in a manner that is consistent with provincial planning policies;

Planning Comment: The development has regard for the regions policy directions and visions for the area.

- n) identifying and protecting resources in the Region;

Planning Comment: N/A

- o) limiting rural population growth; and

Planning Comment: The proposed development focuses growth within the urban boundary by developing an underutilized parcel.

- p) protecting designated Employment Areas from conversion

Planning Comment: N/A

Within **Schedule A – Map A4 ‘Regional Structure’** in the Region of Durham Official Plan, the lands are designated as being within a Regional Centre on a Regional Corridor neighbouring a future GO Rail Transit station. The policies below outline the regions vision for the development within the Region and are followed by a Planning Comment.

*Regional Structure*

- 7.1.1 To establish a Regional Structure that allows its residents to enjoy an improved quality of life.
- 7.1.2 To create a development pattern and policy directions to support the structural components of the Region and to minimize conflicts between such components.
- 7.1.3 To maintain the distinction between the character of the Urban and Rural Systems in the Region for the benefit and enjoyment of the residents of the Region.
- 7.1.4 To efficiently utilize the land, resources and finances of the Region.
- 7.1.5 To establish a development pattern that reinforces the Region's identity while recognizing the interrelationship of the Region with the remainder of the Greater Toronto Area.
- 7.1.6 To promote distinct, compact Urban Areas which support the development of healthy and complete, sustainable communities.

Planning Comment: The proposed development supports compact development within the Urban Area and development patterns recommended within regional policy. The implementation of higher-order residential building typologies on the subject lands also supports the Region’s goal of efficiently utilizing land and maintaining the distinction between its urban and rural systems as it relates to its role in the Greater Toronto Area through the provision of higher densities within the urban boundary.

As previously mentioned, and as shown on Schedule A within the Regional Official Plan, the development is located within a Regional Centre. As such, the following policies outline the vision for development within Regional Centers and are followed by a Planning Comment.

*Urban Centres*

- 8A.1.1 Centres shall be developed as the main concentration of commercial, residential, cultural and government functions in a well designed and intensive land use form, within Urban Areas.
- 8A.1.2 Centres shall be developed in accordance with the principles contained in Policy 8.2.1 and the following: a) as the focal point of culture, art, entertainment and assembly through the provision of public squares, in addition to cultural facilities, parks and other public facilities; b) on the basis of mixed uses and a grid system of roads and walkways; c) urban design that favours pedestrian traffic and public transit with direct street pedestrian access to buildings, provision of potential transit, and parking areas sited at the rear or within buildings, wherever possible; d) with prime consideration for the spatial distribution of structures, architectural treatment, and the preservation and enhancement of cultural heritage resources; and e) with a balance of employment and residential growth and a variety of compact, higher density housing types to service all housing needs, including affordable housing and assisted housing.
- 8A.1.3 Generally the size of each Centre is based upon its function as described in Policy 8A.2.2, the population of the area it serves, and the accessibility to Centres of equal or larger scale. The expansion of any Centre shall not be permitted if it is likely to cause an undue economic decline in another centre. No single Centre shall include a concentration of the retail functions of a size that would preclude the development of another designated Centre of equal scale.
- 8A.1.5 Corridors shall be developed in accordance with the principles contained in Policy 8.2.1 and the following: a) promoting public transit ridership through well designed development, having a mix of uses at higher densities; b) sensitive urban design that orients development to the corridor, complemented by the consolidation of access points; c) maintaining and enhancing historical main streets by integrating new forms of development with existing development; and d) preserving and enhancing cultural heritage resources.
- a) Regional Centres: i) shall be planned and developed in accordance with Policy 8A.1.2 as the main concentrations of urban activities, but generally at a smaller scale than Urban Growth Centres, providing a fully integrated array of institutional, commercial, major retail, residential, recreational, cultural, entertainment and major office uses. Generally, Regional Centres shall function as places of symbolic and physical interest for the residents, and shall provide identity to the area municipalities within which they are located; ii) shall support an overall, long-term density target of at least 75 residential units per gross hectare and a floor space index of 2.5, within the

Lake Ontario Shoreline Urban Areas. The built form should be an appropriate mix of high-rise and mid-rise development, as determined by area municipalities; and iii) shall support an overall, long-term density target of at least 15 residential units per gross hectare in Beaverton, Cannington, Sunderland, Uxbridge and Port Perry.

8A.2.3 Urban Growth Centres and Regional Centres shall be the primary and priority locations for public investment, including public buildings and community facilities and services.

Planning Comment: The proposed development supports complimentary higher density at an appropriate scale. The proposed development is oriented towards the street, supporting this policy. Facilities which support non auto modes including drop off facilities, bus bays, bus loops, bus shelters, walkways, trails and other pedestrian and cycling infrastructure are within close proximity to the subject lands. The entirety of the proposal looks to include an overall parking ratio of 1.14 spaces per unit totalling 346 spaces.

As indicated on **Schedule C, 'Transit Priority Network'** the development is within a Future Transportation Hub, the following policies outline the vision for development within these areas of the Region and are followed by a Planning Comment.

#### 11.3.19 Transit Priority Network

- a) complementary higher density and mixed uses at an appropriate scale and context in accordance with Policy 8A.2.2 for Transportation Hubs and Commuter Stations and Policy 8A.2.9, where a Rapid Transit Spine or the High Frequency Transit Network is within Regional Corridors;
- b) buildings oriented towards the street, to reduce walking distances to transit facilities;
- c) limited surface parking and the potential redevelopment of existing surface parking. For the purposes of this Policy, development adjacent to a Transportation Hub or Commuter Station generally means an area within an approximate 500 metre radius of the station, representing about a 10-minute walk. The extent and delineation of the boundaries and land-use designations to implement the intent of this policy shall be detailed in area municipal official plans.

Planning Comment: The proposed development supports complimentary higher density at an appropriate scale. The proposed development is oriented towards the street, supporting this policy. facilities which support

non-auto modes including drop off facilities, bus bays, bus loops, bus shelters, walkways, trails, and other pedestrian and cycling facilities; and The proposal facilitates marginal surface parking with only 20 spaces on the surface and the rest below grade. The entirety of the proposal looks to include an overall parking ratio of 1.14 spaces per unit for visitors totalling 346 spaces.

### **City of Oshawa Official Plan**

*The Official Plan establishes the long-term vision for the future. The Official Plan contains goals, objectives, and policies to guide future land use, physical development, growth and change within the City of Oshawa. As an amendment to the Zoning By-law is required to permit the proposal, the Official Plan provides the framework for evaluating the amendment.*

As previously mentioned, the subject lands are located within an area identified as 'Residential' within the Main Central Area Boundary on **Schedule A**, within a Transportation Hub – Defined Geographic Area on **Schedule B-1 'Transit Priority Network'**, and Community Improvement Area 'F' on **Schedule C 'Community Improvement Area'**. Policies pertaining to these land use designations affecting the subject lands are outlined below followed by a Planning Comment.

Section 2.1 speaks to the land use policies that are subject to lands within the Central Areas designation. The following policies relate to the subject lands and their location in the Main Central Area and are followed by a Planning Comment.

2.1.1.3 (a1) (i) The remainder of the Downtown Main Central Area, including the Central Oshawa Transportation Hub, will function in a complementary capacity but generally at a smaller scale than the Downtown Oshawa Urban Growth Centre, with a reciprocal emphasis on major office, retail, business, personal and administrative services, residential, institutional, recreational, cultural and entertainment uses. Development of these lands shall be planned to support an overall long-term density target of at least 75 residential units per gross hectare (30.35 residential units/gross ac.) and a Floor Space Index of 2.5.

Planning Comment: Discussions with City staff regarding the size and location of the subject lands have determined that this is an appropriate area for intensification. The purpose of the Official Plan and Zoning By-law Amendments is to facilitate the proposed development to accommodate additional height and density, maximizing and redeveloping underutilized land parcels within the Urban Boundary.

2.1.2.2 The development of all Central Areas shall be in accordance with up-to-date principles of good design, including adaptability over time, climate change resiliency, respect for, and integration with, natural features and functions, and

long-term sustainability, and reflect an approach to urban design and infrastructure development that takes into account policies a-k (i-x),l-q.

Planning Comment: The proposal is supported by the Urban Design Brief and Landscape materials completed by Whitehouse Urban Design. Whitehouse Urban Design detailed a set of Architectural Control/Streetscape Guidelines that ensure the development is compatible with the surrounding community, enhancing the pedestrian realm and functioning as a gateway to the future GO Transit Station. Careful review of the Urban Design of the building will be considered upon the submission of this application and the circulation of it to respective departments and agencies for comment.

2.1.2.4 (b) Within the Downtown Main Central Area outside of the Downtown Oshawa Urban Growth Centre: a wide variety of high-rise and midrise development, with some low-rise development (e.g., ground related multiple attached dwellings); the latter, while ground-related, shall generally be intensive and compact, and located predominantly in transitional locations next to existing lower-density areas or where opportunities for intensification are present within established lower density areas. Buildings at corner locations should generally be higher than buildings in mid-block locations;

Planning Comment: The proposal supports this policy by orienting higher portions of the building to the corner of the lot along Albany with the tallest elevation located at the corner where Albany and Front Street intersect.

2.1.2.5 (b) Within the Downtown Main Central Area outside of the Downtown Oshawa Urban Growth Centre, and within Sub-Central Areas: three functional storeys shall be required for new development or redevelopment, other than intensification within existing buildings, and the floor area of the uppermost storey should generally be at least half the ground floor area; and

Planning Comment: Site specific zoning regulations within the Draft Zoning By-law Amendment contained in **Appendix B** will ensure that the built form supports the policies outlined in the Official Plan.

2.1.2.6 Notwithstanding the minimum building height standards specified in Policy 2.1.2.5 (a) and (b), where larger development sites can appropriately accommodate multiple buildings, some buildings on the site may have a lesser number of storeys than are otherwise specified without amendment to this Plan, provided that:

(a1) The zoning by-law includes regulations, such as a minimum vertical height requirement and/or a minimum ground floor ceiling height requirement, to ensure that in terms of external massing, the height of buildings is generally visually comparable to the height of ground related multi-storey buildings;



(b1) The proponent demonstrates to the satisfaction of the City that the development of the site under ultimate build-out conditions will achieve a density and Floor Space Index consistent with the applicable overall long-term density and Floor Space Index targets specified in Policy 2.1.1.3; and

(c1) The development site is zoned to prohibit any severances which would preclude the ability to appropriately achieve on each of the retained and newly created parcels development having a density and Floor Space Index consistent with the applicable overall long-term density and Floor Space Index targets specified in Policy 2.1.1.3.

Planning Comment: The Draft Zoning By-law Amendment contained in **Appendix B** outlines the site-specific regulations for the subject lands, taking in to account the height, setbacks, massing, density, and the floor space index.

Aside from the Main Central Areas Designation, the Official Plan also outlines the subject lands as being within the 'Central Oshawa Transportation Hub'. Section 2.1.7 outlines the requirements for developments surrounding existing and planned commuter stations and are outlined below followed by a Planning Comment.

(a) Consist of a mix of land uses at higher densities, in a compact, intensive urban form, to facilitate the provision and use of transit, where the existing or planned Commuter Station is served by heavy rail; or;

Planning Comment: Neighbouring the future Central Oshawa Go Station, the proposed development supports higher density development and utilizes TDM measures to support different methods of transportation like cycling, electric car charging stations, and access to public transit.

(b) Over the long term, consist of a mix of land uses at higher densities, in a compact, intensive urban form, to facilitate the provision and use of transit, where the planned Commuter Station is not served by heavy rail.

Planning Comment: N/A

As located within a geographic defined transportation hub, a master land use and urban design plan is required. These areas must:

(a) The promotion of a higher order of built form and intensity in accordance with Policy 2.1.7.1 of this Plan, in recognition of these areas' critical role in supporting existing and future transit services;

Planning Comment: An Official Plan and Zoning By-law Amendment is required to support higher order-built form and density as the site is located next to the future Central Oshawa Go Station. The proposed amending Zoning By-law seeks to change

the zone to “R6-D\_\_\_” Zone, Modified, allowing for additional height and density to exist on the site. The Draft Zoning By-law Amendment is contained in **Appendix B**, and the Draft Official Plan Amendment is contained in **Appendix C**.

2.1.8.2 (a) The Central Oshawa Transportation Hub – the highly-connected, centralized location of this mobility hub within the Downtown Main Central Area, adjacent to the Downtown Oshawa Urban Growth Centre, provides a unique opportunity to create a vibrant district that serves as the origin, destination, or transfer point for a significant portion of trips within the regional transportation system. Further to Policy 3.4.5 of this Plan, the Central Oshawa Transportation Hub also contains the Michael Starr Trail, a key structural corridor within the hub whose importance as a landmark element shall be emphasized through complementary design and built form. A Master Land Use and Urban Design Plan and implementing guidelines shall be prepared for this Transportation Hub prior to substantial development or redevelopment of lands within the defined hub area shown on Schedule “B-1”;

Planning Comment: A comprehensive Urban Design Brief has been submitted with an Architectural/Control and Streetscape Guidelines Document that can be used as a best practice example for future developments within the area.

2.1.8.4 2.1.8.4 Master Land Use and Urban Design Plans and implementing urban design guidelines prepared for the Transportation Hubs and areas adjacent to future Commuter Stations identified in Policy 2.1.8.2 of this Plan shall address the following:

(a) The promotion of a higher order of built form and intensity in accordance with Policy 2.1.7.1 of this Plan, in recognition of these areas’ critical role in supporting existing and future transit services;

(b) The identification of appropriate residential types and densities in accordance with Policy 2.1.7.1 of this Plan, where an existing underlying land use designation(s) permits residential development or where, because of a land use and urban design study, a new underlying land use designation(s) is established pursuant to an amendment to this Plan that permits residential development; (OMB PL170051)

(c) The identification of appropriate non-residential uses (including those in mixed-use residential buildings where an existing underlying land use designation(s) permits mixed-use residential development or where, as a result of a land use and urban design study, a new underlying land use designation(s) is established pursuant to an amendment to this Plan that permits mixed-use residential

development) in accordance with Policy 2.1.7.1 of this Plan, with restrictions on automobile-oriented land uses such as drive-through facilities, automobile body shops, automobile repair garages, automobile sales and service establishments, vehicle storage in association with automobile rental establishments, and automobile service stations and fuel bars, and with consideration given to promoting uses with generally higher employee densities; (OMB PL170051)

(d) The establishment of detailed urban design criteria dealing with the following: Additionally, the subject lands are situated in the Community Improvement Area 'F' on schedule C "community Improvement Areas' which is mainly concerned with alleviating land use conflicts. In section 4.4, The Plan indicates that although there has been some improvement in the area, more is needed ensure transition, like the regeneration of vacant lots. (policies; i-ix)

(e) The location of road intersections, the location and coordination of all access points (including pedestrian and cycling access locations) and necessary road and signalization improvements;

(f) The location and coordination of higher order transportation options in a manner that facilitates seamless transfer;

(g) Road operating criteria including operating speed, traffic signal progression, right-of-way width requirements, access spacing and placement of raised medians, consistent with the intended function of the road in an area where active transportation is the priority;

(h) Opportunities for high-quality parks and publicly accessible open spaces (e.g., outdoor gathering/sitting spaces), with these spaces designed with tree protection and preservation as a primary consideration, as well as opportunities to integrate new natural and artificial shade structures, where appropriate;

(i) Development of a parking management strategy; and

(j) Opportunities for the preservation (including potential adaptive re-use) of buildings of cultural heritage value or interest.

Planning Comment: The Urban Design Brief and respective Architectural Control/ Streetscape Guidelines completed by Whitehouse Urban Design Inc. has been submitted in support of this application respecting the above noted policies.

Section 2.3.4 speaks to the subject site being in the medium density 2 residential zone which is usually characterized by being in the periphery of arterial roads within the Main Central Area. Section 6.2.2 indicates that;

- (i) that are undergoing transition, such as neighbourhoods containing a range of land uses, in which higher density residential uses could be developed without generating undue adverse impacts on adjacent land uses.
- (ii) (ii) Generally located in such a manner that the scale, form and impacts of this type of housing are generally compatible with adjacent land uses.

Planning Comment: As illustrated in the supporting studies submitted with this application, the proposed development as designed does not cause undue or adverse impacts on the adjacent community. As shown in the Angular Plane sketches, the impact to the surrounding communities is negligible.

Section 6.4 speaks to residential intensification and dictates the land use policy directions for intensification within the Urban Area. These policies are outlined below followed by a Planning Comment.

6.4.4 To ensure compatibility with the character of the surrounding neighbourhood and achieve an appropriate transition to adjacent uses, the design of new residential development in existing residential neighbourhoods shall:

- (a) Generally, respect existing lotting patterns, and preserve and connect open spaces;
- (b) Generally, respect the continuity of front, rear and side yard setbacks and the continuity of the existing streetscape;
- (c) Minimize overshadowing and overlook on adjacent neighbourhoods;
- (d) Preserve mature high-quality trees and ensure replacement of the tree canopy wherever possible; and
- (e) Respect the existing scale, massing, height, character, and grades of the surrounding area.

Planning Comment: The Draft Zoning By-law Amendment contains provisions for setbacks, massing, height, density, landscaped areas and lot coverage supporting the policies outlined above.

Additionally, section 6.4.5 speaks to the Main Central Areas accommodating a significant portion of the city's future population growth, these are below followed by a Planning Comment.

- (a) Accommodate a significant portion of the City's future population growth and assist in achieving the City's annual residential intensification target set out in Policy 1.7;
- (b) Provide for a diverse range and mix of housing types, considering affordable housing needs;
- (c) Support efforts to develop active, vibrant neighbourhoods through the provision of a diverse and compatible mix of land uses, high quality public spaces, access to a variety of amenities in reasonable walking distance of residential areas, and development based on site design standards that create attractive, vibrant places and favour the needs of pedestrians and cyclists as a primary design consideration;
- (d) Support transit, walking and cycling as feasible utilitarian and recreational travel options, such as through the implementation of well-connected street networks and active transportation facilities;
- (e) Contribute to the achievement of healthy, attractive, complete, and sustainable communities

Planning Comment: The proposed development supports different housing typologies on site. Supporting studies like the Urban Design Brief, Architectural Control/ Streetscape Design Guidelines, and the Transportation Impact Study both ensure that the site is well designed for the movement of goods, services, and people.

6.4.7 The zoning by-law shall set requirements relating to such matters as off-street parking and the limit of structural additions or changes to buildings in order to ensure that changes to a building undergoing residential intensification do not adversely influence the amenities and character of the area.

Planning Comment: N/A

6.4.8 In order to encourage intensification in certain areas, the Zoning By-law shall contain minimum height and density requirements to assist in implementing the long-term density and Floor Space Index targets for the Downtown Oshawa Urban Growth Centre, Main Central Areas and Sub-Central Areas, the Oshawa Harbour Special Development Area and Intensification Areas along Regional and Local Corridors

Planning Comment: The Zoning By-law supports these policies by making sure site-specific regulations for the built form have been considered in respect to the Land Use Designation and the visions set out for the area. This is contained in **Appendix B**.

### **Major Transit Station Areas Policy Directions**

As of December 2021, the MTSA Policy Directions (ROPA 186) have been submitted to the Province for Review and formal adoption. Due to its location, the subject lands are subject to the following policies. These are outlined below followed by a Planning Comment.

- i. MTSAs will be delineated on the applicable Schedules of the Durham Regional Official Plan and area municipal official plans.
- ii. Each MTSA will be planned to achieve a minimum density of 150 people and jobs per hectare. This will be a minimum density requirement that will be measured within all of the lands in each MTSA. The Region and the applicable area municipalities will monitor the achievement of required densities over time. However, the existing Oshawa GO Rail/VIA Rail station will require an alternative density target, due to the lack of opportunity for TOD and the built context of this station.
- iii. In cases where an MTSA and a designated Urban Growth Centre or Regional Centre overlap, the higher density requirements shall apply.
- iv. The Region will encourage area municipalities to establish minimum job requirements in MTSA's within their respective Official Plans.
- v. The Region will encourage the provision of alternative development standards to support TOD, including reduced minimum parking requirements and the establishment maximum parking requirements for both privately initiated development applications and area municipal zoning by-laws.
- vi. The Region will require area municipalities to complete secondary plans and/or block plans to included detailed land use designations and policies consistent with the policies of the Durham Regional Official Plan that help to achieve the objectives of Transit Oriented Development.
- vii. Boundaries to MTSAs may be refined by the area municipality, in consultation with the Region, without the need for an amendment to the Regional Official Plan, except where such boundaries coincide with roads, rail corridors or defined environmental features. Minor refinements may include the addition of additional parcels adjacent to an MTSA boundary, or to account for refinement of environmental features as a result of detailed study.
- viii. MTSAs will consist of both higher intensity employment uses and residential uses that support the use of transit and achieve the strategic growth objectives of the Regional Official Plan.



- ix. Development within MTSAs will be based on the principle of complete communities, informed by innovation, technology, and entrepreneurship, where compact mixed-use development is provided, and active modes of transportation are developed, so people can live, work, shop and have access to a wide range of services.
- x. The Region, in consultation with the province and applicable area municipalities, may designate additional MTSAs coincident with planning for future rapid transit facilities or stations.

Planning Comment: The development proposal embodies the general policies put forth in this report by utilizing vacant land within the urban boundary to increase the housing stock, typology, and density in an area identified as an MTSA. The development supports a reduced parking ratio, the incorporation of active transportation methods to support TOD.

### 8.3.2 Urban Design and Built Form Within MTSAS;

The following urban design and built form policies will apply:

- i. Areas within, adjacent, and in close proximity to Commuter Stations and Transportation Hubs, will be reserved for the highest development densities that showcase building heights to create focal points within the MTSAs;
- ii. All development will be designed to be compact in form and pedestrian oriented;
- iii. Buildings will frame streets, with frequent pedestrian entrances;
- iv. Vehicular access to private property will generally be along local roads;
- v. Rear lanes will be encouraged in MTSAs to serve development loading, servicing and vehicular parking access rather than along streets, where appropriate;
- vi. Vehicular parking will be located below grade or located in a manner to minimize the visual impact on streets, parks, open spaces, pedestrian walkways and other land uses. With the exception of bus parking, surface parking will be minimized.
- vii. Higher density buildings will be designed in manner to be compatible with its local context. Design approaches will be applied to support appropriate transitions to surrounding areas and public spaces;
- viii. Developments within the MTSAs will conform to the land use designations and the Urban Design requirements specified within area municipal official plans and urban design guidelines.
- ix. Local road and private access spacing and access to Regional arterial roads will be addressed on a case-by-case basis.
- x. Requiring the incorporation of design elements to assist with wayfinding within and defining gateways/ entrances into MTSAs.

- xi. Connections to the station area will be provided to enhance the customer experience, including weather protection and station wayfinding.

Planning Comment: The proposed development frames the streets of Albert, Albany and Front Street with below grade parking and built form that incorporates both high and medium density housing. The Urban Design of the site has high regard for the pedestrian realm investing in environmental features to support stormwater management, the reduction of the urban heat island, and an attractive space for those who live to navigate. The development will function as a gateway to not only the City of Oshawa, but to the future Central Oshawa Go Station.

### 8.3.3 Public Realm & Open Space Within MTSAs

The Region will:

1. Encourage place-making that provides active gathering spaces and a destination within the MTSAs.
2. Encourage and support an integrated trail system and park system for various levels of use year-round;
3. Encourage area municipal policies to require high quality, compact streetscape design form with suitable pedestrian and cycling amenities that complement the establishment of TOCs, including sidewalks or multi-use paths on both sides of all roads, appropriate landscaping, the provision of cycling lanes where appropriate, pedestrian-scaled lighting, and consideration for pedestrian amenities.
4. Encourage streets and boulevards to be designed to allow for patios, sitting areas, adequate space for pedestrians and streetscape plantings for shade and beautification.
5. Encourage sustainable technologies, permeable pavers, low impact development techniques, and designs which support the use of renewable energy in the design of new development, the public realm and streetscapes.

Planning Comment: The Architectural Control/Streetscape Design Guidelines that were submitted with this application support the landscape plan and urban design brief by its intention to create a built frontage which reinforces the streetscape and foster a relationship between the public and private realms whilst reflecting pedestrian and cyclist priority. The streetscape character zones as listed in the Streetscape Guidelines were crafted through a study of existing conditions and their unique identifications will ensure the proposed development supports the introduction of the Ritson GO Centre.

### 8.3.4 Mobility and Active Transportation Within MTSAs:

1. Road networks will be designed to support transit use, pedestrian travel, and cycling while accommodating automobile travel.
2. Planning and development will be based on the principle of establishing transit-oriented places, where active transportation is supported through safe, well-designed and direct connections between and amongst component uses and transit stations.
3. Trail networks will be planned and developed to facilitate direct connections while creating recreational opportunities.
4. Adequate and secure long-term and short-term bicycle parking and end-of-trip facilities will be provided;
5. A highly permeable road network with shorter blocks and frequent controlled crossings will be provided to optimize opportunities for safe and flexible pedestrian travel options.
6. The provision of appropriate pedestrian, cycling and vehicular connections will be included as a condition of development approval as appropriate.
7. The design of roadways will include measures to control traffic speeds while promoting safe, attractive environments for pedestrians and cyclists. Measures such as best practice geometric design standards, enhanced streetscaping, on-street parking, and other features are encouraged.
8. Pedestrian areas will be designed to ensure that wind and thermal comfort conditions are not adversely affected

Planning Comment: As iterated in the above policy analysis, the development has high regard for the pedestrian realm and connections across all three frontages.

### **Angular Plane Analysis**

Angular Plane sketches were completed by UrbanSolutions to determine the transition in built form between the proposed development and the abutting residential properties, as shown in Appendix D and Appendix E. The design of the proposed massing was carefully informed by regulations outlined in City of Oshawa Official Plan, section 2.1.2.2. The Angular Plane sketches show the 45-degree angle on all three frontages of the site in red from the Right of Way.

#### *Angular Plane A: East Elevation (15 Storeys)*

The Angular Plane sketch, East Elevation (15 storeys) depicts the development where the plane is illustrated from the adjacent residential dwellings abutting the townhouses as well as from the Albany Street Right of Way to the 15<sup>th</sup> storey. While the proposed built form at 15 storeys breaches the angular plane, the overall design of the massing includes regard for setbacks and step backs to ensure transition in scale is maintained in relation to the surrounding residential dwellings without adverse impacts. The three-storey podium is designed with a 3m setback from the property line and continues with a 4.5m setback at the 10<sup>th</sup> storey and a 7.5m setback at the 15<sup>th</sup> storey. Viewing the plane from this elevation, the 10-storey

portion is 2/3 of the Albany Street Frontage and narrowly breaches the plane.

*Angular Plane B: North Elevation (10 Storeys)*

From the Front Street right of way, the 10-storey podium does not breach the angular plane. From the Albert Street right of way, the podium breaches the plane marginally at the 7<sup>th</sup> storey. Similarly, only 1/3 of the Albert Street Plane is occupied by the 10-storey portion of the building and the remaining 2/3 of the plane complies. Any impacts are negligible and mitigated through setbacks employed within the Draft Zoning By-law.

## 5.2 Regulations

The proposed development requires an amendment to the City of Oshawa By-law No. 64-90. The subject lands are located within Downtown Main Central Area in the Oshawa Official Plan and are a part of the Central Oshawa Transportation Hub. Currently, the subject lands are zoned as 'Residential' (R2), (R3-AF5.5), (R6B (2)), (R6-C(11)H-7) under the City of Oshawa Zoning By-Law 60-94. A variety of site-specific regulations have been included in the draft amending by-law to permit the proposed development. The following provides an analysis of the proposed zoning regulations.

The proposed development requires an amendment to City of Oshawa Zoning By-law No. 60-94. The zoning will be changed to a site specific R6-D\_ zone. The following provides an analysis of the proposed zoning regulations:

### **Use**

The current zoning does not permit back-to-back townhouse dwellings, hence, for the proposed development to be facilitated through the Site-Specific by-law.

### **Setbacks**

The minimum setbacks proposed in the amending by-law have been set up to have regard for the various built forms on the site and such, the amending By-law establishes a minimum exterior side yard setback for the multiple dwelling of 3.0 meters to the 3<sup>rd</sup> storey on all sides of the development. The setback provisions include a minimum of 7.5m to any portion of the building above 11.0m from Albert Street, 46.0m to any portion of the building above 32.0m from Albert Street, 4.5m to any portion of the building above 10.3m from Albany Street, 7.5m to any portion of the building above 32.0m from Albany Street, 13.0m to any portion of the building above 48.0m from Albany Street, 6.0m to any portion of the building above 11.0m from Front Street, and 7.5m to any portion of the building above 47.8m from Front Street. Additionally, there is a 5.5m to any portion of the building below 11.0m from the back-to-back townhouses permitting decks, balconies, and porches to encroach a maximum of 1.5m. The design includes a 12.5m setback to any

portion of the building above 11.0m from the back-to-back townhouses and 17.5m to any portion of the building above 48.0m abutting the back-to-back townhouses. Furthermore, the Draft Zoning By-law includes a 5.5m setback from the street to the townhouses, permitting decks, balconies, and porches to encroach a maximum of 1.5m. These setbacks are required to accommodate the layout and design of the proposed development. Setbacks control building orientation ensuring compatibility without adverse impacts.

### **Height**

The City of Oshawa zoning by-law 60-94 permits a maximum height of 18 m, or 6 storeys from grade for the R6-C(11) zone. The proposed Zoning Bylaw seeks to increase the permitted height for the proposed built form with a maximum height of 52.3 metres for a multiple dwelling in the “R6-D\_\_\_” Zone, Modified. These modifications maintain the intent of the City of Oshawa Official Plan and consider the compatibility in built form with the surrounding neighbourhood context.

### **Parking**

The proposed by-law seeks to reduce the minimum parking required for R6-C(11) zones from 1.75 per unit to .1.14 spaces per unit for the “R6-D\_\_\_” District, Modified. The site is located directly on the Simcoe Bus Route and the Michael Starr Trail. Further, the subject property is across the street from the Future Central Oshawa GO Station. The parking calculation is consistent with the ongoing City of Oshawa Parking study facilitated by IBI Group. The Parking Assessment contained within the Transportation Impact Study confirms that anticipated parking demand will be met on-site.

### **Density**

The amending by-law seeks to permit a net residential density requirement of 435 units per hectare whereas 200 units per hectare is required under the current zoning. This shift maintains the intent of the City of Oshawa Official Plan and the City of Oshawa Zoning By-law 60-94.

## **6. Conclusion**

Albany Street Investments Inc is the owner of subject lands located at 63 Albany Street, Oshawa Ontario. The subject property is proposed to be a 3, 10, and 15 storey multiple dwelling consisting of 304 residential units and ground floor commercial space as well as 18 back-to-back townhouse units. In addition, there will be 20 above ground parking spaces and 326 underground parking spaces provided. To permit this development, an Official Plan and Zoning By-law Amendment is required.

The purpose of the Official Plan Amendment is to permit the proposed density of 435 units per hectare. A copy of the draft Official Plan Amendment is contained in **Appendix B**.

The purpose of the Zoning By-law Amendment is to place the subject lands into one comprehensive site-specific zone within the City of Oshawa Zoning By-law No. 60-94, which will establish appropriate standards for the development pertaining to height, density, setbacks, parking requirements, and permitted uses. A copy of the draft amending Zoning By-law is contained in **Appendix C**.

This Report provides the planning analysis and justification in support of the proposed amendment, concluding that it is consistent with and conforms to the applicable policy framework as noted below:

- The proposed Zoning By-law amendment is consistent with the Provincial Policy Statement;
- The proposed Zoning By-law amendment conforms to the Growth Plan as it represents an appropriate form of development within the Delineated Built-up Area;
- The proposed site-specific Zoning By-law supports the intent, goals and objectives of the Region of Durham Official Plan, City of Oshawa Official Plan; the City of Oshawa Zoning By-law 60-94; and
- The proposed amending Zoning By-law includes appropriate regulations and implements the general intent of the Regional and City Official Plan.




Based on a review of the subject property, surrounding uses, supporting studies, applicable planning and policy framework, and the expressed vision of Council, this application facilitates an appropriate form of development and represents good planning.

Respectfully submitted this 19<sup>th</sup> day of May 2022.

Regards,

**UrbanSolutions Planning & Land Development Consultants Inc.**

  
Matt Johnston, MCIP, RPP  
Principal



  
Lindsay Nooren, MES, Pl. BA (Hons)  
Planner

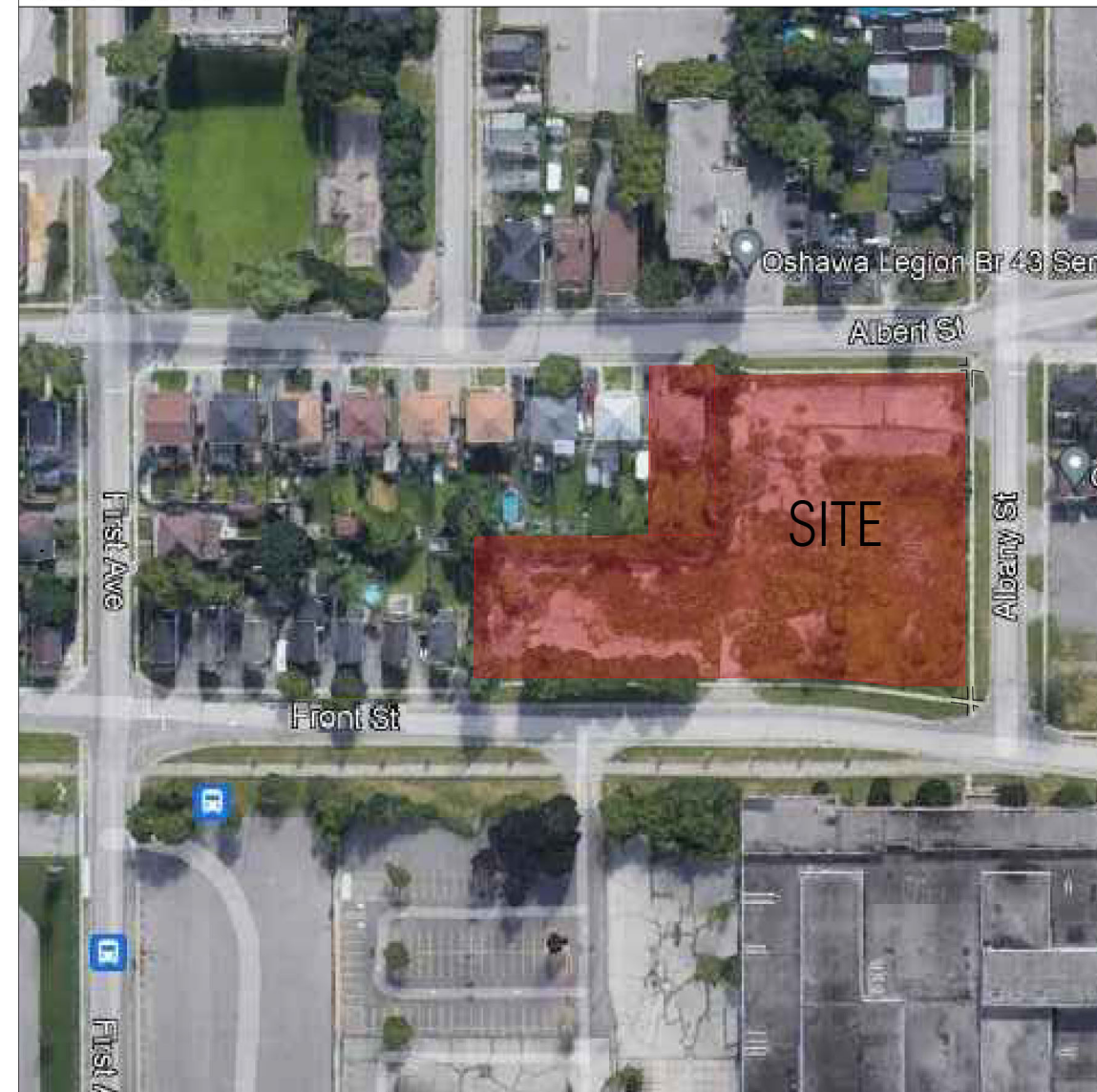
*I hereby certify that this Planning Justification Report was prepared by a Registered Professional Planner, within the meaning of the Ontario Professional Planners Institute Act, 1994.*

*This report has been prepared based on a review of the subject application and cannot be used for any other purpose.*

## Appendix A



**KEY PLAN**



**LIST OF DRAWINGS**

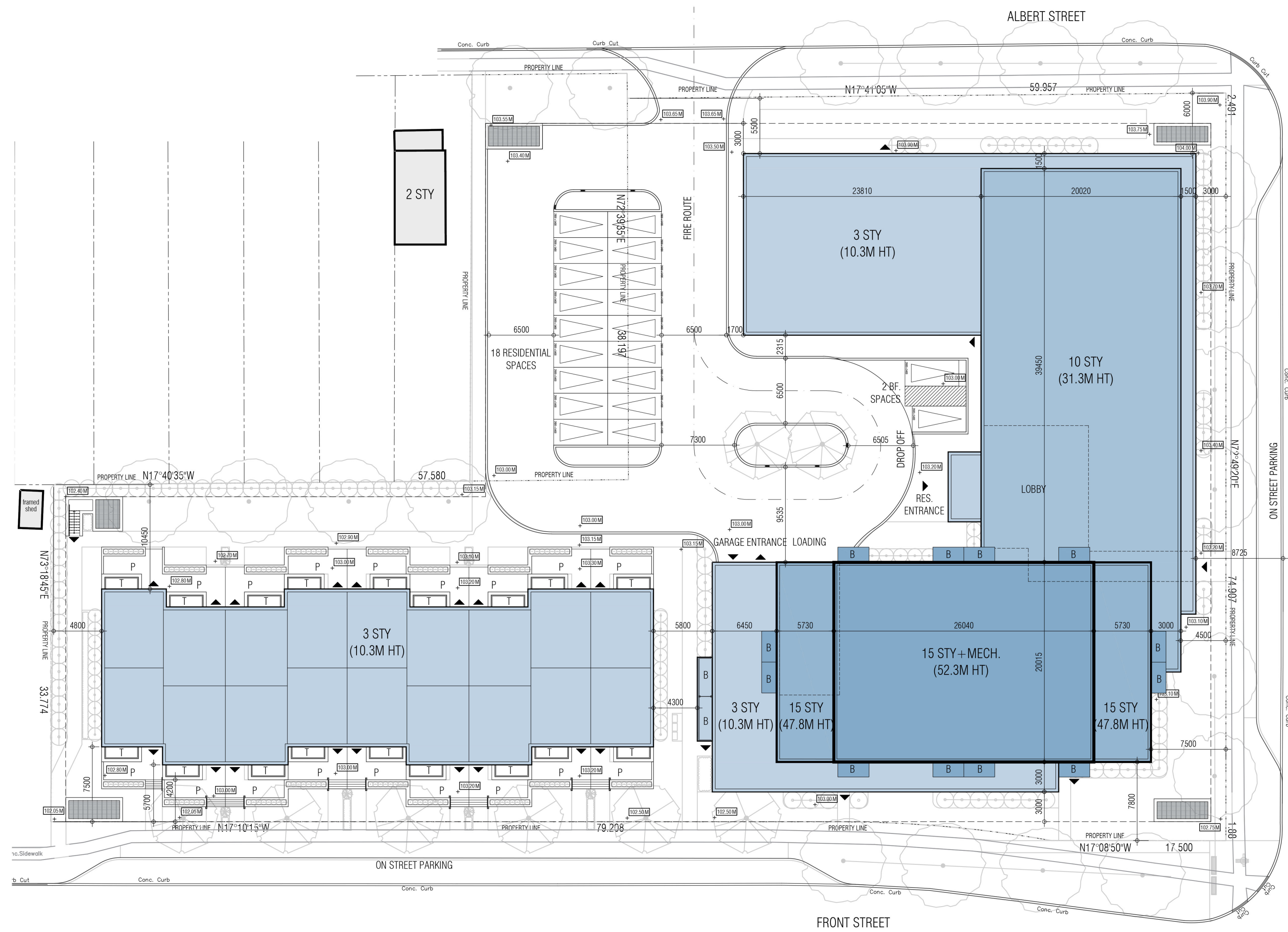
- A101 - Site Plan and Project Statistics
- A102 - Context Plan
- A201 - P2 Underground
- A202 - P1 Underground
- A301 - Ground Floor Plan
- A302 - 2nd Floor Plan
- A303 - 3rd Floor Plan
- A304 - 4th Floor Plan
- A305 - 5th Floor Plan
- A306 - 6th-10th Floor Plan
- A307 - 11th-15th Floor Plan
- A308 - Mechanical Floor Plan
- A401 - Elevation North
- A402 - Elevation East
- A403 - Elevation West
- A404 - Elevation South
- A501 - Section North-South
- A502 - Section East-West
- A601 - Perspective Albany St. & Albert St.
- A602 - Perspective Albany St. & Front St.
- A603 - Perspective Front St.

**GENERAL NOTES**

1. Three buildings proposed as defined in the Ontario Building Code.
2. Be advised that should any party, including the applicant or any subsequent owner, apply for more than one condominium corporation encompassing any or all of this development or make an application that results in a land division, Staff may require legal assurances, including but not limited to assessments, with respect to the approved services. Such assurances will be determined at the time of application for condominium approval.
3. All access driveways to be used by the collection vehicle will be level (+/- 8%), have a minimum vertical clearance of 4.4 meters throughout, a minimum 4.5 meters wide throughout and 6 meters wide at point of ingress and egress.
4. All overhead doors through which collection vehicles will pass are to have a minimum width of 4 metres and a minimum overhead clearance of 4.4 metres.

01. SITE STATS		(m2)	(ha)	(ft2)	(ac)	
SITE AREA		7005	0.7005	75401	1.7310	
02. G.F.A. (m2)		TOWER (By-Law 60-94)		TOWNHOUSE (By-Law 60-94)		
RESIDENTIAL		19,691.40		2,858.10		
TOTAL		22,549.50				
03. F.S.I		PROPOSED		By-Law 60-94		
		3.22				
04. SETBACKS * (m)		PROPOSED		By-Law 60-94 (124-2019)		
BELOW GRADE	NORTH	1.5m				
	EAST	0.0m				
	SOUTH	1.2m				
	WEST	2.5m				
ABOVE GRADE	NORTH	3.0m		3.0m		
	EAST	3.0m		3.0m		
	SOUTH	4.8m		3.0m		
	WEST	5.5m		4.5m		
05. UNIT BREAKDOWN		TOWER		TOWNHOUSE		
RESIDENTIAL UNITS	Studio	9	3%	3 Bedroom	18	
	1 Bedroom	178	62%			
	2 Bedroom	92	32%			
	3 Bedroom	7	2%			
SUB TOTAL	286	100%		18	100%	
TOTAL	304					
06. PARKING		PROPOSED			IBI Approved Parking Study	
RESIDENTIAL	GF	P1	P2	TOTAL	RATIO	# of UNITS
	Studio/1 Bedroom				0.5	187
	2 Bedroom	20	158	168	0.75	92
	3 Bedroom				1	25
VISITOR				0	0.25	304
TOTAL	346					263
07. BIKE PARKING		PROPOSED			IBI Approved Parking Study	
					RATIO	# of UNITS
LONG TERM		210			0.68	304
SHORT TERM		38			0.1	304
TOTAL		248				238
08. STORAGE LOCKERS		PROPOSED			TOTAL # OF UNITS	
		138				304
		45%				
09. ESTABLISHED GRADE		F.F.E. 103.20M				
10. BUILDING HEIGHT (m)		PROPOSED			By-Law 60-94	
TO MAIN ROOF SLAB		47.8 M				
TO MECH. PENTHOUSE		52.3M				
11. AMENITY (m2)		PROPOSED			By-Law 60-94	
					RATIO	# of UNITS
INDOOR		611			2	304
OUTDOOR		637			2	304
TOTAL		1,249				1216 MIN.

NOTES:  
 \* setbacks to main building face  
 \*\* actual unit count may vary depending on market demand



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 ELECTRONIC INFORMATION IS SUPPLIED TO THE OTHER ASSOCIATED FIRMS TO ASSIST THEM IN THE EXECUTION OF THEIR WORK/REVIEW. THE RECEIVING FIRMS MUST DETERMINE THE COMPLETENESS/APPROPRIATENESS/RELEVANCE OF THE INFORMATION IN RESPECT TO THEIR PARTICULAR RESPONSIBILITY.

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 2. TRANSMISSION OF ANY VIRUS OR DAMAGE TO THE RECEIVING ELECTRONIC SYSTEM WHEN INFORMATION IS TRANSFERRED.

1. APR.01.2022 ISSUED FOR REZONING BG

issued for revisions

**GRAZIANI  
CORAZZA  
ARCHITECTS**

8400 JANE STREET, BUILDING D, SUITE 300 CONCORD, ONTARIO L4K 4L8  
 T.905.795.2844 F.905.795.2844 WWW.GC-ARCHITECTS.COM

RESIDENTIAL

**63 Albany Street**

Albany Street Investments Ltd

Oshawa Ontario

PROJECT ARCHITECT: B.Grazianni  
 ASSISTANT DESIGNER: A.Tanoko  
 DRAWN BY: E.Muldagalieva  
 CHECKED BY:  
 PLOT DATE: APR.01.2022  
 JOB #: 1893.21

**SITE PLAN  
& PROJECT STATISTICS**

1:300 **A101**

TITLEBLOCK SIZE: 610 x 900



## Appendix B

City of Oshawa

By-Law No. \_

The following text attached hereto, constitutes Official Plan Amendment No. \_\_\_ to the City of Oshawa Official Plan.

**1.0 Purpose and Effect:**

The purpose of the Official Plan Amendment (OPA) seeks to add a Site-Specific Area Policy to the subject lands. Specifically, the purpose of the OPA is to permit a maximum residential density of 435 units per hectare, whereas the net residential density range permitted for lands designated High Density Residential II in Policy 2.3.4 is 300 units per hectare.

**2.0 Location:**

The portion of lands affected by this Amendment are Part of Lot C-36, Registered Plan 335, in the City of Oshawa, municipally known as 63 Albany Street.

**3.0 Basis:**

The basis for permitting this Amendment is as follows:

- The proposed development supports the residential intensification policies of the City of Oshawa Official Plan through the creation of residential areas consisting of a range of housing types and densities to satisfy a range of housing needs;
- The proposed Amendment supports the future development of the lands that is respectful of the established function and scale of the residential designations of the City of Oshawa Official Plan and is compatible with the planned and existing development in the immediate area;
- The proposed Amendment is consistent with the Provincial Policy Statement and conforms to the Growth Plan for the Greater Golden Horseshoe.

**4.0 Actual Changes:**

4.1 Text

- 4.1.1 That Chapter 2, Land Use Policies, Section 2.1.4 Central Areas, Site Specific Policies be amended by adding a new Site-Specific Policy to read as follows:

Site Specific Policy – Area \_\_\_

2.1.4. \_\_\_ In addition to Policies outlined in Section 2.3.4 for lands designated “High Density Residential II” and identified as Site-Specific Policy – Area \_\_\_ on Map 2 – Site Specific Policies Key Map, the following shall apply:

- a) The maximum permitted density shall be 435 units per hectare.

**Implementation:**

An implementing Zoning By-law and Site Plan Agreement will give effect to this Amendment.

This is Schedule "1" to By-Law No. 22-\_\_\_\_, passed on the \_\_\_\_ day of \_\_\_\_\_, 2022.

\_\_\_\_\_

\_\_\_\_\_

Mayor

Clerk

-22-\_\_\_\_



## Appendix C

**City of Oshawa**

**By-Law No. \_**

**To Amend Zoning By-law No. 60-94 (Oshawa) as amended by By-Law \_\_, Respecting Lands Located at 63 Albany St. in the City of Oshawa.**

**AND WHEREAS** Zoning By-law No. 60-94 was enacted on the 1 day of December, 2021;

**AND WHEREAS** the Council of the City of Oshawa, in adopting Item \_\_\_ of Report 22- \_\_\_ of the Planning Committee at its meeting held on the \_\_\_ day of \_\_\_\_\_ 2022, which recommended that Zoning By-law No. 64-90, be amended as hereinafter provided;

**AND WHEREAS** this By-law will be in conformity with the City of Oshawa Official Plan, upon finalization of Official Plan Amendment No. \_\_\_;

**NOW THEREFORE** the Council of the City of Oshawa enacts as follows:

1. That Map No. \_\_\_ of Schedule "A" – Zoning Maps, to Zoning By-law No. 60-94 is hereby further amended as follows:
  - a) By rezoning the lands shown as Block A on \_ as "R6-D-\_" zone in the City of Oshawa Zoning By-law 60-94.
  - b) By rezoning the lands shown as Block B on \_ as "R6-D-\_" zone in the City of Oshawa Zoning By-law 60-94.
2. That Part 11.3 Special Conditions of By-law No. 60-94 be amended by adding special exception as follows:

"R6-D-\_"

Within the lands zoned Multiple Residential-Six "R6-D-\_\_\_" identified on Map \_\_\_ of Schedule "A" Zoning Maps and described as 63 Albany Street the following special provisions shall apply:

- a) For the purpose of this by-law, Albany Street shall be considered the front lot line.
- b) Notwithstanding Section 11.3.28 f) A maximum density shall be 435 units per hectare and the maximum number of dwelling units shall be 304.
- c) Notwithstanding Section 11.3.9 (3) the minimum parking ratio required for the site shall be 1.14.
- d) Notwithstanding Section 11.1.3, back-to-back townhouses shall be a permitted use.
- e) Notwithstanding Section 11.1.3, the minimum setback to underground parking stairs shall be 1.0 metres from the property line.

Within the lands zoned Multiple Residential-Six "R6-D-\_\_\_" identified on Map \_\_\_ of Schedule "A" Zoning Maps and described as a 'multiple dwelling' at 63 Albany Street the following special provisions shall apply:

- a) Notwithstanding Section 11.3.28 e) the maximum building height shall be 53m or 15 storeys above grade.
- b) Notwithstanding Table 11.2, the following minimum setbacks are required:
  - i) 3.0m to any portion of the building below 11.0m from Albany Street, Albert Street, and Front Street;
  - ii) 7.5m to any portion of the building above 11.0m from Albert Street;
  - iii) 46.0m to any portion of the building above 32.0m from Albert Street;
  - iv) 4.5m to any portion of the building above 11.0m from Albany Street;
  - v) 7.5m to any portion of the building above 32.0m from Albany Street;
  - vi) 13.0m to any portion of the building above 48.0m from Albany Street;
  - vii) 6.0m to any portion of the building above 11.0m from Front Street;
  - viii) 7.5m to any portion of the building above 48.0m from Front Street;
  - ix) 5.5m to any portion of the building below 11.0m from the back-to-back townhouses;
  - x) 12.5m to any portion of the building above 11.0m from the back-to-back townhouses;
  - xi) 17.5m to any portion of the building above 48.0m abutting the back-to-back townhouses;
  - xii) Notwithstanding Section 8.2, decks, balconies, and porches are permitted to encroach a maximum of 1.5m.

Within the lands zoned Multiple Residential-Six "R6-D-\_\_\_" identified on Map \_\_\_ of Schedule "A" Zoning Maps and described as 'back-to-back townhouses' at 63 Albany Street the following special provisions shall apply:

- a) Notwithstanding Section 8.2, the minimum setback to a street line shall be 5.5m.
- b) Notwithstanding Section 8.2, the minimum southern side yard setback is 4.75m from the abutting residential zone.
- c) Notwithstanding Section 8.2, the minimum westerly interior side yard is 10.0m.
- d) Notwithstanding Section 8.2, decks, balconies, and porches are permitted to encroach a maximum of 1.5m.

3. The By-law No. 60-94 is amended by adding this by-law to Section \_\_\_\_\_ as Schedule \_\_\_\_\_;

4. That the Clerk is hereby authorized and directed to proceed with the giving of notice of the passing of this By-law, in accordance with the Planning Act.

PASSED AND ENACTED this \_\_\_\_\_ day of \_\_\_\_\_, 2022.

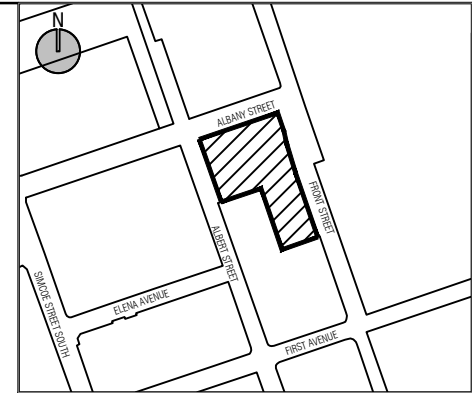
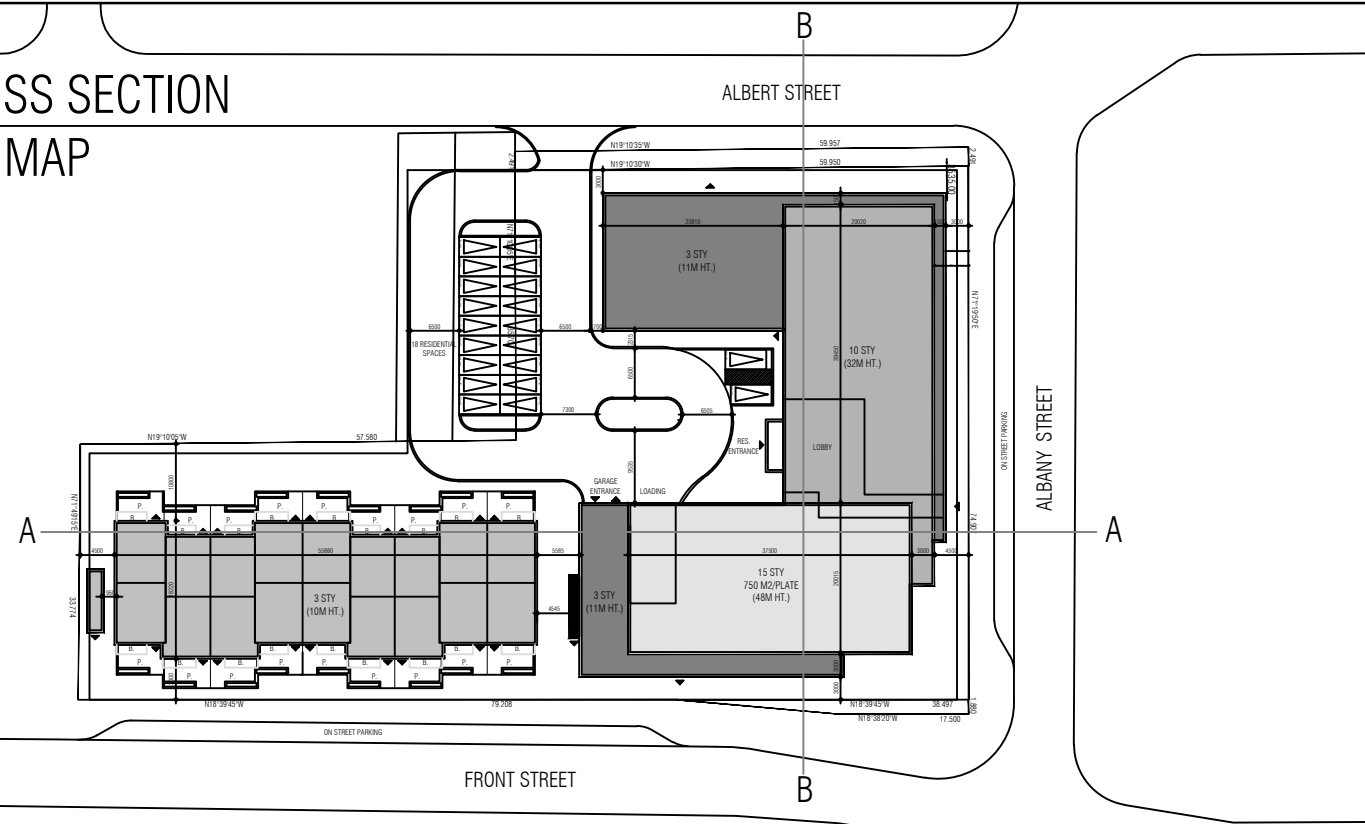
\_\_\_\_\_  
Mayor

\_\_\_\_\_  
Clerk

Z-22- \_\_\_\_\_

## Appendix D

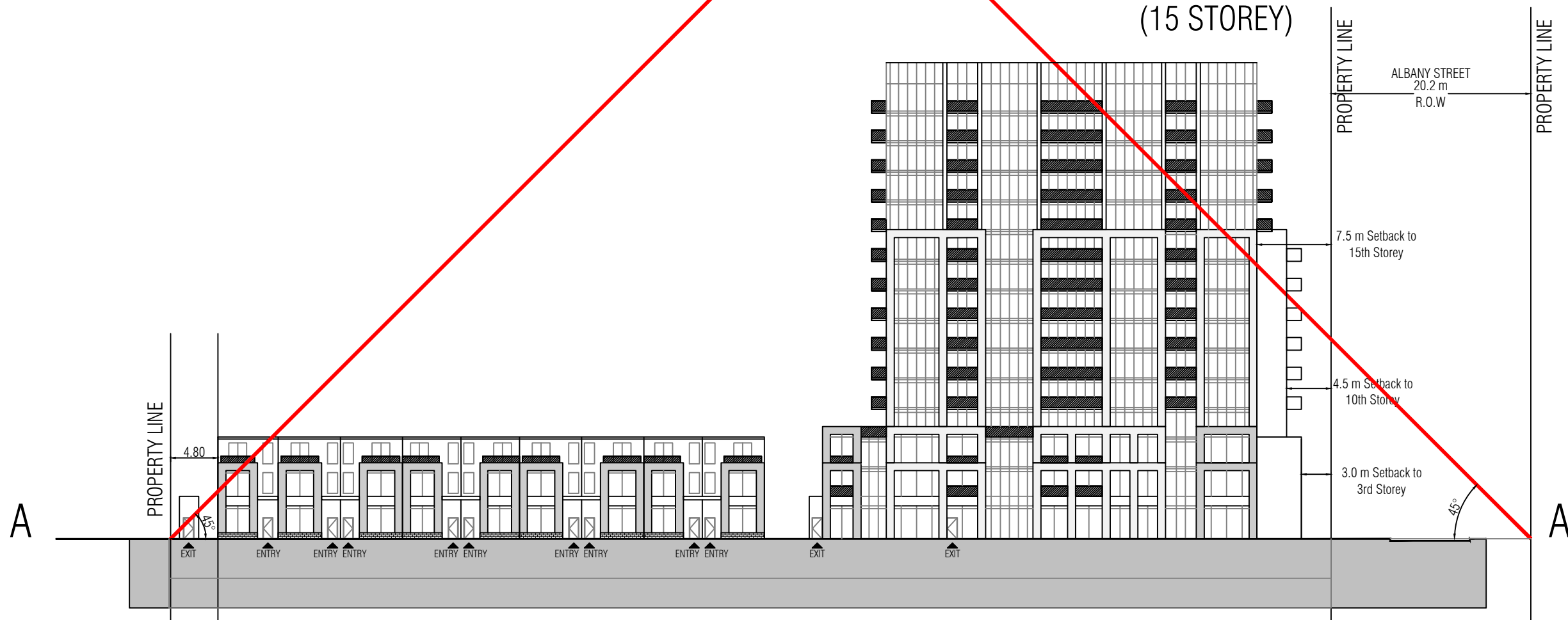
CROSS SECTION  
KEY MAP



KEY MAP - N.T.S.

LEGEND:  
 ——— PROPERTY LINE  
 ——— 45° ANGLE FROM R.O.W

EAST ELEVATION  
(15 STOREY)



NOT FOR CONSTRUCTION  
ISSUED FOR REVIEW & COMMENTS ONLY

NOTES:  
ALL DIMENSIONS SHOWN ON THIS PLAN ARE IN METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048.

DESIGN BY: G & C Architects	CHECKED BY: M. JOHNSTON
DRAWN BY: L. DRENNAN	DATE: MARCH 2, 2022



3 STUDEBAKER PLACE, UNIT 1  
HAMILTON, ON L8L 0C8  
905-546-1087 - urbansolutions.info

PROJECT:  
**63 ALBANY STREET  
CITY OF OSHTAWA**

CLIENT:  
**ALBANY STREET INVESTMENTS LTD.**

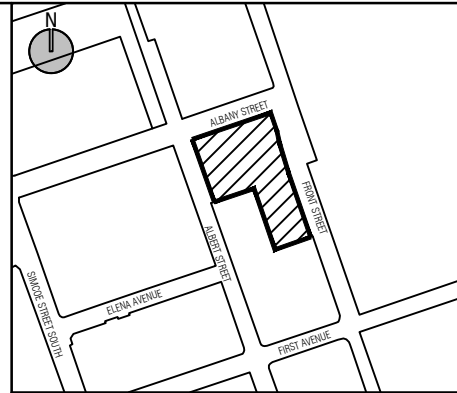
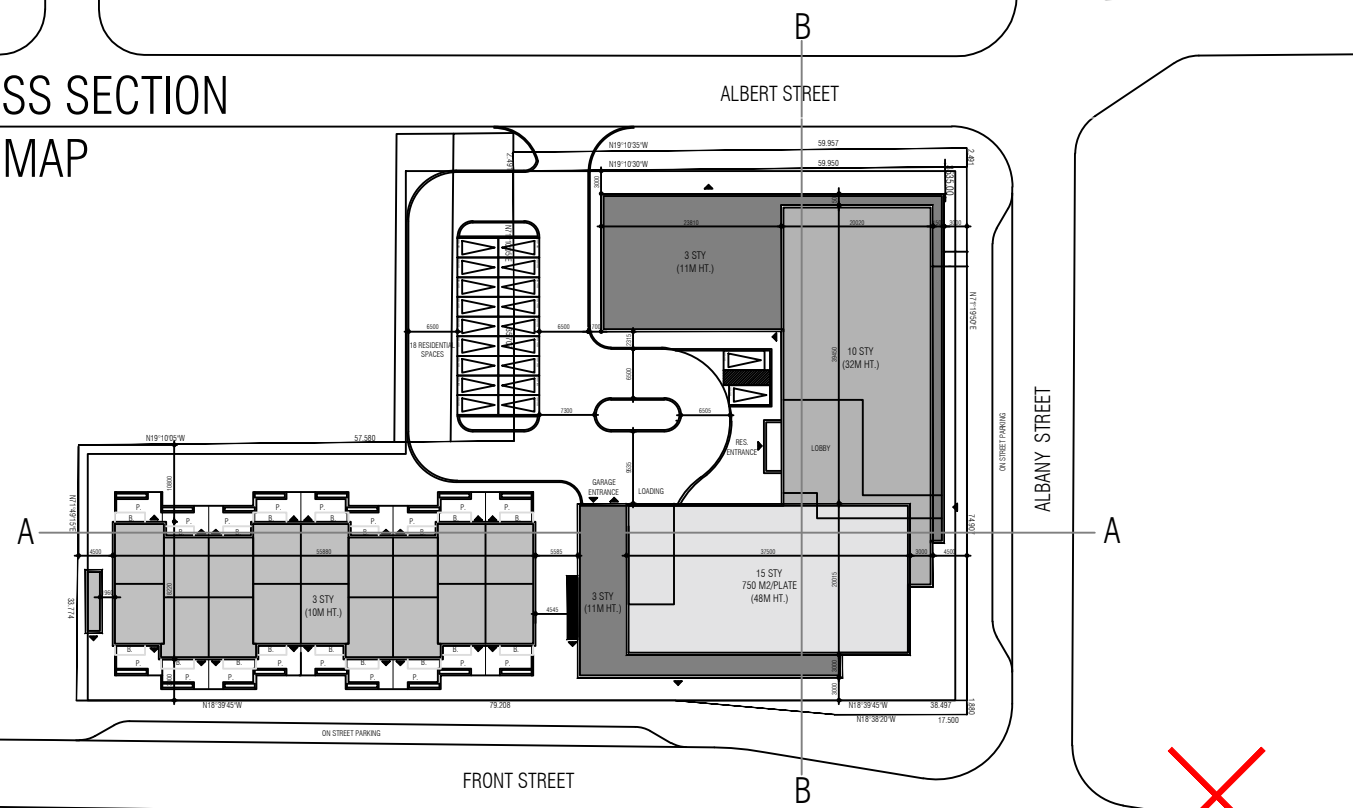
TITLE:  
**ANGULAR PLANE SKETCH A**

U/S FILE NUMBER: 390-21	SHEET NUMBER: 1
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## Appendix E



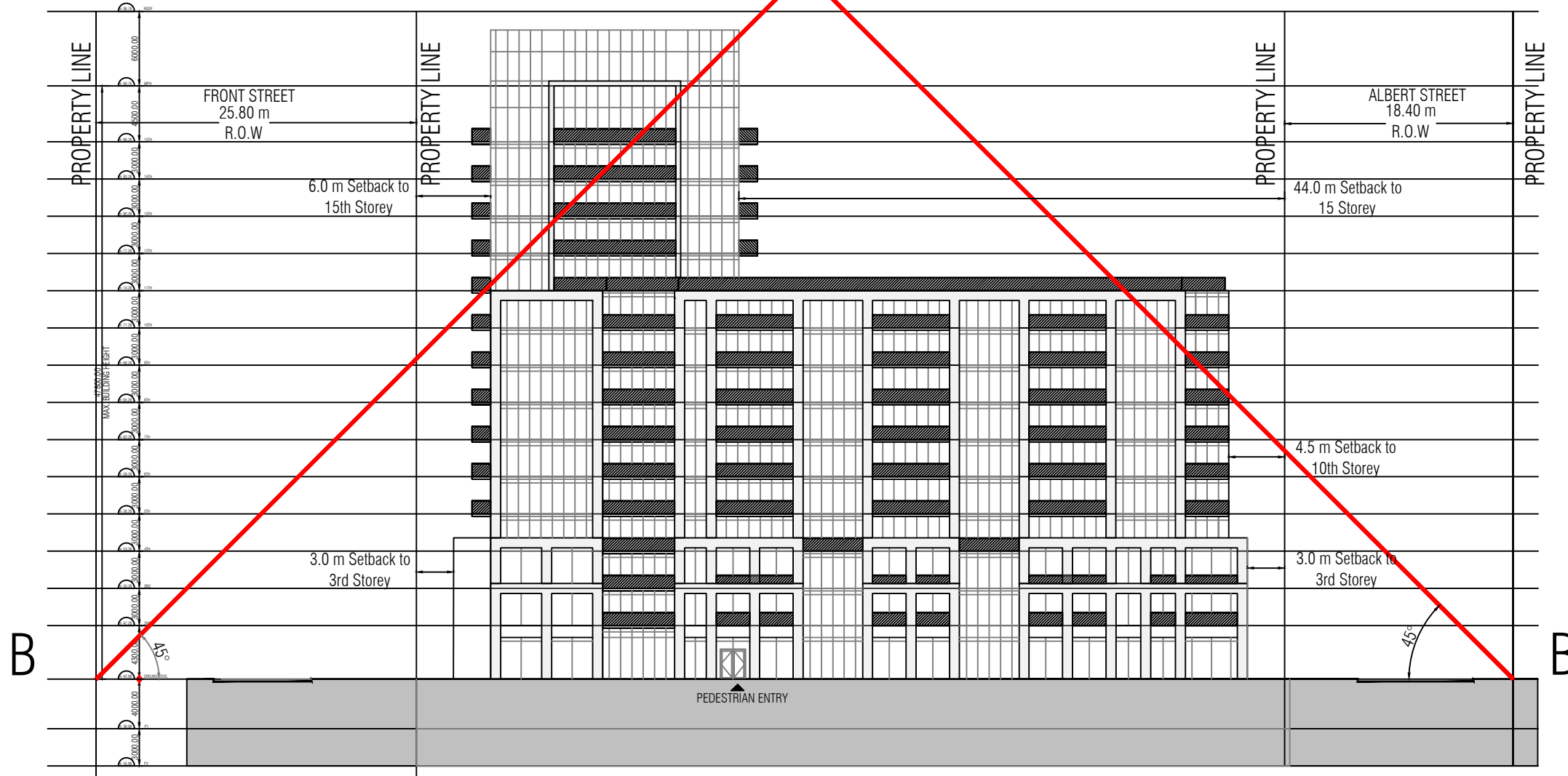
CROSS SECTION  
KEY MAP



KEY MAP - N.T.S.

LEGEND:  
 ——— PROPERTY LINE  
 ——— 45° ANGLE FROM R.O.W

# NORTH ELEVATION



NOT FOR CONSTRUCTION  
ISSUED FOR REVIEW & COMMENTS ONLY

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DESIGN BY: G & C Architects	CHECKED BY: M. JOHNSTON
DRAWN BY: L. DRENNAN	DATE: MARCH 2, 2022

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PROJECT:  
**63 ALBANY STREET  
CITY OF OSHTAWA**

CLIENT:  
**ALBANY STREET INVESTMENTS LTD.**

TITLE:  
**ANGULAR PLANE SKETCH B**

U/S FILE NUMBER: 390-21	SHEET NUMBER: 2
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