



November 1, 2024

390-21

**Via Digital Submission**

Ms. Alia Tulloch  
Planner A

City of Oshawa  
50 Centre Street South  
Oshawa, Ontario L1H 3Z7

Dear Ms. Tulloch,

**RE: 63 Albany Street, Oshawa Ontario  
Official Plan (OPA-2022-4) & Zoning By-law Amendment (Z-2022-06) Application Resubmission**

UrbanSolutions Planning & Land Development Consultants Inc. (UrbanSolutions) is the authorized planning consultant acting on behalf of Albany Street Investments Ltd., the registered owner of the subject lands municipally known as 63 Albany Street, Oshawa. In keeping with the initial submission of OPA-2022-4 and Z-2022-06 on May 20, 2022; the comments received from municipal and regional staff in response, and our ongoing conversations City of Oshawa Planning staff regarding this application, we are pleased to provide the enclosed materials in support of our comprehensive resubmission for this project.

The subject lands are designated 'Residential' and are identified as being located within the Downtown Main Central Area (Central Oshawa Transportation Hub) on Schedule 'A' Land Use (South Half) of the current Oshawa Official Plan (the "O.O.P."). At the Regional level, the subject lands are designated 'Protected Major Transit Station Area (PMTSA)' on Map 1. Regional Structure – Urban & Rural Systems of the Durham Regional Official Plan (the "D.R.O.P."). The subject lands are currently zoned R2, R3-A.F5.5, R6-B(2), and R6-C(11) h-7, as identified on Map B2 – Schedule "A" of Zoning By-law No. 60-94.

**Site History**

In December 2019, Council approved Zoning By-law Amendment No. Z-2019-08 for the subject lands, which provided permissions for a 6-storey multiple dwelling containing 99 units. Following this approval, the subject lands were acquired by the current owner (Albany Street Investments Ltd.) who retained our firm to assist in preparing the necessary planning applications in support of a revised, higher-density concept in response to legislative changes made at the Provincial, regional, and local levels. This revised concept was presented to the City via the submission of OPA-2022-4 and Z-2022-06 on May 20, 2022 and included a 15-storey multiple dwelling (with a 10-storey and 3-storey component fronting on Albert Street) containing a total of 304 units, as well as 18 townhouse dwelling units contained within a single block located at the southwest corner of the site. The concept incorporated 326 vehicle parking spaces contained within an underground garage and an additional 20 spaces within a surface lot. It should be noted that the previous proposal included the properties municipally known as 467 and 469 Albert Street, both of which have been excluded from the current proposal.

Since making the above noted submission of OPA-2022-4 and Z-2022-06 on May 20, 2022, there have been numerous legislative changes at both the Provincial and regional levels which have emphasized the importance of directing intensification to identified Strategic Growth Areas (including Major Transit Station Areas). Given the subject lands' strategic location within the Central Oshawa Major Transit Station Area (directly adjacent to the future GO Station opposite Front Street), our team identified an opportunity to build upon the previous 15-storey concept to ensure that the proposed development appropriately contributes to the Province's goal of building 1.5 million new homes by 2031. A summary of the development concept as currently proposed is outlined below.

### **Current Proposal**

Referring to the enclosed Architectural Package prepared by G+C Architects, the current (revised) proposal consists of a 22-storey multiple dwelling with a three- and four-storey podium portion containing a total of 307 units; as well as 18 three-storey townhouse units separated between two blocks. A total of 281 vehicle parking spaces (279 underground spaces and 2 surface spaces) and 254 bicycle parking spaces are proposed to accommodate the proposed unit count. A summary of key changes made in response to staff comments is outlined below:

#### *Building Height and Massing*

The tower portion of the proposed building has been increased from 15-storeys to 22-storeys while the podium portion fronting on Albany Street has been reduced from 10-storeys to 4-storeys. This height redistribution achieves a more appropriate transition to the existing dwellings to the north (458 Albert Street and 45 Albany Street) by concentrating the majority of the site's density to the northeast corner; directly adjacent to the future GO Station to the east and a vacant parcel proposed to accommodate an 11-storey multiple dwelling (64 Albany Street & 426 Front Street - Z-2020-01) to the north. As a result of these changes, the total number of units within the multiple dwelling has been increased from 286 to 307. The aforementioned changes to the proposed built form were informed in part by the policies contained within the March 28, 2024 Draft of the Central Oshawa Major Transit Station Area Study. For instance, the decision to reduce the height of the proposed podium portion along Albany Street from 10-storeys to 4-storeys was informed by the 'street wall ratio to street' concept introduced via Section 4.3.2.4, as the current massing more appropriately reflects the relative scale of and scale of the adjacent street. Further, the subtle reduction from 4- to 3-storeys at the northwest corner of the site helps divide the street wall into smaller, more legible sized building blocks, while improves daylight levels and adding architectural interest at grade (Sections 4.3.2.2 and 4.3.2.3).

#### *Townhouses*

In response to comments received from City of Oshawa Fire Prevention staff, the proposed townhouse block has been separated into two separate blocks to ensure compliance with OBC requirements relating to maximum fire travel distance. This massing reduction also creates a less visually imposing structure from the public realm and adds architectural interest. As detailed in the enclosed Landscape Plan prepared by Whitehouse Urban Design, the previously proposed hardscape features within the front yards of the proposed townhouse dwellings have been scaled back to allow for more greenspace separating the units from the public realm along Front Street. This additional

space allows for larger front yard tree plantings to enhance privacy and contributing to a more attractive public realm along Front Street.

#### *Landscape Buffering*

The current proposal reduces the extent of the subject lands to exclude 467 & 469 Albert Street, thus reducing the total site area from 0.7 hectares to 0.64 hectares. As a result, the previously proposed surface parking lot containing 18 spaces has been removed and replaced with a 3.3 metre-wide landscape buffer strip planted with a mix of deciduous and coniferous trees and shrubs, as well as a 1.8 metre-high wooden privacy fence to ensure adequate screening between the subject lands and the adjacent residential property to the south.

#### *Fire Route*

Additionally, our team worked with Andy Banga, Chief Fire Prevention Officer for the City of Oshawa to ensure that the proposed multiple dwelling achieves a minimum separation of 3.0 metres from the fire route at all times. This required shifting the southerly extent of the 3-storey podium approximately 1.3 metres away from the curb edge.

### **Purpose of Applications**

The purpose of the Official Plan Amendment (OPA-2022-4) is to permit the proposed density of 530 units per hectare. A copy of the revised Draft Official Plan Amendment is included within the enclosed resubmission package.

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 maximum height, density, setbacks, parking requirements, and permitted uses. A copy of the revised Draft Zoning By-law Amendment is included within the enclosed resubmission package.

### **Provincial Policy Considerations**

Since the initial submission of OPA-2022-4 and Z-2022-06 in May of 2022, there have been numerous changes to Provincial legislation which have had direct implications on the proposed development of the subject lands. A summary of these changes is outlined below:

#### *Bill 109, "More Homes for Everyone Act, 2022"*

On April 14, 2022, the Provincial government passed Bill 109, the "More Homes for Everyone Act, 2022" which contained amendments to various Provincial statutes with the goal of streamlining the development process to deliver more housing units, faster.

#### *Bill 23, "More Homes Built Faster Act, 2022"*

On November 28, 2022, the Provincial passed Bill 23, the "More Homes Built Faster Act, 2022" which introduced amendments to numerous legislative documents intended to assist the Province in achieving its goal of building 1.5 million new homes across Ontario by 2031. To achieve this, Bill 23

assigned Oshawa a target of constructing 23,000 new homes over the same time horizon. Among other objectives, Bill 23 requires municipalities to update their existing land use permissions to allow for increased residential densities around transit stations.

#### *Building Faster Fund*

In their continued effort to speed up the delivery of new housing units across Ontario, the Province announced the “Building Faster Fund” on August 21, 2023 which allocated \$1.2 billion in funding to municipalities who either meet or exceed their annual housing targets. Under this initiative, Oshawa was assigned a target of 1,687 new units in 2023, 1,917 new units in 2024, and 2,300 new units in 2025 (which is anticipated to continue growing annually between 2026 and 2031).

#### *Bill 185, Cutting Red Tape to Build More Homes Act*

On June 6, 2024, the Provincial government passed Bill 185, the “Cutting Red Tape to Build More Homes Act” which numerous introduced legislative changes in efforts to achieve their goal of building 1.5 million new homes across Ontario by 2031. Among other notable changes, this Bill had the effect of removing minimum vehicle parking requirements for sites located within Protected Major Transit Station Areas. Given that the subject lands’ location within the Central Oshawa PMTSA and recognizing the importance of prioritizing intensification within sites located in close proximity to higher-order transit, UrbanSolutions submitted a Letter to the Province on behalf of Albany Street Investments Ltd. via ERO No. 019-8369 recommending that the application of this policy be expanded to *all* Major Transit Station Areas across Ontario.

#### *Provincial Planning Statement, 2024*

The new Provincial Planning Statement (PPS) took effect on October 20, 2024 which consolidated the former A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019 and the Provincial Policy Statement, 2020. The PPS, 2024 works together with other recent changes to the land use planning system in Ontario which collectively support key government priorities including increasing housing supply, supporting job creation, and reducing red tape. Following a fulsome review, we have concluded that the proposed development in its current form is consistent with the PPS, 2024.

### **Upper Tier Policy Considerations**

On May 17, 2023, Durham Regional Council adopted the new Durham Regional Official Plan (D.R.O.P.) as a part their ongoing Envision Durham – Municipal Comprehensive Review (MCR) which contained updated population and employment projections, density targets (city-wide intensification target increased from 39% to 50%), and the delineation of both Regional Corridors and Major Transit Station Areas (including the Central Oshawa GO Station in which the subject lands reside). Key policy objectives introduced by the adopted D.R.O.P. include support for higher-density forms of development and redevelopment within Strategic Growth Areas and ensuring that developments within Protected Major Transit Station Areas specifically serve as focal points for high-density built forms which incorporate transit-oriented design principles. Recognizing the importance of prioritizing intensification within Strategic Growth Areas to achieve Provincial housing targets, UrbanSolutions submitted a Letter to the Minister of Municipal Affairs and Housing on behalf of Albany Street Investments Ltd. via ERO No. 019-5147 recommending that the

minimum density target for Protected Major Transit Station Areas be increased from 150 to 500 residents and jobs per gross hectare to more accurately reflect the planned built form envisioned for the Area.

### **Lower Tier Policy Considerations**

On January 29, 2024, Oshawa City Council authorized Staff to initiate a Municipal Comprehensive Review process to update the Oshawa Official Plan (the “Official Plan Review”) to ensure conformity to the Envision Durham – Municipal Comprehensive Review and above-noted Provincial legislative changes. This ongoing process will include policy changes informed by the findings of various development studies undertaken by the City’s Development Services Department – including the ongoing Integrated M.T.S.A. Study for Central Oshawa which is discussed in more detail below.

#### *Integrated M.T.S.A. Study for Central Oshawa*

In Spring 2023, the City hosted a Public Information Centre Meeting to gather public feedback on three proposed land use alternatives for the Central Oshawa MTSA. Of these options, Land Use Alternative 3 (“Bridging to Downtown”) proposed the highest MTSA-wide density target (being 350 people and jobs per gross hectare) and focuses density along Simcoe Street. In keeping with the recommendations of our previous Provincial submissions relating to the subject lands, UrbanSolutions submitted feedback through the Study’s website on September 7, 2023 expressing support for Land Use Alternative 3, as such’s proposed level of density more closely aligned with Provincial and Regional growth targets compared to Alternatives 1 and 2. On September 11, 2023, Council approved Staff’s recommendation to proceed with Land Use Alternative 3 as the preferred option to inform the remainder of the Study.

Based on the above-noted policy considerations, it is our professional opinion that:

- The enclosed applications conform to the Provincial Planning Statement, 2024 and all other applicable Provincial policies;
- The enclosed applications support the intent, goals, and objectives of the Region of Durham Official Plan, as amended through the Envision Durham – Municipal Comprehensive Review, and;
- The enclosed Zoning By-law Amendment includes appropriate regulations and implements the general intent of the Oshawa Official Plan.

In support of our comprehensive resubmission for OPA-2022-4 and Z-2022-06, please find the following materials enclosed:

- One (1) copy of the revised Draft Official Plan Amendment prepared by UrbanSolutions;
- One (1) copy of the revised Draft Zoning By-law Amendment prepared by UrbanSolutions;
- One (1) copy of the revised Architectural Package prepared by G+C Architects, inclusive of a revised Site Plan, Underground Parking Plan, Floorplans, Building Elevations, and Perspective Renderings;
- One (1) copy of the revised Transportation Impact Study prepared by NexTrans;
- One (1) copy of the revised Functional Servicing and Stormwater Management Report prepared by JAIN;
- One (1) copy of the revised Site Servicing Plan prepared by JAIN;

- One (1) copy of the revised Grading Plan prepared by JAIN;
- One (1) copy of the revised Sediment and Erosion Control Plan prepared by JAIN;
- One (1) copy of the revised Landscape Plan prepared by Whitehouse Urban Design;
- One (1) copy of the Environmental Site Assessment Update Report prepared by Fisher Engineering;
- One (1) copy of the Noise and Vibration Impact Study prepared by dBA Acoustical Consultants;
- One (1) copy of the completed Ontario Building Code Design Information Sheets prepared by G+C Architects;
- One (1) copy of the Stage 1 Archaeological Assessment Clearance Letter issued by the Ministry, and;
- One (1) copy of the Comment Response Tracking Matrix prepared by UrbanSolutions.

We look forward to working with you and your staff in the review of this application and trust the above noted information will be sufficient for the approval of this application. Should you have any questions or require anything further, please do not hesitate to contact the undersigned.

Kind Regards,  
**UrbanSolutions**



Matt Johnston, MCIP, RPP  
*Principal*



Matthew LeBlanc, MCIP, RPP  
*Planner*

cc. Mr. David Horwood, Albany Street Investments Ltd. (via email)