

To: Economic and Development Services Committee

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

Report Number: ED-23-53

Date of Report: March 1, 2023

Date of Meeting: March 6, 2023

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

Ward: Ward 4

File: OPA-2021-05, Z-2021-10

1.0 Purpose

The purpose of this Report is to provide a recommendation on the revised applications submitted by Downing Street (Ritson Road) Inc. (the “Applicant”) to amend the Oshawa Official Plan (O.O.P.) and Zoning By-law 60-94 to permit the development of 154 stacked townhouse units on lands generally located east of Ritson Road North, north of Adelaide Avenue East (the “Subject Site”).

The Applicant intends to register the proposed development as a condominium. In the event the subject applications to amend the O.O.P. and Zoning By-law 60-94 are approved, the Applicant will be required to submit an application for approval of a draft plan of condominium at the appropriate time.

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

Attachment 2 is a copy of the originally proposed site plan submitted by the Applicant.

Attachment 3 is a copy of the revised site plan submitted by the Applicant.

Attachment 4 is a list of uses permitted in the R2 (Residential), R6-B (Residential) and GI (General Industrial) Zones.

On November 16, 2021, the Applicant hosted a virtual community open house to present the development proposal to area residents. Through this open house, area residents were also provided an opportunity to ask the applicant questions and provide comments in

advance of the formal submission of the applications to the City and the Planning Act public meeting. City staff attended the open house as did 11 area residents.

A Planning Act public meeting was held on February 7, 2022 concerning the subject applications. At the conclusion of the meeting, the Development Services Committee adopted a recommendation to refer the subject applications back to staff for further review and the preparation of a subsequent report and recommendation. The minutes of the public meeting form Attachment 5 to the Report.

Subsequent to the February 7, 2022 public meeting, the Applicant revised the subject development proposal. The key differences between the proposal considered at the February 7, 2022 public meeting (see Attachment 2) and the revised proposal (see Attachment 3) are as follows:

- The total number of stacked townhouse units has been reduced from 157 units to 154 units.
- The total number of on-site parking spaces has been increased from 244 parking spaces to 265 parking spaces. The number of parking spaces for residents has been increased from 211 parking spaces (1.34 spaces per unit) to 226 parking spaces (1.47 spaces per unit) and the number of visitor parking spaces has been increased from 33 parking spaces (0.21 spaces per unit) to 39 parking spaces (0.25 spaces per unit).
- The driveway to Ritson Road North has been shifted to the north to increase the distance between the proposed driveway and the existing driveway for the Canada Post facility to the south at 301 Ritson Road North.
- As a result of the Ritson Road North driveway re-location, Block K has been re-located to the south side of the proposed driveway, away from the abutting single detached dwelling to the north.
- The on-site amenity area has been shifted to the south.

2.0 Recommendation

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

1. That, pursuant to Report ED-23-53 dated March 1, 2023, the revised application submitted by Downing Street (Ritson Road) Inc. to amend the Oshawa Official Plan (File: OPA-2021-05) to re-designate the southern portion of the lands generally located east of Ritson Road North, north of Adelaide Avenue East from Industrial – Regeneration Area to Residential be approved, generally in accordance with the comments contained in said Report, and the necessary by-law be passed in a form and content acceptable to the Commissioner of Economic and Development Services and the City Solicitor.
2. That, pursuant to Report ED-23-53 dated March 1, 2023, the revised application submitted by Downing Street (Ritson Road) Inc. to amend Zoning By-law 60-94

(File: Z-2021-10) to rezone the lands generally located east of Ritson Road North, north of Adelaide Avenue East from R2 (Residential) and GI (General Industrial) to an appropriate R6-B (Residential) Zone to permit the development of 154 stacked townhouse units be approved, generally in accordance with the comments contained in said Report, and the necessary by-law be passed in a form and content acceptable to the Commissioner of Economic and Development Services and the City Solicitor.

3. That, in accordance with Section 34(17) of the Planning Act and notwithstanding that the Zoning By-law Amendment proposed in Report DS-22-23 dated February 2, 2022 presented at the public meeting of February 7, 2022 differs to some degree from the proposed amendment recommended to be approved by City Council pursuant to Part 2 of this Recommendation in Report ED-23-53, such differences are not substantial enough to require further notice and another public meeting.

3.0 Executive Summary

This Department recommends the approval of the revised applications to amend the Oshawa Official Plan and Zoning By-law 60-94 to permit the development of 154 stacked townhouse units on lands generally located east of Ritson Road North, north of Adelaide Avenue East.

The proposed development represents the redevelopment of an underutilized site that is located along a Type “B” Arterial Road with good access to transit and nearby amenities and can be designed to be compatible with adjacent uses.

The proposed development conforms to the Provincial Growth Plan, is consistent with the Provincial Policy Statement, conforms to the Durham Regional Official Plan, is within the Built Boundary and represents good planning.

4.0 Input From Other Sources

4.1 Other Departments and Agencies

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

4.2 Public Comments

The minutes of the public meeting concerning the subject applications form Attachment 5 to this Report.

Planning Services has received three (3) pieces of written correspondence from members of the public regarding the proposed Official Plan and Zoning By-law Amendments (Correspondence Items DS-22-26, DS-22-38 and DS-22-39).

Key concerns raised by the public at the public meeting and through the above noted correspondence are set out below together with a staff response.

4.2.1 Driveway Locations/Traffic

Comment:

Comments were made concerning traffic on Ritson Road North and a suggestion was made that the access to the proposed development be restricted to Oshawa Boulevard North only due to the traffic volumes on Ritson Road North.

Staff Response:

The proposed development includes two full movement driveways: one to Ritson Road North and one to Oshawa Boulevard North. These driveways will connect to the internal private road system that provides access to the private driveways and visitor parking areas.

The applicant submitted a Traffic Impact Study (T.I.S.) for the proposed development, prepared by Paradigm Transportation Solutions Limited, a professional engineering consulting company. The key conclusions of the T.I.S. are as follows:

- The proposed development will not have a noticeable impact on operations on the existing road network. Most intersections in the study area will operate at acceptable levels of service and well within capacity.
- Under existing conditions, the intersection of Oshawa Boulevard and Adelaide Avenue East does not operate at an acceptable level of service during the A.M. peak and P.M. peak periods. However, movements at this intersection operate well within capacity.
- Under future background conditions (without the subject development), the surrounding road network will operate at acceptable levels except for the movements that have issues under existing conditions.
- The proposed residential development is expected to generate 71 trips during the A.M. peak period and 87 trips during the P.M. peak period.
- The site circulation analysis indicates that the waste disposal truck and fire truck can navigate the site as needed without conflict.

In addition to the conclusions of the T.I.S., the Applicant has revised the plan to relocate the proposed Ritson Road North driveway further to the north than originally proposed in order to create a greater setback to the northerly driveway of the neighbouring Canada Post facility at 301 Ritson Road North.

Region of Durham Works staff and the City's Engineering Services branch have no objection to the key conclusions of the T.I.S. as it relates to impacts on area streets. The Region has no objection to the proposed driveway to Ritson Road North.

4.2.2 Not Consistent with the Character of the Neighbourhood

Comment:

Comments were made that the proposed development was not in keeping with the character of the neighbourhood, which is predominantly comprised of one and two storey single detached dwellings.

Staff Response:

Staff acknowledge that the neighbouring residential area to the north and east is a mature, low rise residential neighbourhood predominantly comprised of one and two storey single detached dwellings. The Subject Site has historically been used as outdoor storage and parking related to nearby industrial and commercial facilities. The current zoning permits a range of industrial uses. The Applicant proposes to redevelop the site to permit residential uses.

The Subject Site is somewhat disconnected from the existing residential neighbourhood as it has been used for non-residential uses and is located at the periphery of the neighbourhood. Further, the Subject Site directly fronts onto Ritson Road North, which is classified as a Type "B" Arterial Road in the Oshawa Official Plan. Sites on arterial roads are generally intended to be areas of focus for the more intensive and medium and high density residential developments in the City.

The policies of the Provincial Growth Plan, Durham Regional Official Plan and City of Oshawa Official Plan encourage appropriate residential intensification along arterial roads. In consideration of these policy directions, it is unreasonable from a planning perspective to expect the Subject Site to be developed for entirely single detached dwellings. The proposed development is of a low-rise form appropriate in scale within the context of the neighbourhood and the Provincial, Regional and City intensification policies.

The revised development proposal provides an appropriate transition in built form from the existing low-rise residential neighbourhood to the north and east to the Canada Post facility to the south and Ritson Road North to the west.

4.2.3 Tree Preservation

Comment:

Comments were made regarding the impact the proposed development will have on existing trees along the west and north property lines of the Subject Site.

Staff Response:

The Applicant is not allowed to remove trees that are partially or fully planted on neighbouring properties. A tree inventory and preservation plan will be required as part of a future site plan approval application in the event the subject applications are approved. These plans will review the existing trees surrounding the property, evaluate their health and provide recommendations related to any necessary tree removals, mitigation

measures or compensation planting. New trees will be required to be planted throughout the Subject Site including along the north and west edges of the development.

4.2.4 Building Setbacks, Heights and Privacy

Comment:

Comments were made concerning building setbacks and building heights and the resulting loss of privacy for neighbouring properties given the proposed three storey stacked townhouses being proposed on the Subject Site.

Staff Response:

The revised proposed site plan includes three storey stacked townhouses along the east, west, central and south portions of the site. There are no buildings proposed along the north property line abutting the existing dwellings to the north.

The buildings on the west side of the site are oriented in an east-west manner with the narrower side elevations of the buildings facing the neighbouring properties, minimizing the massing adjacent to the western property limit. The conceptual elevation plans submitted with the applications indicate that the size and number of windows on the side elevations have been minimized and there are no balconies on these elevations.

The proposed buildings along the west side of the property have side yard setbacks ranging from 4.55 metres (14.93 ft.) to 10.16 metres (33.33 ft.). The majority of the adjacent properties to the west have larger than average rear yards which combined with the proposed setbacks on the Applicant's lands provide a considerable distance between the existing and proposed buildings. In addition, two of the existing dwellings include accessory buildings in the rear yard, providing a further buffer between the existing dwellings and the proposed buildings.

No buildings are proposed directly abutting the neighbouring properties to the north. The closest proposed building would have a setback of 10.78 metres (35.37 ft.) to the north property line. This setback is greater than the typical rear yard depth of 7.50 metres (24.61 ft.) that would be required under the existing R2 (Residential) zoning that is currently in place on the northern portion of the Subject Site. The remainder of the buildings on the north side of the property have a proposed setback of approximately 16.07 metres (52.72 ft.) and are separated from the north property line by a landscaped strip, drive aisle, one row of parking spaces and a pedestrian walkway.

The Applicant is also proposing to install a 2.10 metre (6.89 ft.) high privacy fence along the north and west property lines as an additional measure to address the privacy concerns of the neighbourhood. This fence height is comparable in height to standard privacy fences which typically range in height from 1.83 metres (6 ft.) to 2.13 metres (6.99 ft.). The privacy fence will be a common element that the future condominium corporation will be responsible for maintaining.

4.2.5 Nuisance during Construction

Comment:

Comments were made concerning the impact of construction traffic and noise on the neighbourhood while the development is under construction.

Staff Response:

The construction traffic access can be restricted to Ritson Road North through any site plan agreement and access permits.

Construction noise will be a temporary inconvenience for neighbouring residents during the development of the Subject Site. Through the site alteration permit, the City's Noise By-law, and Dust and Mud Control By-law, the City has controls for dust, mud, site drainage and hours of construction.

4.2.6 Perceived Lack of Greenspace On-Site

Comment:

Comments were made concerning a perceived lack of greenspace in the proposed development.

Staff Response:

Thirty-three percent (33%) of the proposed development is landscaped open space. The proposed design includes a 595 square metre (6,404.53 sq. ft.) common outdoor amenity area that is generally central to the Subject Site that will be accessible to all residents. In addition to the proposed amenity area, there are a number of municipal parks (e.g. Connaught Park, Central Park) and elementary school yards (Coronation Public School and Walter E. Harris Public School) in the surrounding area that can be utilized for outdoor recreation. The Subject Site is also in proximity to the Michael Starr Trail. All residential units except the ground floor units will have balconies.

5.0 Analysis

5.1 Background

The Subject Site is generally located east of Ritson Road North, north of Adelaide Avenue East (see Attachment 1). The Subject Site has frontage on both Ritson Road North and Oshawa Boulevard North. The lands are located immediately north of the Canada Post distribution facility at 301 Ritson Road North.

The Subject Site, which is currently vacant, was previously used as a parking lot and outdoor storage area for the former General Motors north plant that was located on several sites in the vicinity of Ritson Road North and Adelaide Avenue East. More recently, the site was used for new vehicle storage by Ontario Motor Sales.

The following is background information concerning the revised subject applications:

Item	Existing	Requested/Proposed
Oshawa Official Plan Designation	Residential and Industrial – Regeneration Area	Residential
Zoning By-law 60-94	R2 (Residential) and GI (General Industrial)	An appropriate R6-B (Residential) Zone to implement the proposed development with site specific conditions to permit certain performance standards such as, but not limited to, increased lot coverage, reduced interior side yard and rear yard depths, reduced landscaped open space and reduced required parking.
Use	Vacant former parking lot for the former General Motors north plant which was also used for new vehicle storage by Ontario Motor Sales	154 stacked townhouse units

The following land uses are adjacent to the Subject Site:

- **North** Semi-detached dwellings fronting onto Maplewood Drive
- **South** Canada Post distribution facility
- **East** Oshawa Boulevard North, beyond which are single detached dwellings and two-unit dwellings
- **West** Single detached dwellings and two-unit dwellings on the east side of Ritson Road North and single detached dwellings and Peacock Lumber on the west side of Ritson Road North

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

Site Statistics Item	Measurement
Lot Frontage	Ritson Road North - 45.70m (149.93 ft.) Oshawa Boulevard North – 161.90m (531.17 ft.)
Gross Lot Area (inclusive of road widenings)	1.99 ha (4.92 ac.)
Net Lot Area (exclusive of road widenings)	1.95 ha (4.82 ac.)
Number of Proposed Stacked Townhouse Units	154 units

Site Statistics Item	Measurement
Proposed Net Residential Density	80 units per hectare (32 u/ac.)
Required Parking Spaces for Condominium Apartment Dwellings	223 spaces plus 46 spaces for visitors Total: 269 (1.45 spaces per unit plus 0.3 spaces per unit for visitors)
Proposed Parking Spaces for Condominium Apartment Dwellings	226 spaces plus 39 spaces for visitors Total: 265 (1.47 spaces per unit plus 0.25 spaces per unit for visitors)

5.2 Oshawa Official Plan

The Subject Site is designated as Residential and Industrial in the Oshawa Official Plan (“O.O.P.”). The northern portion of the Subject Site is designated Residential and the southern portion is designated Industrial. The O.O.P. also identifies the portion of the Subject Site designated as Industrial as a Regeneration Area.

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

Areas designated as Industrial shall generally be used for manufacturing, warehousing and storage, assembly, processing including reclaiming and recycling, research and development facilities, corporate offices, utility functions and transportation terminals. Industrially oriented sales, service and office operations such as truck and machinery operations, equipment repair, merchandise service shops and building or contracting yards, community and recreational uses such as facilities for day care and recreation that are municipally owned and operated, vehicle fuel stations may also be permitted in appropriate locations. In addition, certain commercial, community and recreational uses such as banks, offices other than corporate or industrially oriented offices, restaurants, banquet facilities, personal service and retail uses, fraternal organizations and athletic clubs may be permitted provided that such uses are compatible with industrial uses in the area.

For the purposes of the O.O.P., a Regeneration Area means an area identified as an area in transition, with lands and/or buildings that are underutilized, derelict, vacant, in need of revitalization or which would be more appropriately and efficiently used for non-industrial land uses.

Lands identified as Regeneration Areas and having an underlying Industrial designation shall remain subject to the policies of the O.O.P. for areas designated as Industrial pending further planning studies by the City, the Region or proponent of development to determine appropriate land use alternatives.

Policy 2.4.2.5 of the O.O.P. states that areas designated as Industrial, including lands within Regeneration Areas, shall only be redesignated to another designation or used for a

purpose that does not conform to the types of uses intended for areas designated as Industrial pursuant to the following:

- (a) A planning study involving a municipal comprehensive review pursuant to the provisions of the Growth Plan for the Greater Golden Horseshoe, where the lands are not identified as a Regeneration Area on Schedule “A”, Land Use, of the O.O.P.; or,
- (b) A planning study involving a comprehensive review pursuant to the provisions of the Provincial Policy Statement, where the lands are within a Regeneration Area identified on Schedule “A”, Land Use, of the O.O.P.

Policy 9.1.3 of the O.O.P. states that a comprehensive review pursuant to the provisions of the Provincial Policy Statement may be undertaken by a proponent of development as the basis of a planning study where the lands are within a Regeneration Area.

The O.O.P. contains policies which establish various residential density types and provide general locational criteria for such densities. The proposed residential development would have a net residential density of approximately 80 units per hectare (32 u/ac.) which falls within the range of the Medium Density II Residential density type.

The Applicant has requested that the Subject Site be re-designated from Industrial within a Regeneration Area to Residential to permit the proposed stacked townhouse development.

Table 2, Residential Density Classification, in the O.O.P. is a guideline that indicates that uses in the Medium Density II Residential category, which generally permits 60 to 85 units per hectare (24 to 34 u/ac.), are subject to the following general locational criteria:

- (a) Generally located at the periphery of neighbourhoods along arterial roads, or within or at the periphery of the Downtown Oshawa Urban Growth Centre, or in proximity to arterial roads within the Main Central Areas, Sub-Central Areas, Community Central Areas, Local Central Areas or Regional and Local Corridors, or generally located in areas that are undergoing transition, such as neighbourhoods containing a range of land uses, in which higher density residential uses could be developed without generating undue adverse impacts on adjacent land uses.
- (b) Generally located in such a manner that the scale, form and impacts of this type of housing are generally compatible with adjacent land uses.

Ritson Road North is designated as a Type ‘B’ Arterial Road on Schedule “B”, Road Network, of the O.O.P. Oshawa Boulevard North is classified as a local road.

This Department has no objection to the approval of the revised application to amend the Oshawa Official Plan. Section 5.5 of this Report sets out the planning rationale for this position.

5.3 Zoning By-law 60-94

The northerly portion of the Subject Site is zoned R2 (Residential) and the southerly portion of the Subject Site is zoned GI (General Industrial) in Zoning By-law 60-94 (see Attachment 1).

The R2 Zone permits single detached dwellings, semi-detached buildings, semi-detached dwellings and duplexes. The GI Zone permits a variety of industrial uses, including, but not limited to:

- Automobile body shop
- Automobile repair garage
- Contracting yard
- Food preparation plant
- Manufacturing, processing or assembly industry
- Warehouse

The full list of uses permitted in the GI Zone is included in Attachment 4.

Stacked townhouses are considered apartments under Zoning By-law 60-94. Apartment buildings are permitted in the R6-B Zone subject to compliance with regulations on such matters as maximum density, maximum height, maximum lot coverage, minimum yard depths, minimum landscaped open space and maximum required parking.

The Applicant has submitted an application to amend Zoning By-law 60-94 to rezone the Subject Site from R2 and GI to an appropriate R6-B (Residential) Zone subject to a special condition to permit the proposed 154 unit stacked townhouse development. In order to implement the proposed site design, special regulations are proposed such as increased lot coverage, reduced interior side yard and rear yard depths, reduced landscaped open space and reduced required parking.

This Department has no objection to the approval of the revised application to amend Zoning By-law 60-94 which would:

- Permit a maximum of 154 stacked townhouse units;
- Implement the proposed buildings/site design; and,
- Permit a visitor parking rate of 0.25 parking spaces per unit.

This Department has no objection to the rezoning which would implement the proposed development as revised by the Applicant. Section 5.5 of this Report sets out the rationale for this position.

5.4 Site Design/Land Use Considerations

The revised plans submitted by the Applicant propose thirteen (13) 3-storey apartment buildings collectively containing 154 stacked townhouse units primarily fronting onto a private roadway with vehicular access from both Ritson Road North and Oshawa Boulevard North (see Attachment 3). Forty-four (44) of the stacked townhouse dwellings (Blocks D, E and M) will have frontage on both Oshawa Boulevard North and the private

road with front doors facing both Oshawa Boulevard North and the internal private road. However, driveway access for these units will be provided from the private road only.

Each stacked townhouse unit is proposed to have a balcony. A 595 square metre (6,404.53 sq. ft.) central amenity area is also included as part of the proposed site design.

The Applicant has also submitted an associated application for site plan approval (File: SPA-2021-14) for the proposed development.

In support of the proposed development, the Applicant has submitted a variety of plans and documents including a site plan, floor plans, elevation plans, servicing plan, grading plan, erosion and sediment control plan, functional servicing and stormwater management report, landscape plan, transportation impact assessment (which includes a parking study), geotechnical report, land use compatibility study (which includes a noise study), environmental site assessment and planning justification report.

Detailed design matters will be reviewed during the processing of the related site plan approval application to ensure compliance with the City's Landscaping Design Policies, engineering standards and other policies if the subject revised applications are approved.

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

- (a) Site/building design matters including driveway access, parking, refuse storage and collection, building architecture, landscaping, building setbacks and fire access;
- (b) Noise attenuation;
- (c) Stormwater management, servicing and grading matters including the need for any easements;
- (d) The appropriateness of the proposed configuration, size and location of the amenity area;
- (e) Transportation considerations;
- (f) Crime Prevention Through Environmental Design matters;
- (g) Parkland dedication; and,
- (h) The need for a Record of Site Condition.

5.5 Basis for Recommendation

This Department has no objection to the revised applications to amend the O.O.P. and Zoning By-law 60-94 for the following reasons:

- (a) Developing underutilized properties within the Built Boundary to a more intense use along a Type 'B' Arterial Road conforms to the Provincial Growth Plan and is consistent with the Provincial Policy Statement.
- (b) The proposed development conforms to the Durham Regional Official Plan.
- (c) The Subject Site is already partially designated and zoned to permit residential uses albeit at a lower density.

- (d) The proposed development is an appropriate use and form of development on the Subject Site given its location on an arterial road at the periphery of the neighbourhood and in an area with a mix of land uses.
- (e) The proposed development promotes active transportation opportunities given the Subject Site's proximity to a variety of amenities (i.e. Tim Horton's plaza, Costco/No Frills plaza, Connaught Park, Coronation Public School) and access to the Michael Starr Trail.
- (f) The proposed development is transit supportive given its proximity to Durham Region Transit bus stops along Ritson Road North and Adelaide Avenue East.
- (g) The proposed development can be designed to be compatible with adjacent and future land uses.
- (h) The proposed development represents an appropriate re-use of an underutilized brownfield property within the urban area.
- (i) The proposed development will make efficient use of existing municipal services such as water and sanitary services.
- (j) The proposed development represents good planning.

6.0 Financial Implications

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

7.0 Relationship to the Oshawa Strategic Plan

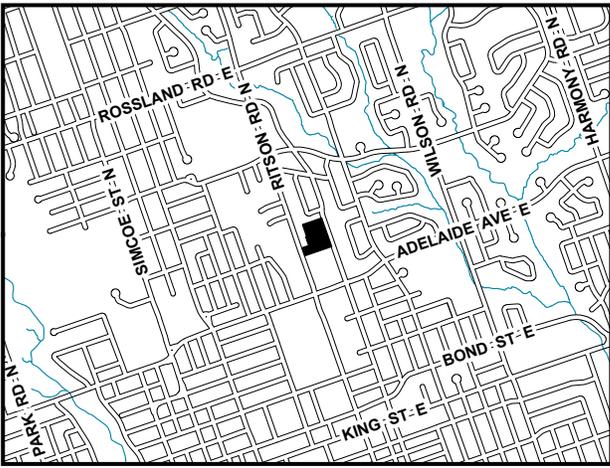
The Recommendation advances the Economic Prosperity and Financial Stewardship goal of the Oshawa Strategic Plan.



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



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



**Item: ED-23-53
Attachment 1**

Economic and Development Services

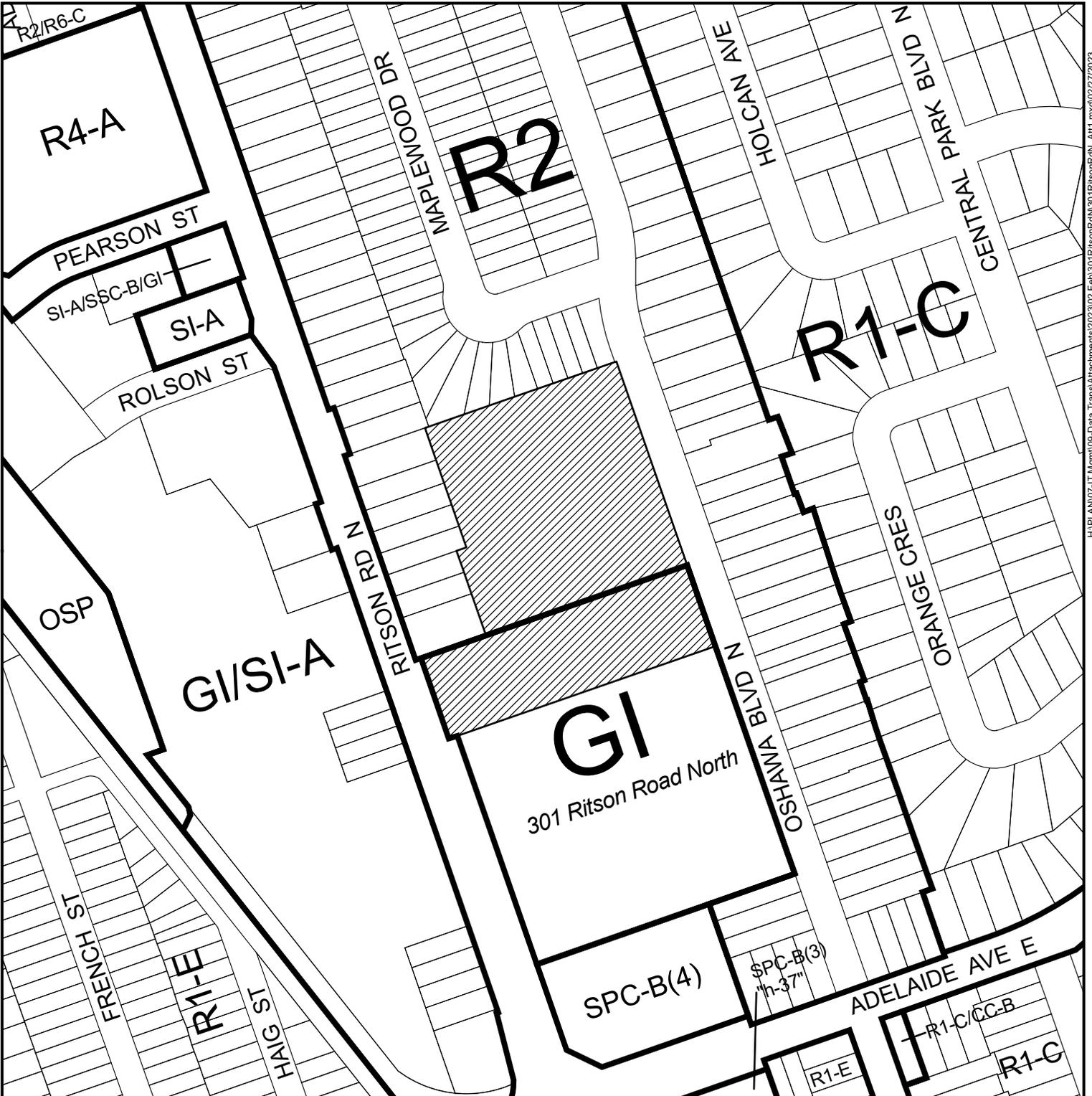
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Ward: Ward 4

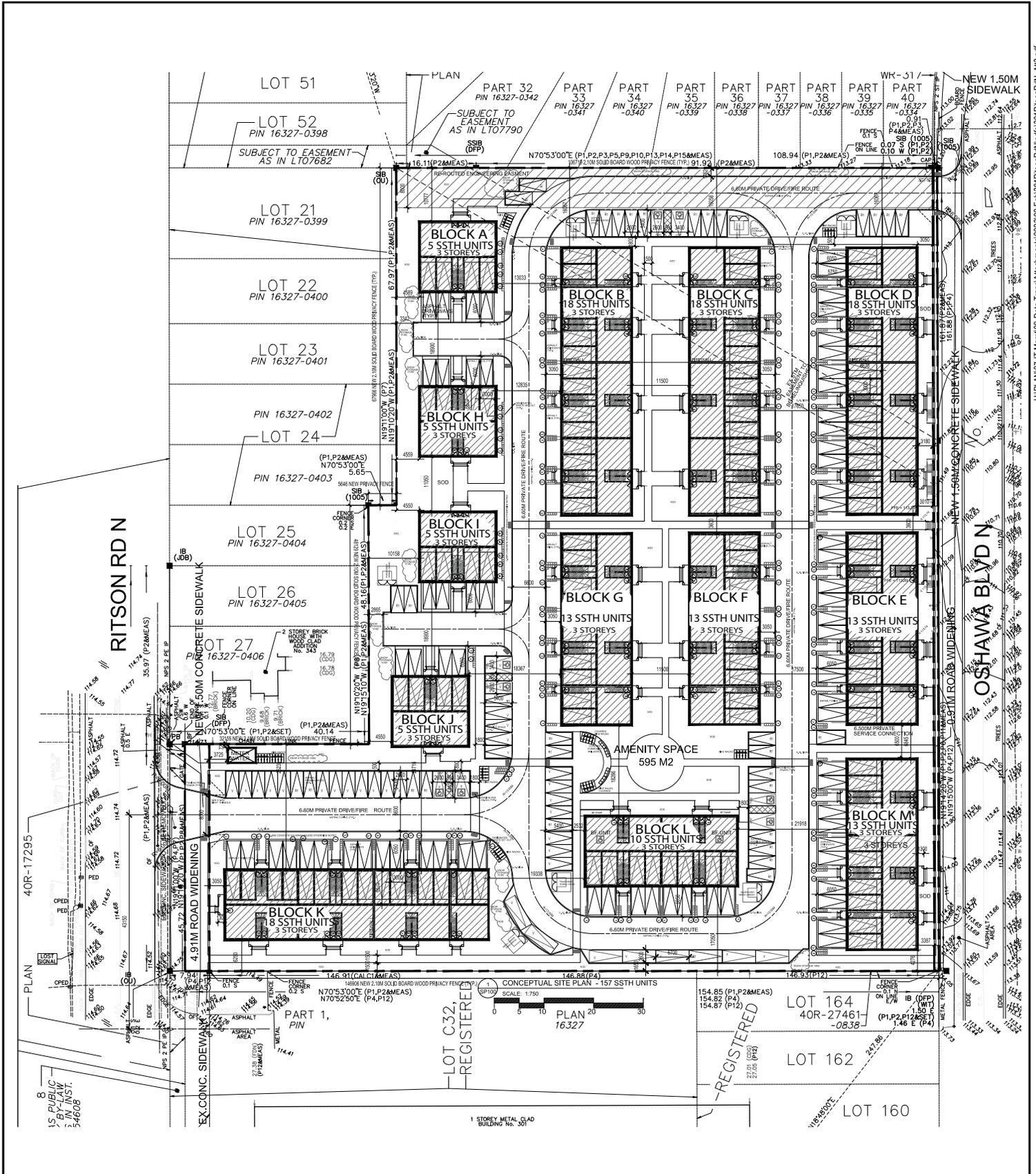
File: OPA-2021-05, Z-2021-10



Subject Site 



Title: Revised Site Plan Submitted by the Applicant
 Subject: Revised Applications to Amend the Oshawa Official Plan and Zoning By-law 60-94, Downing Street (Ritson Road) Inc., Lands east of Ritson Road North, north of Adelaide Avenue East
 Ward: Ward 4
 File: OPA-2021-05, Z-2021-10



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List of Permitted Uses in the R2 and R6-B (Residential) Zones and the GI (General Industrial) Zone:

R2 (Residential) Zone

- (a) Single detached dwelling
- (b) Semi-detached building
- (c) Semi-detached dwelling
- (d) Duplex

R6-B (Residential) Zone

- (a) Apartment building
- (b) Long Term Care Facility
- (c) Nursing home
- (d) Retirement home

GI (General Industrial) Zone

- (a) Any industrial use not mentioned in this subsection which is not obnoxious
- (b) Auction establishment
- (c) Automobile body shop
- (d) Automobile repair garage
- (e) Automobile towing business
- (f) Cleaning or dyeing plant
- (g) Contracting yard
- (h) Dry cleaning and laundry plant
- (i) Equipment repair or servicing shop
- (j) Food preparation plant
- (k) Industrially oriented office
- (l) Kennel
- (m) Manufacturing, processing or assembly industry
- (n) Metal stamping establishment
- (o) Nightclub
- (p) Outdoor storage accessory to a permitted use in a GI Zone
- (q) Parking garage or parking lot associated with a permitted use in a GI Zone
- (r) Printing establishment
- (s) Recreational use
- (t) Recreational vehicle storage
- (u) Recycling depot
- (v) Recycling operation
- (w) Sales outlet
- (x) Service industry
- (y) Taxi establishment
- (z) Transport terminal including railway yard
- (aa) Underground bulk liquid storage
- (bb) Vehicle sales and service establishment
- (cc) Warehouse
- (dd) Wholesale distribution centre

Excerpts from the Minutes of the Development Services Committee Meeting held on February 7, 2022

Application: DS-22-23

Presentation

GSP Group - Applications to Amend Zoning By-law 60-94

Sarah Knoll, GSP Group presented an overview of the applications to Amend the Oshawa Official Plan and Zoning By-law 60-94 submitted by Downing Street (Ritson Road) Inc. for lands located east of Ritson Road North, north of Adelaide Avenue East.

Moved by Councillor McConkey

That the presentation's time be extended by two minutes.

Motion Carried

Sarah Knoll continued to address the Development Services Committee.

The Committee questioned Sarah Knoll.

Delegations

Gary Flauder - Development Applications for Downing Street (Ritson Road)

Gary Flauder addressed the Development Services Committee concerning the applications submitted by Downing Street (Ritson Road) Inc. for lands located east of Ritson Road North, north of Adelaide Avenue East, expressing concerns with the size and density of the development in comparison to other properties in the neighbourhood and the impact to the valuation of the surrounding properties. Gary Flauder also expressed concern with increased traffic on Ritson Road and encouraged further community feedback.

The Committee questioned Gary Flauder.

Correspondence

DS-22-36 - Ellen Humphrey submitting comments concerning Item DS-22-23 regarding the Amendment to the Oshawa Official Plan for Downing Street (Ritson Road) Inc. (Ward 4)

Moved by Mayor Carter

That Correspondence DS-22-36 from Ellen Humphrey concerning the application to amend the Oshawa Official Plan and Zoning By-law 60-94, Downing Street (Ritson Road) Inc., lands east of Ritson Road North, north of Adelaide Avenue East be referred to staff for consideration in the future recommendation report on the matter.

Motion Carried

DS-22-38 - Gary Flauder submitting comments concerning Item DS-22-23 regarding the Amendment to the Oshawa Official Plan for Downing Street (Ritson Road) Inc. (Ward 4)

Moved by Mayor Carter

That Correspondence DS-22-38 from Gary Flauder concerning the application to amend the Oshawa Official Plan and Zoning By-law 60-94, Downing Street (Ritson Road) Inc., lands east of Ritson Road North, north of Adelaide Avenue East be referred to staff for consideration in the future recommendation report on the matter.

Motion Carried

DS-22-39 - Bernie and Leanne Sigrist submitting comments in opposition to Item DS-22-23 regarding the Amendment to the Oshawa Official Plan for Downing Street (Ritson Road) Inc. (Ward 4)

Moved by Mayor Carter

That Correspondence DS-22-39 from Bernie and Leanne Sigrist concerning the application to amend the Oshawa Official Plan and Zoning By-law 60-94, Downing Street (Ritson Road) Inc., lands east of Ritson Road North, north of Adelaide Avenue East be referred to staff for consideration in the future recommendation report on the matter.

Motion Carried

Reports

DS-22-23 - Applications to Amend the Oshawa Official Plan and Zoning By-law 60-94, Downing Street (Ritson Road) Inc., lands east of Ritson Road North, north of Adelaide Avenue East (Ward 4)

Moved by Mayor Carter

That, pursuant to Report DS-22-23 dated February 2, 2022, the applications submitted by Downing Street (Ritson Road) Inc. to amend the Oshawa Official Plan (File: OPA-2021-05) and Zoning By-law 60-94 (File: Z-2021-10) to permit the development of 157 stacked townhouse units on lands generally located east of Ritson Road North, north of Adelaide Avenue East, be referred back to the Development Services Department for further review and the preparation of a subsequent report and recommendation. This referral does not constitute or imply any form or degree of approval.

Motion Carried