

To: Economic and Development Services Committee

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

Report Number: ED-23-182

Date of Report: October 11, 2023

Date of Meeting: October 16, 2023

Subject: Revised Application to Amend Zoning By-law 60-94,  
2676916 Ontario Inc., 480, 484, 490 and 506 Ritson Road  
South

Ward: Ward 5

File: Z-2020-03

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## **1.0 Purpose**

The purpose of this Report is to provide a recommendation on the revised application submitted by Weston Consulting (the “Applicant”) on behalf of 2676916 Ontario Inc. (the “Owner”) to amend Zoning By-law 60-94 to permit the development of two three-storey apartment buildings (stacked townhouses) with a combined total of 39 units at 480, 484, 490 and 506 Ritson Road South (the “Subject Site”).

The Subject Site is zoned PSC-A (Planned Strip Commercial) and PSC-A/SSC-B (Planned Strip Commercial/Automobile Service Station) in Zoning By-law 60-94, as amended. Low rise, medium density apartment buildings are permitted by the zoning. The Owner proposes low rise, high density apartment buildings. Therefore, the Applicant has submitted the subject rezoning application to increase the permitted residential density.

The Owner intends to register the proposed development as a standard condominium. If the revised proposed Zoning By-law Amendment application is approved, the Owner will be required to submit an application for approval of a draft plan of condominium at the appropriate time.

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

Attachment 2 is a copy of the original proposed site plan submitted by the Applicant that was considered at the September 13, 2021 public meeting.

Attachment 3 is a copy of the revised proposed site plan submitted by the Applicant incorporating revisions to address certain technical comments.

Attachment 4 is a copy of a list of uses permitted in the PSC-A (Planned Strip Commercial) Zone.

A public meeting was held on September 13, 2021 concerning the subject application. At the conclusion of the meeting, the then-Development Services Committee adopted a recommendation to refer the subject application back to staff for further review and the preparation of a subsequent report and recommendation. The minutes of the September 13, 2021 public meeting form Attachment 4 to this Report.

Subsequent to the September 13, 2021 public meeting, the Applicant revised the subject development proposal. The key differences between the original proposal considered at the public meeting (see Attachment 2) and the revised proposal (see Attachment 3) are as follows:

- The number of apartment units has been reduced from 40 to 39, thereby reducing the proposed residential density from 197 units per hectare (81.6 u/ac.) to 192 units per hectare (77.5 u/ac.).
- The number of parking spaces proposed has decreased from 65 to 63. The decrease in parking supply and reduction in the number of apartment units results in the following proposed parking rate changes:
  - The proposed visitor parking rate has been increased from 0.20 spaces per unit to 0.38 spaces per unit (12 spaces for visitors).
  - The proposed resident parking rate has decreased from 1.43 spaces per unit to 1.31 spaces per unit (51 spaces for residents).
- The Applicant has introduced a passenger elevator to transport passengers from ground level to the two underground parking levels. This elevator is separate from the car lift.

## **2.0 Recommendation**

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

1. That, pursuant to Report ED-23-182 dated October 11, 2023, the revised application submitted by Weston Consulting on behalf of 2676916 Ontario Inc. to amend Zoning By-law 60-94 (File: Z-2020-03) to permit the development of two three-storey apartment buildings (stacked townhouses) with a combined total of 39 apartment 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 Legal Services.
2. That, in accordance with Section 34(17) of the Planning Act and notwithstanding that the Zoning By-law Amendment proposed in Report DS-21-148 dated September 8, 2021 presented at the public meeting of September 13, 2021 differs to some degree from the proposed amendment recommended to be approved by City

Council pursuant to Part 1 of this Recommendation, such differences are not substantial enough to require further notice and another public meeting.

### **3.0 Executive Summary**

This Department recommends the approval of the revised application to amend Zoning By-law 60-94, as amended, to permit the development of two three-storey apartment buildings (stacked townhouses) with a combined total of 39 apartment units at 480, 484, 490 and 506 Ritson Road South.

The proposed apartment buildings are located along a Type 'B' Arterial Road and a Collector Road and within the Downtown Main Central Area and Central Oshawa Transportation Hub, with good access to nearby transit and 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 and Oshawa Official Plan, is within the Built Boundary and represents good planning. The proposed apartment buildings will help the City achieve the delivery of 23,000 new housing units in Oshawa by 2031, as targeted by the Province.

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

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

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

#### **4.2 Public Comments**

The minutes of the September 13, 2021 public meeting concerning the subject application form Attachment 4 to this Report. No comments were received from the public at the public meeting.

Planning Services received a number of pieces of written correspondence from members of the public regarding the proposed Zoning By-law Amendment.

Additionally, the Applicant met with the owners of 256 McNaughton Avenue and 255 Beatty Avenue in 2022 to discuss matters such as fencing, maintenance access and the landscape buffer.

Key concerns raised by the public are set out below together with a staff response.

#### **4.2.1 Traffic**

##### **Comment:**

Comments were received concerning the impact of the proposed development on vehicular traffic in the area.

##### **Staff Response:**

The Subject Site will have driveway access to McNaughton Avenue and Beatty Avenue only, and no driveways to Ritson Road South.

Ritson Road South is designated as a Type 'B' Arterial Road and McNaughton Avenue is designated as a Collector Road on Schedule "B", Road Network, of the Oshawa Official Plan (the "O.O.P."). Beatty Avenue is a local road.

Type "B" Arterial Roads are intended to carry moderate volumes of traffic, including moderate volumes of truck traffic. Ritson Road South is under the jurisdiction of the Region of Durham. Collector Roads are intended to carry moderate volumes of short distance traffic. Local roads are intended to collect light volumes of traffic moving between points of origin and the collector road system.

The Subject Site is located within the Central Oshawa Transportation Hub, the limits of which are identified on Schedule "B-1", Transit Priority Network, of the O.O.P.

The Applicant hired Crozier Consulting Engineers, a professional transportation consultant, to prepare a car lift queuing analysis which was submitted in support of the revised application. The analysis found that the peak hour traffic would result in 37 vehicle trips per hour (approximately one vehicle leaving or arriving the site every 2 minutes during the peak period).

Professional engineering staff at the City and the Region of Durham have no objections to the rezoning application.

It is important to note that the current zoning permits a range of residential and non-residential uses that could result in equivalent or more vehicular traffic, including fuel bars (506 Ritson Road South only), restaurants and retail stores.

#### **4.2.2 Privacy**

##### **Comment:**

Comments were made concerning the appropriateness of the size of the proposed buildings and loss of privacy for adjacent properties.

##### **Staff Response:**

The current zoning permits apartment buildings, commercial buildings and mixed use residential/commercial buildings with a maximum height of 13 metres (42.65 ft.) (generally

4 storeys). The Applicant proposes 3 storey buildings with heights of 12.32 metres (40.42 ft.) and a setback to the west property line of 12 metres (39.37 ft.).

The Subject Site and neighbouring properties are located within the Central Oshawa Transportation Hub and within the Downtown Main Central Area. Policy 2.1.7.1 of the O.O.P. specifies that development in Transportation Hubs shall consist of a mix of land uses at higher densities, in a compact, intensive urban form, to facilitate the provision and use of transit, where the existing or planned commuter station is served by heavy rail. Policy 2.1.2.5 specifies that development in the Downtown Main Central Area outside the Downtown Oshawa Urban Growth Centre shall have minimum buildings heights of 3 storeys.

Rather than individual unit balconies, the proposed building designs provide individual rooftop patios for upper level units which will be bordered by a wood privacy fence to help preserve the privacy of the adjacent properties. Although the buildings will be 12.32 metres (40.42 ft.) tall, the surface of the rooftop patios will be approximately 10 metres (32.81 ft.) above the ground.

As a result of the meeting between the Applicant and the owners of the adjacent properties, an upgraded wood privacy fencing with a height of 3 metres (9.84 ft.) is proposed generally along the central portion of the mutual lot lines which will taper to 1.80 metres (5.91 ft.) toward the dwellings on the north and south side. Off-site landscaping on the adjacent properties has also been suggested to provide additional buffering and screening.

If the subject revised rezoning application is approved, the fencing and landscaping would be implemented through the future site plan approval application.

#### **4.2.3 Construction Impacts**

##### **Comment:**

Comments were made concerning the potential for damage to neighbouring properties as a result of vibrations during construction, as well as with respect to changes to groundwater levels and flooding.

##### **Staff Response:**

Development on the Subject Site is currently permitted under the PSC-A (Planned Strip Commercial) and PSC-A/SSC-B (Planned Strip Commercial/Automobile Service Station) Zones, including 4-storey commercial, residential or mixed use residential/commercial buildings. The purpose of the subject application is to permit an increased number of residential units.

In support of the subject application the Applicant has submitted a geotechnical report, a stormwater management report and grading, servicing and erosion control plans, in order to demonstrate that there will be no negative stormwater impacts on neighbouring properties during and after construction. Engineering Services and the Central Lake Ontario Conservation Authority have no objections to the subject revised rezoning

application. These plans and reports will continue to be refined for implementation through the future site plan approval application process if the subject application is approved.

Though the site plan approval process, staff will also help to facilitate discussions with abutting property owners and the Applicant to make arrangements to document the condition of abutting buildings prior to the commencement of construction.

#### **4.2.4 Noise**

##### **Comment:**

Comments were made concerning the impacts of construction traffic and noise on the neighbourhood, and ongoing noise from the apartment buildings once constructed.

##### **Staff Response:**

The redevelopment of any vacant or underutilized land will likely result in temporary noise during construction.

The City's Noise By-law 112-82, as amended, limits construction noise to the hours between 7:00 a.m. and 7:00 p.m. Monday to Saturday and between 9:00 a.m. and 5:00 p.m. on Sundays.

A noise study, prepared by a qualified acoustical engineer, is required as part of any site plan approval process. The study would identify any potential noise sources, such as air conditioning mechanical units and loading areas, and recommend, if necessary, mitigation measures to ensure the development complies with the Ministry of the Environment, Conservation and Parks' noise guidelines/criteria. The recommendations of any approved study will be implemented during the site plan approval process.

A 4-storey apartment building or mixed use residential/commercial building is currently a permitted use. Noises normally associated with residential land uses may be experienced at neighbouring properties.

Through the City's Site Alteration By-law 85-2006 and Dust and Mud Control By-law 64-2020, as amended, the City has controls for dust, mud and site drainage. As part of the site plan approval application process the Applicant will be required to submit a construction management plan demonstrating safe construction access, construction staging areas, crew parking arrangements, and sediment control fencing around the perimeter of the Subject Site.

## **5.0 Analysis**

### **5.1 Background**

The Subject Site is located at 480, 484, 490 and 506 Ritson Road South (see Attachment 1), on the west side of Ritson Road South between Beatty Avenue and McNaughton Avenue.

The following is background information concerning the subject revised application:

<b>Item</b>	<b>Existing</b>	<b>Requested/Proposed</b>
<b>Oshawa Official Plan Designation</b>	Planned Commercial Strip within the Downtown Main Central Area and Central Oshawa Transportation Hub	No change
<b>Zoning By-law 60-94</b>	480, 484, 490 Ritson Road South – PSC-A (Planned Strip Commercial)  506 Ritson Road South – PSC-A/SSC-B (Planned Strip Commercial/ Automobile Service Station)	An appropriate PSC-A (Planned Strip Commercial) Zone to implement the proposed development with site specific conditions to permit certain performance standards related to matters such as, but not limited to, interpreting Ritson Road South as the front lot line, increased residential density, increased lot coverage, increased encroachment of steps into the required front yard setback, reduced parking, reduced parking aisle width and reduced building setbacks.
<b>Use</b>	Vacant	Two three-storey apartment buildings (stacked townhouses) with a combined total of 39 units

The following land uses are adjacent to the Subject Site:

- **North** Beatty Avenue, beyond which is a vacant City-owned parcel of land, a place of worship and single detached dwellings.
- **South** McNaughton Avenue, beyond which are a mixed use building (commercial and residential) and single detached dwellings
- **East** Ritson Road South, beyond which are a restaurant, a used automobile sales establishment and a mixed use building (commercial and residential)
- **West** Single detached dwellings fronting onto Beatty Avenue and McNaughton Avenue

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

<b>Site Statistics Item</b>	<b>Measurement</b>
Lot Frontage	Ritson Road South: 79m (259.19 ft.) McNaughton Avenue: 21m (68.89 ft.) Beatty Avenue: 21m (68.89 ft.)

<b>Site Statistics Item</b>	<b>Measurement</b>
Gross Lot Area (inclusive of road widenings)	0.26 ha (0.65 ac.)
Net Lot Area (exclusive of road widenings)	0.20 ha (0.50 ac.)
Number of Proposed Apartment Units and Bedroom Types	39 Units: <ul style="list-style-type: none"> <li>▪ 11 one-bedroom units</li> <li>▪ 26 two-bedroom units</li> <li>▪ 2 three-bedroom units</li> </ul>
Maximum Net Residential Density Permitted in a PSC-A Zone	85 units per hectare (34 u/ac.)
Proposed Net Residential Density	192 units per hectare (77.50 u/ac.)
Permitted Maximum Building Height in a PSC-A Zone	13m (42.65 ft.)
Proposed Maximum Building Height	12.32m (40.42 ft.) (3 storeys)
Proposed Floor Space Index	1.33
Parking Spaces Required	Apartment units at a condominium rate: 68 (1.45 spaces per unit for residents plus 0.3 spaces per unit for visitors)
Parking Spaces Provided	63 (1.31 spaces per unit for residents plus 0.3 spaces per unit for visitors)

## **5.2 Oshawa Official Plan**

The Subject Site is designated Planned Commercial Strip in the O.O.P. Further, it is located within that portion of the Downtown Main Central Area identified in the O.O.P. as the Central Oshawa Transportation Hub.

Policy 2.2.5.4 of the O.O.P. specifies, in part, that areas designated as Planned Commercial Strip may be developed for residential development without a commercial development, subject to the inclusion of appropriate policies in the Zoning By-law.

The O.O.P. contains policies which establish various residential density types and provide general locational criteria for such densities. Table 2, Residential Density Classification, has five density categories, with the highest density being the High Density II Residential category. This category permits 150 to 300 units per net hectare (60 to 120 u/ac.) for locations other than within the Downtown Oshawa Urban Growth Centre, subject to general locational criteria as follows:

- (a) Generally located within or at the periphery of the Downtown Oshawa Urban Growth Centre, or in proximity to arterial roads within the Main Central Areas, Sub-Central Areas Community Central Areas or within Intensification Areas along Regional Corridors; and,

(b) Generally located in such a manner that the scale, form, and impacts of this type of housing are generally compatible with adjacent land uses.

Ritson Road South is designated as a Type 'B' Arterial Road and McNaughton Avenue is designated as a Collector Road on Schedule "B", Road Network, of the O.O.P. Beatty Avenue is a local road.

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

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

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

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

The use of the Subject Site for the proposed stacked townhouse development conforms to the O.O.P.

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

The Subject Site is currently zoned as follows:

- 480, 484 and 490 Ritson Road South – PSC-A (Planned Strip Commercial)

- 506 Ritson Road South – PSC-A/SSC-B (Planned Strip Commercial/Automobile Service Station)

The PSC-A Zone permits a range of commercial and residential uses in standalone or mixed use buildings. Attachment 4 is a list of the uses permitted in the PSC-A Zone. Standalone apartment buildings in the PSC-A Zone are permitted to have a maximum residential density of 85 units per hectare (34 u/ac.).

The SSC-B Zone permits automobile service stations and fuel bars.

The current zoning permits a variety of commercial, residential and mixed-use buildings with a maximum height of 13 metres (42.65 ft.) (generally 4 storeys). The current zoning would permit a maximum of 17 apartment units. The Applicant is proposing two 3 storey apartment buildings (stacked townhouses) with a combined total of 39 apartment units. The increased number of units has necessitated the subject rezoning application.

The application proposes to amend Zoning By-law 60-94, as amended, to rezone the Subject Site to permit apartment buildings with a proposed residential density of 192 units per hectare (77.50 u/ac.) and to permit the proposed site/building design, including, but not limited to, regulations related to interpreting Ritson Road South as the front lot line, increased lot coverage, increased encroachment of steps into the required front yard setback, reduced landscaped open space, reduced required parking, reduced parking aisle width and reduced building setbacks.

This Department has no objections to the approval of the revised application to amend Zoning By-law 60-94, as amended, for the Subject Site which would:

- Rezone the Subject Site from PSC-A (Planned Strip Commercial) and PSC-A/SSC-B (Planned Strip Commercial/Automobile Service Station) to an appropriate site specific PSC-A (Planned Strip Commercial) Zone to permit a maximum density of 192 units per hectare (77.50 u/ac.); and,
- Implement site specific zoning regulations to facilitate the proposed site and building designs.

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

- (a) Site plan approval is obtained from the City that addresses such matters as landscaping (including appropriate buffer/screen planting along the west side of the property), fencing, lighting, refuse/recycling pickup;
- (b) A noise study is completed to the satisfaction of the City and the Region;
- (c) A Record of Site Condition, acknowledged by the Ministry of the Environment, Conservation and Parks, has been provided to the satisfaction of the City and the Region, indicating that the site is suitable for residential development in accordance with the appropriate Provincial guidelines; and,

- (d) The City is satisfied that the proposed car lift can be operated by persons with accessibility needs.

This Department has no objection to the approval of the revised application to amend Zoning By-law 60-94, as amended. Section 5.5 of this Report sets out the rationale for this position.

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

The Owner proposes to construct two three-storey apartment buildings (stacked townhouses) containing a combined total of 39 units.

The parking will be located entirely in a two-level underground parking garage that is accessed by a private driveway at the rear of the property, linking to both Beatty Avenue and McNaughton Avenue. A car lift is proposed from the private driveway at the rear of the property to the underground parking levels. The Applicant also proposes a separate passenger elevator to transport people from the ground level to the parking levels.

The proposed development also includes the following features:

- A central outdoor ground level amenity area between the two apartment buildings;
- Individual rooftop amenity areas which include a privacy fence to improve privacy for the neighbouring properties to the west of the Subject Site; and,
- Underground bicycle storage.

In support of the proposed site design/development, the Applicant has submitted a variety of plans and documents including a site plan, floor plans, building elevations, a lighting plan, a landscape plan, a grading plan, a servicing plan, an erosion control plan, a planning justification report, a geotechnical report, an archaeological assessment, a stormwater management report, a car lift queuing analysis, vehicle maneuvering plans and a parking study.

On September 21, 2021, the Oshawa Accessibility Advisory Committee (the "O.A.A.C.") reviewed the subject application based on the original proposal (see Attachment 2) and provided a number of recommendations regarding the design of the proposed development. At that meeting the O.A.A.C. passed the following resolution (Item OAAC-21-50):

"That the Oshawa Accessibility Advisory Committee recommend that the City of Oshawa develop accessibility standards for car lifts."

Item OAAC-21-50 was considered by the then-Development Services Committee on October 4, 2021 where they referred the following item to staff for a report:

"That Report DS-21-189 from the Oshawa Accessibility Advisory Committee requesting the City of Oshawa develop standards for car lifts (stacked parking) be referred to staff for a report and include consultation with BILT."

It is important to note that, although the October 4, 2021 direction of the then-Development Services Committee references “stacked parking”, stacked parking has not been proposed by the Applicant.

In lieu of a traditional ramp, the Applicant has proposed a car lift as the means of access/egress for vehicles using the two levels of underground parking. The car lift has been proposed in order to maximize the floor space available in the underground garage for parking spaces. In the original proposal the car lift would have also served as the pedestrian elevating device between the underground garage and ground level, as there was no other elevating device proposed exclusively for pedestrians. However, the revised proposal (see Attachment 3) now includes a passenger elevator separate from the car lift.

This Department prepared Report DS-22-29 dated February 2, 2022 which recommended that the Oshawa Accessibility Design Standards be updated to include the following design standards for car lifts and stacked parking:

- Visual and/or audible external indicator, such as a flashing light, that advises drivers and pedestrians that the lift is occupied and a vehicle may be exiting the elevator once the door opens shall be provided at the entrance to the car lift on each level.
- In the event a car lift is proposed, it is to be used exclusively for transporting vehicles containing a driver (and passengers) between levels of a building. A separate barrier-free path of travel must be provided on-site for pedestrians, which may include a separate passenger elevator.
- Car lifts shall be operated by a fob, or alternatively a control panel that meets the minimum standards outlined in the Oshawa Accessibility Design Standards.
- A written explanation demonstrating how the car lift will be operated by drivers with accessibility needs shall be prepared by the proponent.
- Accessible parking shall not be located within a stacker unless it is demonstrated that the stacking device is sized sufficiently to allow a person with mobility aids to exit or enter the vehicle comfortably and the control panel for the stacker meets accessible standards under the Ontario Building Code Act, 1992, S.O. 1992, c.23.

The above recommendations were presented to the O.A.A.C. on January 18, 2022. The O.A.A.C. had no objections to these recommendations.

On February 22, 2022 City Council passed the following motion:

“That, pursuant to Report DS-22-29 dated February 2, 2022, the Oshawa Accessibility Design Standards be updated to include the design standards for car lifts and stacked parking as outlined in Section 5.5 of said Report.”

Report DS-22-29 can be accessed here: <https://pub-oshawa.escribemeetings.com/filestream.ashx?DocumentId=7216>.

The updated Oshawa Accessibility Design Standards can be accessed on the City's website here: [https://www.oshawa.ca/en/fire-services-community-support/resources/Documents/Revised-Feb-2022-FINAL\\_City-of-OSHAWA-Accessibility-Design-Standards-Council-Approved-1.pdf](https://www.oshawa.ca/en/fire-services-community-support/resources/Documents/Revised-Feb-2022-FINAL_City-of-OSHAWA-Accessibility-Design-Standards-Council-Approved-1.pdf).

Detailed design matters will be reviewed during the further processing of a future application for site plan approval to ensure compliance with the City's Landscaping Design Policies, engineering standards and other policies if the subject application is approved.

Some of the specific matters this Department will be reviewing during the processing of the future site plan application, if the subject rezoning application is approved, include:

- (a) Site/building design matters including waste collection, driveway access, parking, lighting and building architecture;
- (b) Barrier-free design of the proposed car lift and passenger elevator;
- (c) Queuing of vehicles waiting for the car lift;
- (d) Noise mitigation;
- (e) Appropriate landscaping and fencing;
- (f) Stormwater management, grading and servicing matters;
- (g) Construction management; and,
- (h) Crime Prevention Through Environmental Design matters.

### **5.5 Basis for Recommendation**

This Department has no objection to the revised application to amend Zoning By-law 60-94, as amended, for the following reasons:

- (a) Developing a vacant, under-utilized property to a more intense use at this location 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 proposed development conforms to the O.O.P. and the policies regarding development within the portion of the Downtown Main Central Area corresponding to the Central Oshawa Transportation Hub;
- (d) The proposed development is transit supportive given its proximity to Durham Region Transit routes and the future Central Oshawa GO Train Station at 500 Howard Street (former Knob Hill Farms site);
- (e) The proposed development promotes active transportation opportunities given the Subject Site's proximity to the Michael Starr Trail, which is a primary component of the

City's active transportation system connecting the Downtown Oshawa Urban Growth Centre to the Central Oshawa Transportation Hub;

- (f) The proposed development can be designed to be compatible with surrounding land uses;
- (g) The proposed development will make efficient use of existing municipal services such as water and sanitary services;
- (h) The proposed development will help the City to achieve the delivery of 23,000 new housing units in Oshawa by 2031, as targeted by the Province;
- (i) The use of a holding symbol will ensure that the proposed development will not proceed until such time as appropriate arrangements have been made for demonstrating to the City's satisfaction that the proposed car lift can be operated by persons with accessibility needs, as well as for the provision of a noise study and a Record of Site Condition; and,
- (j) The proposed development represents good planning.

## **6.0 Financial Implications**

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

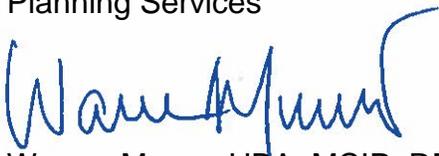
The subject applications were submitted prior to July 1, 2023 and therefore the Applicant and Owner are not eligible for a refund under the Planning Act as amended by Bill 109 (More Homes for Everyone Act, 2022) if the City does not make a decision on the Zoning By-law Amendment application within a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

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

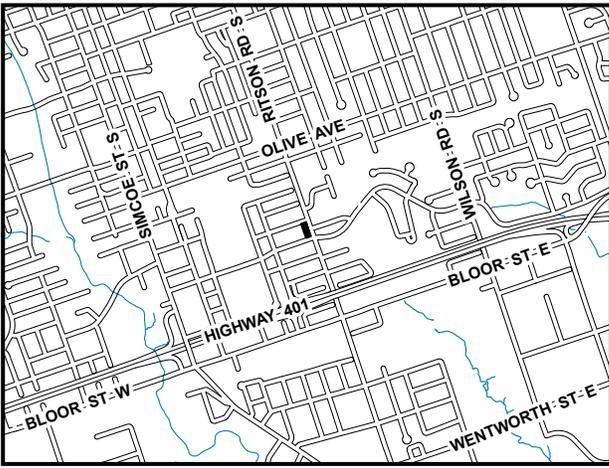
The Recommendations advance the Economic Prosperity and Financial Stewardship goal of the Oshawa Strategic Plan.



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



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



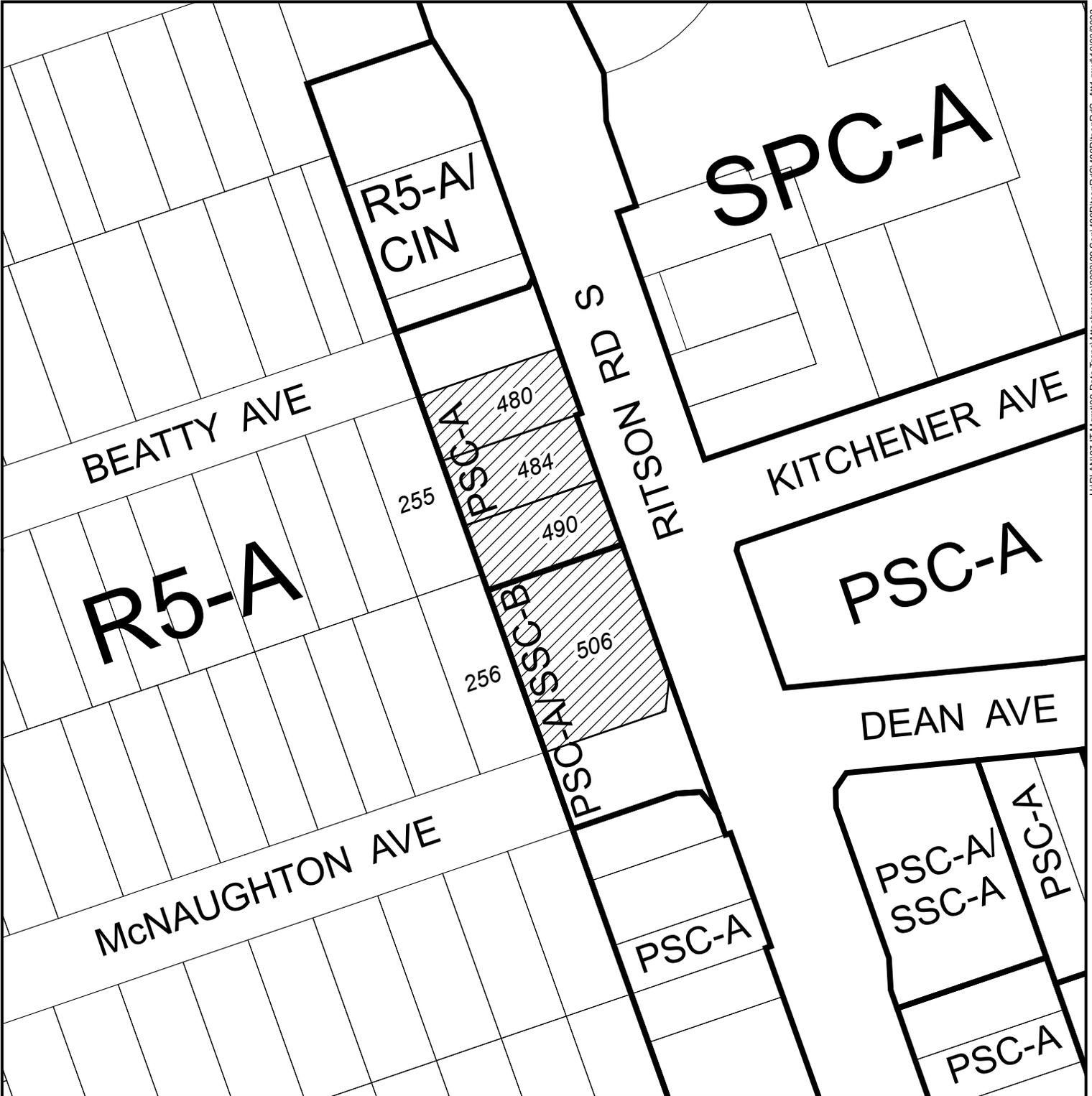
**Item: ED-23-182  
Attachment 1**

Economic and Development Services

Subject: Revised Application to Amend Zoning By-law 60-94,  
2676916 Ontario Inc.,  
Address: 480, 484, 490 and 506 Ritson Road South  
Ward: Ward 5  
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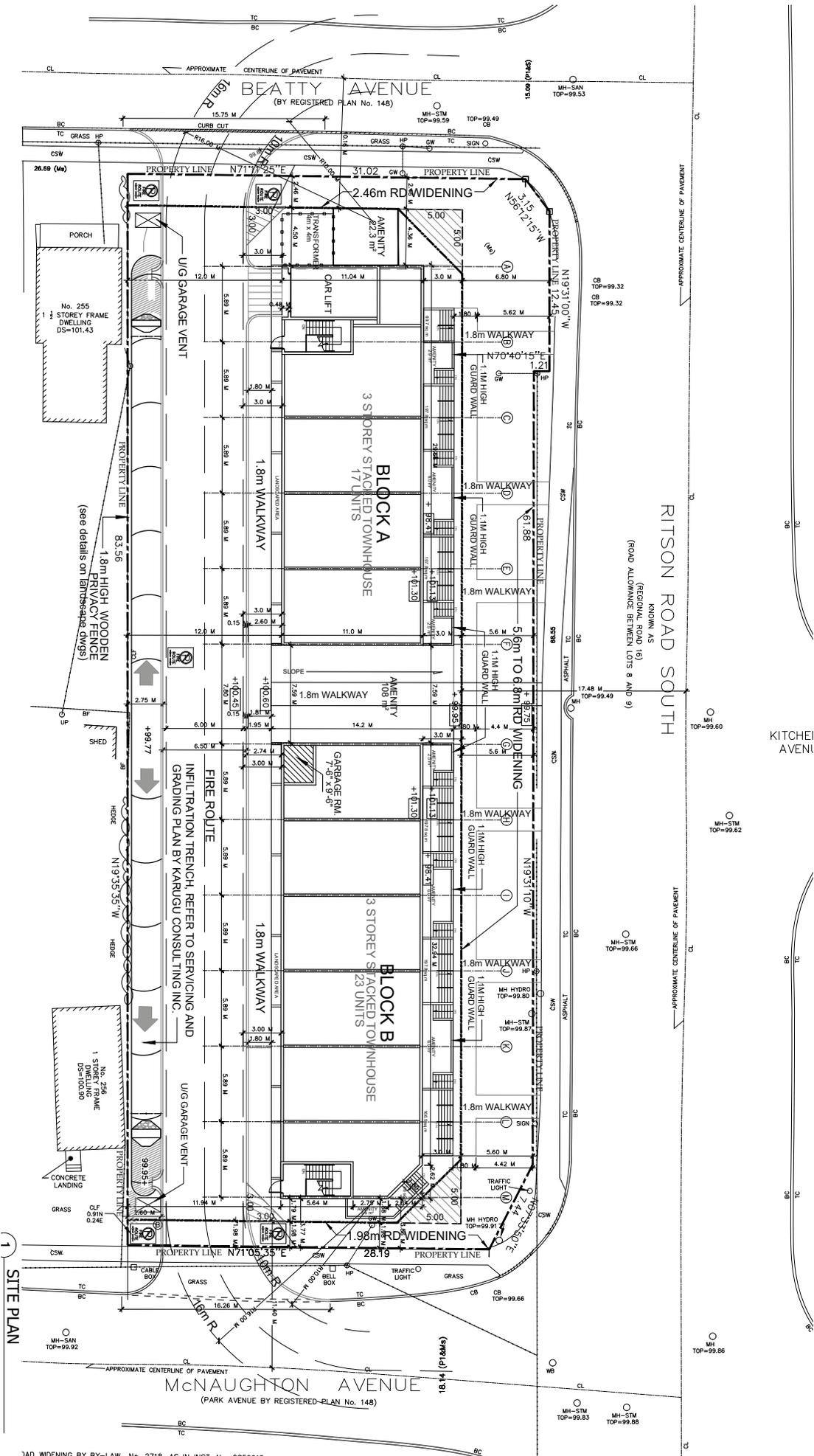


Subject Site



Title: Site Plan Considered at the September 13, 2021 Public Meeting  
 Subject: Revised Application to Amend Zoning By-law 60-94, 2676916 Ontario Inc.  
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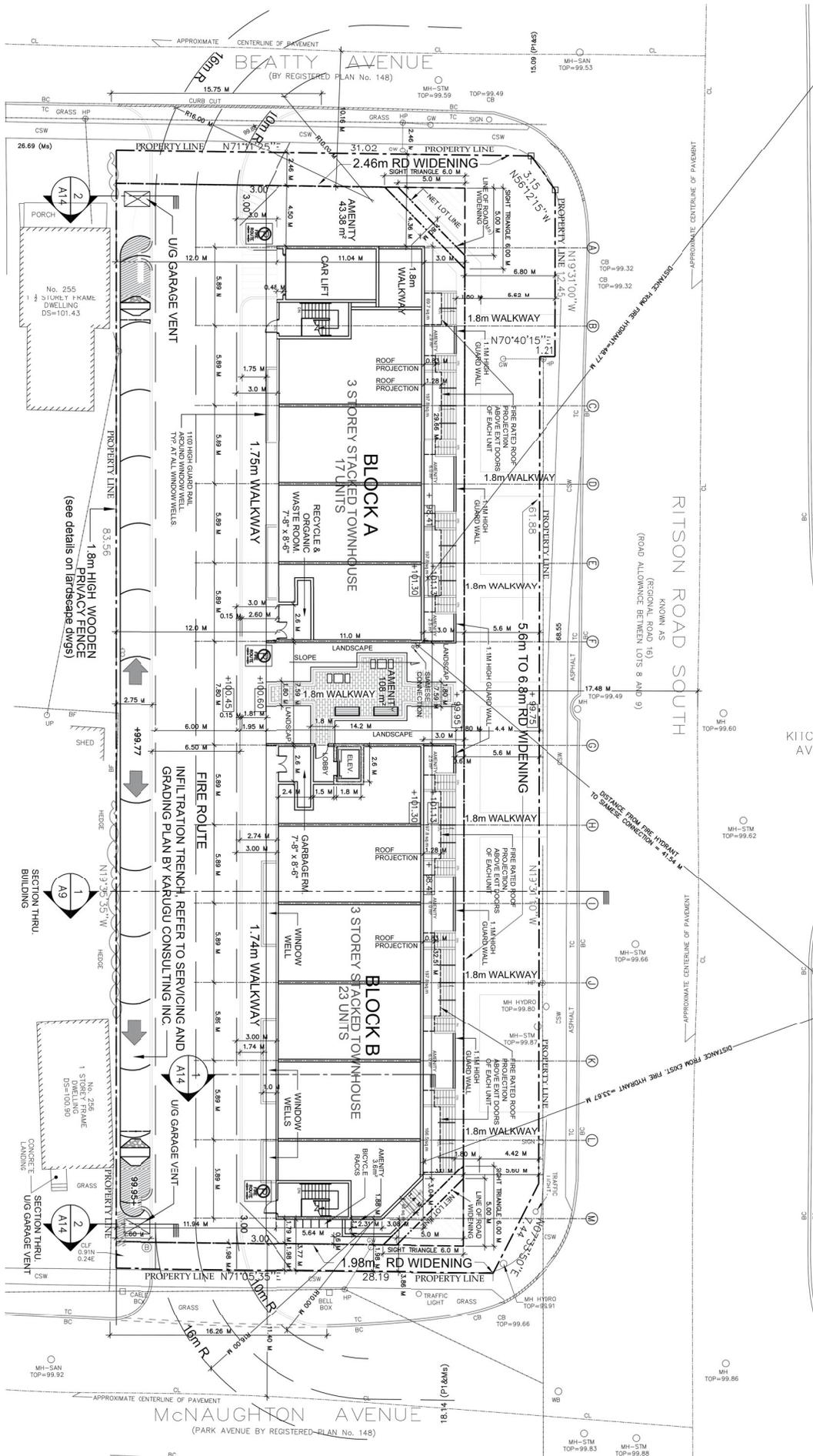
Economic and Development Services  
 City of Oshawa  

JAD WIDENING BY BY-LAW No. 2718, AS IN INST. No. OS59615

Title: Revised Site Plan Submitted by the Applicant  
 Subject: Revised Application to Amend Zoning By-law 60-94, 2676916 Ontario Inc.  
 Address: 480, 484, 490 and 506 Ritson Road South  
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Economic and Development Services  
 City of Oshawa  

**Excerpts from the Minutes of the Development Services Committee Meeting held on September 13, 2021**

**Presentations**

Adam Santos, Weston Consulting to present an overview of the Application to Amend Zoning By-law 60-94, 2676916 Ontario Inc., 480, 484, 490 and 506 Ritson Road South.

The Committee questioned Adam Santos, Weston Consulting.

**Delegations**

None.

**Correspondence**

DS-21-170      Lori Faul Submitting Concerns to Report DS 21-148 Concerning Application to Amend Zoning By-law 60-94, 2676916 Ontario Inc., 480, 484, 490 and 506 Ritson Road South

DS-21-171      Georgette and Gilles St. Pierre Submitting Concerns to Report DS 21-148 Concerning Application to Amend Zoning By-law 60-94, 2676916 Ontario Inc., 480, 484, 490 and 506 Ritson Road South

DS-21-172      Rosemary and Simon Hawryszko Submitting Concerns to Report DS 21-148 Concerning Application to Amend Zoning By-law 60-94, 2676916 Ontario Inc., 480, 484, 490 and 506 Ritson Road South

DS-21-174      Laura Vaughan Submitting Concerns to Report DS-21-148 Concerning Application to Amend Zoning By-law 60-94, 2676916 Ontario Inc., 480, 484, 490 and 506 Ritson Road South

Moved by Mayor Carter,

“That Correspondence DS-21-170, DS-21-171, DS-21-172 and DS-21-174 from various residents submitting comments concerning Report DS-21-148 regarding Application to Amend Zoning By-law 60-94, 2676916 Ontario Inc., 480, 484, 490 and 506 Ritson Road South be referred to Report DS-21-148.” Carried

**Reports**

DS-21-148      Application to Amend Zoning By-law 60-94, 2676916 Ontario Inc., 480, 484, 490 and 506 Ritson Road South

Moved by Mayor Carter,

“That, pursuant to Report DS-21-148 dated September 8, 2021, the application submitted by Weston Consulting on behalf of 2676916 Ontario Inc. to amend Zoning By-law 60-94

(File Z-2020-03) to permit the development of 40 apartments (stacked townhouse units) at 480, 484, 490 and 506 Ritson Road South 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." Carried