

To: Economic and Development Services Committee

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

Report Number: ED-23-211

Date of Report: November 22, 2023

Date of Meeting: November 27, 2023

Subject: Revised Applications to Amend Zoning By-law 60-94 and for
approval of a Draft Plan of Subdivision, 65 Athabasca Street,
Athabasca Residences Corp.

Ward: Ward 3

File: Z-2022-10, S-O-2022-03

1.0 Purpose

The purpose of this Report is to provide a recommendation on the revised applications submitted by The Biglieri Group Ltd. (the “Applicant”) on behalf of Athabasca Residences Corp. (the “Owner”) to amend Zoning By-law 60-94 (File: Z-2022-10) and for approval of a draft plan of subdivision (File: S-O-2022-03) to permit 21 lots for single detached dwellings, 11 blocks for 22 semi-detached dwellings, 6 blocks for 46 street townhouse dwellings, a road widening block, and a new local road located on lands municipally known as 65 Athabasca Street (the “Subject Site”).

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 draft plan of subdivision S-O-2022-03 submitted by the Applicant and presented at the January 9, 2023 public meeting.

Attachment 3 is a copy of the revised proposed draft plan of subdivision S-O-2022-03 submitted by the Applicant to address certain technical matters.

Attachment 4 is an air photo showing the interface of the Subject Site and Mackenzie Park in relation to one another.

Attachment 5 is a copy of the recommended conditions of draft approval for revised proposed draft plan of subdivision S-O-2022-03.

On January 9, 2023, a public meeting was held with respect to the subject applications to amend Zoning By-law 60-94 and for approval of proposed draft plan of subdivision S-O-

2022-03. At the conclusion of the public meeting, the Economic and Development Services Committee adopted a recommendation to direct staff to further review the applications and prepare a subsequent report and recommendation back to the Economic and Development Services Committee. The minutes of the January 9, 2023 public meeting form Attachment 6 to this Report.

Subsequent to the January 9, 2023 public meeting, the Applicant revised the subject development proposal. The key differences between the proposal considered at the public meeting (see Attachment 2) and the revised proposal (see Attachment 3) are as follows:

- The number of blocks for semi-detached dwellings has been reduced from 12 blocks to 11 blocks and the number of semi-detached dwellings has been reduced from 24 units to 22 units.
- The number of proposed street townhouse dwellings has been increased from 44 units to 46 units.
- The proposed rear yard depth of Blocks 22 to 31, which abut existing dwellings fronting onto Winter Avenue and Eastlawn Street, has been increased from 6 metres (19.69 ft.) to 7 metres (22.97 ft.).
- The proposed height of the semi-detached dwellings has been increased from 10 metres (32.81 ft.) to 10.30 metres (33.79 ft.).

2.0 Recommendation

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

1. That, pursuant to Report ED-23-211 dated November 22, 2023, the revised application submitted by Athabasca Residences Corp. to amend Zoning By-law 60-94 (File: Z-2022-10) in order to implement a revised draft plan of subdivision (File: S-O-2022-03) for 65 Athabasca Street be approved, generally in accordance with the comments in said Report, and the necessary by-law be passed in a form and content acceptable to the Commissioner of Economic and Development Services and Legal Services.
2. That, pursuant to Report ED-23-211 dated November 22, 2023, the revised application submitted by Athabasca Residences Corp. for a draft plan of subdivision (File: S-O-2022-03) at 65 Athabasca Street featuring 21 lots for single detached dwellings, 11 blocks for 22 semi-detached dwellings, 6 blocks for 46 street townhouse dwellings, a road widening block and a new local road be approved, subject to the conditions as generally set out in Attachment 5 of said Report.
3. That, in accordance with Section 34(17) of the Planning Act and notwithstanding that the Zoning By-law Amendment proposed in Report ED-23-08 dated January 4, 2023 presented at the public meeting of January 9, 2023 differs to some degree from the proposed amendment recommended to be approved by City Council pursuant to Part 1 of this Recommendation, such differences are not substantial enough to require further notice and another public meeting.

3.0 Executive Summary

This Department recommends that the revised applications to amend Zoning By-law 60-94 and for approval of a draft plan of subdivision submitted by Athabasca Residences Corp. for the lands municipally known as 65 Athabasca Street be approved.

The revised applications will advance new residential development on an underutilized site that can be designed to be compatible with existing surrounding residential development and open space, is consistent with Provincial, Regional and City policies and represents good planning. The proposed subdivision will advance the City towards the target of 23,000 new housing units in Oshawa by 2031, as established 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 applications. Certain technical issues and requirements related to the proposed development have been identified and can be resolved during the further processing of the applications, if the revised applications are approved.

4.2 Public Comments

The minutes of the January 9, 2023 public meeting concerning the subject applications form Attachment 6 to this Report.

Planning Services received five (5) pieces of written correspondence from the public prior to the print deadline for the agenda for the January 9, 2023 public meeting (included as Item ED-23-21), seven (7) pieces of written correspondence from the public prior to the January 9, 2023 public meeting but after the print deadline for the agenda, and five (5) pieces of written correspondence following the January 9, 2023 public meeting.

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 Consistency with the Character of the Neighbourhood

Comment:

Comments were made that that the proposed development, which includes two-storey single detached and semi-detached dwellings and three-storey street townhouses, is not in keeping with the character of the neighbourhood, which is predominantly comprised of one- and two-storey single detached dwellings.

Staff Response:

The surrounding residential area is a mature, low density residential neighbourhood predominantly comprised of one- and two-storey single detached dwellings and single detached dwellings with accessory apartments. The Subject Site directly fronts onto

Athabasca Street, which is classified as a Collector Road in the Oshawa Official Plan, and Winter Avenue, a local road that also forms part of the southern boundary of the Kingsway Sub-Central Area. Sub-Central Areas are intended to serve a large portion of the Major Urban Area and shall be planned and developed similar to, but generally smaller in scale, than Main Central Areas. Sub-Central Areas shall be planned to support an overall long-term density target of at least 30 residential units per gross hectare (12.14 residential units/gross ac.) and a Floor Space Index of 2.0. A range of residential uses at higher densities may be permitted in Sub-Central Areas.

The policies of the Provincial Growth Plan, Durham Regional Official Plan and City of Oshawa Official Plan encourage appropriate residential intensification along arterial and collector roads and in proximity to Central Areas. In consideration of these policy directions, it is appropriate to permit new residential development on the Subject Site with smaller lot sizes than in the surrounding area. The proposed development is of an appropriate scale within the context of the neighbourhood and the Provincial, Regional and City intensification policies.

4.2.2 Traffic

Comment:

Comments were made expressing concern with the potential traffic impacts that the proposed development will have on roads in the area.

Staff Response:

The proposed development includes 21 single detached dwelling lots with frontage and driveways on the existing Athabasca Street and Winter Avenue road rights-of-way. The 22 semi-detached dwellings and 46 street townhouse dwellings are proposed to have frontage and driveways on a new public road, which is shown as Street 'A' on the revised proposed draft plan of subdivision (see Attachment 3). Street 'A' is proposed to connect to Winter Avenue.

The Applicant submitted a Traffic Impact Study (T.I.S.) for the proposal, prepared by GHD, a professional engineering consulting company, as part of the original application submission. The Applicant subsequently provided a Traffic Impact Study Addendum (Addendum), prepared by GHD, to analyze potential traffic impacts in the broader neighbourhood, including reviews of additional intersections in the area not covered by the original T.I.S. This broader review of neighbourhood traffic was requested by area residents at the January 9, 2023 public meeting and through written correspondence provided by area residents to the City. The T.I.S. Addendum included analysis of the following items that were not included in the original T.I.S.:

- Corner triangles and sight distance review at the site access on Winter Avenue.
- Capacity analysis of five (5) additional intersections:
 - Grandview Street South at Belvedere Avenue;
 - Athabasca Street at Belvedere Avenue;

- Athabasca Street at Mackenzie Avenue;
- Athabasca Street at Labrador Drive; and,
- Winter Avenue at Eastlawn Street.

The key conclusions of the T.I.S. and the T.I.S. Addendum are as follows:

T.I.S.:

- The subject development will generate a total of 17 inbound and 55 outbound automobile trips during AM peak hour, and 54 inbound and 32 outbound automobile trips during PM peak hour. To be conservative, no trip reductions due to other modes of travel (i.e. walking, cycling, etc.) have been assumed.
- The site trips generated by the proposed residential development were distributed to the roadway system using the existing traffic patterns observed from the recent traffic counts at the study intersections.
- The site access is more appropriately located on Winter Avenue as proposed than on Athabasca Street given that site traffic will have more options to filter through the neighbourhood rather than all traffic being directed to Athabasca Street.
- This study concludes that under the future traffic forecasts, the traffic generated by the proposed development along with non-site related traffic growth can be accommodated by the existing street system. Traffic generated by the proposed development does not add significant adverse impacts on the study intersections. No additional road improvements are triggered by the proposed development.
- The Vehicle Circulation Review confirms that the proposed subdivision design is sufficient to accommodate the circulation requirements of fire emergency services, garbage trucks, and heavy single unit (H.S.U.) trucks.
- The proposed parking supply meets the City's zoning-by-law requirements of two (2) spaces per residential unit. Each unit has at least one garage parking space and one driveway parking space.

T.I.S. Addendum:

- Under total traffic conditions, all additional unsignalized intersections are expected to have good operational characteristics. All movements continue to have a very good Level of Service (L.O.S. rating of 'A') with wait times of ten (10) seconds or less during the AM and PM peak hours. No critical movements and queue issues are identified.
- The traffic generated by the proposed development along with non-site related traffic growth can be accommodated by the existing street system.
- Traffic generated by the proposed development does not add significant adverse impacts on the additional study intersections. No additional road improvements are triggered by the proposed development.

- The proposed Winter Avenue access meets the necessary requirements as per the guidelines in the Transportation Association of Canada's (2017 TAC) Geometric Design Guide for Canadian Roads.

The Region of Durham Works Department and the City's professional transportation engineering staff have no objection to the key conclusions of the T.I.S. and Addendum as it relates to impacts on area streets.

4.2.3 Parking

Comment:

Comments were made that the proposed development will create on-street parking issues in the neighbourhood.

Staff Response:

Zoning By-law 60-94 requires a minimum of two (2) parking spaces to be provided for single detached dwellings, semi-detached dwellings and street townhouse dwellings. Each of the proposed single detached dwellings have been designed to include four (4) parking spaces (two parking spaces in the garage and two parking spaces on the driveway). Each of the proposed semi-detached dwellings and street townhouses have been designed to include two parking spaces (one in the garage and one on the driveway). As a result, the proposed development complies with the parking requirements of Zoning By-law 60-94 and includes an over-supply of parking for the single detached dwellings.

The proposed development is not anticipated to create any adverse impacts related to on-street parking in the neighbourhood. Any potential on-street parking impacts are expected to be similar to those that are common in all residential subdivisions that consist of ground-oriented dwelling units such as single detached dwellings, semi-detached dwellings and street townhouses.

4.2.4 Building Heights and Impact on Privacy

Comment:

Comments were made expressing concerns with the proposed building heights and potential privacy issues for neighbouring dwellings.

Staff Response:

The tallest buildings proposed in the subdivision are the three-storey street townhouses proposed on the central portion of the Subject Site (Blocks 33 to 38 – see Attachment 3). These townhouse buildings are proposed to be surrounded by new two-storey single detached dwellings and semi-detached dwellings (Lots 1 to 21 and Blocks 22 to 31, respectively – see Attachment 3), which would abut the existing single detached dwellings to the east and would face those on the opposite side of Winter Avenue and Athabasca Street to the north and west. The design of the revised development proposal provides an appropriate transition in built form and buffers the existing low-rise residential

neighbourhood to the north, west and east from the taller buildings proposed on the central portion of the Subject Site.

The neighbouring properties to the east of the Subject Site and the properties across Winter Avenue and Athabasca Street to the north and west are zoned R1-C (Residential). The R1-C Zone permits single detached dwellings and single detached dwellings with up to two accessory apartments. The maximum permitted building height for a single detached dwelling in the R1-C Zone is 9.0 metres (29.53 ft.).

The Applicant is proposing a maximum building height of 11.5 metres (37.73 ft.) for the proposed single detached dwellings along the west and north sides of the subject property (Lots 1 to 21) and a maximum building height of 10.3 metres (33.79 ft.) for the proposed semi-detached buildings along the east side of the Subject Site (Blocks 22 to 31). The height of these semi-detached dwellings is proposed to be measured at the rear of the building due to the grade change between the front of the dwellings and the rear of the dwellings. From the rear, the semi-detached dwellings will appear to be two-storey buildings.

The Applicant has advised that the proposed increased building heights for the single detached and semi-detached dwellings are intended to allow for increased roof pitches to accommodate modern architectural styles rather than to allow for a third storey. The proposed building heights are consistent with the maximum building heights permitted for single detached and semi-detached dwellings in most new subdivisions in the City, including subdivisions in the Kedron and Windfields Part II Plan areas.

The semi-detached dwellings proposed along the east side of the property abutting the existing dwellings fronting onto Eastlawn Street and Winter Avenue (Blocks 22 to 31 – see Attachment 3) will be limited to two-storeys at the rear of the building under the proposed zoning, regardless of the permitted building height. Given that the existing zoning already permits two-storey buildings on the Subject Site, the proposed dwellings would not functionally be any taller than new or newly renovated buildings that would be permitted under the existing R1-C (Residential) zoning.

Limiting the dwellings on the eastern portion of the Subject Site to two storeys and permitting three storeys on the central portion of the Subject Site and facing existing streets is consistent with the approach followed for the infill redevelopment of the former Donevan High School site at 250 Harmony Road South. For that particular development, the dwellings on the south and west sides of the site that abut existing single detached dwellings were limited to two storeys.

4.2.5 Construction Timing

Comment:

Comments were made questioning how long construction will last if the proposed development is approved.

Staff Response:

Construction timing is unknown as it is determined by the Owner and a variety of factors that are outside of the control of the Owner and the City (e.g. market conditions, labour shortages, material shortages, supply chain issues, etc.).

In the City's experience a project of this nature is typically built-out within three (3) years of draft approval of the draft plan of subdivision in a strong market. This estimated timeline is based on an applicant satisfying the conditions of approval and registering the plan of subdivision within one year of the draft approval being granted and allowing approximately two years for construction. This timeline would be the same if the Subject Site was redeveloped as a new subdivision consisting entirely of single detached dwellings in accordance with the existing R1-C (Residential) zoning.

4.2.6 Snow Removal and Refuse Collection on Proposed Street 'A'

Comment:

Comments were made inquiring as to how snow removal and refuse collection would be accomplished on the proposed Street 'A' considering how narrow the roads appear to be in many newer townhouse developments that have been constructed with private roads.

Staff Response:

The proposed Street 'A' will be a public road and designed to the City's minimum standards and can accommodate normal snow removal and waste collection activities. Snow removal practices and waste collection will be no different than in other new subdivisions that include semi-detached and street townhouse dwellings on public roads.

The width of the new road will be comparable to other public roads like Winter Avenue, rather than private roads such as Okanagan Path or Bradenton Path.

Each individual semi-detached and street townhouse dwelling will have sufficient space adjacent to the driveway for the storage of snow that has been removed from the private driveways and to temporarily set-out waste bins on collection days.

4.2.7 Power Grid Considerations

Comment:

Comments were made questioning the adequacy of the electrical infrastructure in the area to accommodate the proposed development.

Staff Response:

The Oshawa Power and Utilities Corporation ("O.P.U.C.") is involved in the review process for all new development applications including, but not limited to, applications for new proposed draft plans of subdivision, zoning by-law amendments and site plan approval. O.P.U.C. has reviewed the subject proposed draft plan of subdivision and zoning by-law amendment and has no objections to the proposed development. O.P.U.C. has advised

that electrical servicing matters will be addressed at the detailed design stage in the event the subject applications are approved.

4.2.8 Drainage/flooding on neighbouring properties

Comment:

Comments were made expressing concern about the potential for drainage issues and flooding on neighbouring properties to the east of the proposed development.

Staff Response:

New developments are required to contain all drainage within the development site and not drain onto neighbouring properties. This is most commonly achieved through grading and the implementation of swales and catchbasins where necessary.

The Applicant has submitted a Functional Servicing and Stormwater Management Report ("F.S.S.R.") prepared by Skira and Associates Ltd., a professional engineering consulting firm, in support of the proposed development. In accordance with the F.S.S.R. report, the proposed draft plan of subdivision is generally intended to drain from east to west with stormwater captured and conveyed to the existing stormwater system on Athabasca Street and Winter Avenue and a new storm sewer in the proposed Street 'A'. The proposed semi-detached dwellings on Blocks 22 to 31, which abut existing properties that front onto Winter Avenue and Eastlawn Street, are proposed to be graded in a manner that directs the drainage from the rear yards of the semi-detached dwellings westerly, toward the proposed Street 'A'.

The Region of Durham Works Department, the City's Engineering Services Branch and the Central Lake Ontario Conservation Authority have reviewed the F.S.S.R. report and are in general agreement with the proposed approach to dealing with stormwater on the Subject Site. Details regarding grading and servicing matters will be further addressed at the detailed design stage of the draft plan of subdivision in the event the subject applications are approved.

5.0 Analysis

5.1 Background

The Subject Site occupies the southeast corner of the intersection of Athabasca Street and Winter Avenue and is municipally known as 65 Athabasca Street (see Attachment 1).

The property was formerly used by the Durham District School Board for the Athabasca Street Public School until the school's closure in 2014. The property was subsequently used as the temporary location of Forest View Public School while Forest View Public School was being constructed. The property has been vacant since 2016 when Forest View Public School moved to their permanent location at 285 Grandview Street South.

The following is background information concerning the subject applications:

Item	Existing	Requested/Proposed
Oshawa Official Plan Designation	Residential	No change
Zoning By-law 60-94	R1-C/CIN (Residential/Community Institutional)	Appropriate R1-E, R2 and R3-A (Residential) Zones to implement the proposed development with site specific conditions to permit certain performance standards such as, but not necessarily limited to, reduced front yard depth, rear yard depth, interior side yard depth, exterior side yard depth, lot frontage, lot area and landscaped open space in a front yard, and increased lot coverage, building height and encroachment of a deck/porch into an exterior side yard.
Use	Vacant former school	<ul style="list-style-type: none"> ▪ 21 lots for single detached dwellings; ▪ 11 blocks for 22 semi-detached dwellings; ▪ 6 blocks for 46 street townhouse dwellings; ▪ a road widening block; and, ▪ a new local road.

The following land uses are adjacent to the Subject Site:

- **North** Winter Avenue, beyond which are single detached dwellings fronting onto Winter Avenue and Athabasca Street
- **South** Mackenzie Park, beyond which are single detached dwellings and one two-unit dwelling fronting onto Mackenzie Avenue
- **East** Single detached dwellings and one two-unit dwelling fronting onto Eastlawn Street
- **West** Athabasca Street, beyond which are single detached dwellings and two-unit dwellings fronting onto Athabasca Street

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

Site Statistics Item	Measurement
Lot Frontage on Athabasca Street	153.28m (502.89 ft.)
Lot Frontage on Winter Avenue	158.37m (519.59 ft.)
Gross Area of Draft Plan (inclusive of road widening)	2.43 ha (6.01 ac.)

Site Statistics Item	Measurement
Net Residential Area of Proposed Single Detached Dwellings, Semi Detached Dwellings and Street Townhouses	1.80 ha (4.45 ac.)
Net Residential Density of Proposed Single Detached Dwellings, Semi-Detached Dwellings and Street Townhouse Dwellings	49.44 u/ha (20.02 u/ac.)
Number of Proposed Single Detached Dwellings	21
Minimum Lot Frontages of Proposed Single Detached Dwelling Lots	10.70m (35.10 ft.) – 8 lots 11.58m (37.99 ft.) – 13 lots
Number of Proposed Semi-Detached Dwellings	22
Minimum Lot Frontages of Proposed Semi-Detached Dwelling Lots	5.50m (18.04 ft.) – 2 lots 7.65m (25.10 ft.) – 20 lots
Number of Proposed Street Townhouse Dwellings	46
Minimum Lot Frontages of Proposed Street Townhouse Dwelling Lots	5.80m (19.03 ft.) – 46 lots
Parking Spaces Required	2 spaces per single detached dwelling = 42 2 spaces per semi-detached dwelling = 44 2 spaces per street townhouse dwelling = 92 Total = 178
Parking Spaces Provided	4 spaces per single detached dwelling = 84 2 spaces per semi-detached dwelling = 44 2 spaces per street townhouse dwelling = 92 Total = 220

5.2 Oshawa Official Plan

The Subject Site is designated Residential in the Oshawa Official Plan (the “O.O.P.”).

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

The O.O.P. contains policies which establish various residential density types and provide general locational criteria for such densities. Table 2, Residential Density Classification, has five (5) density categories including Medium Density I Residential. The proposed residential development at 65 Athabasca Street would have a net residential density of 49.44 units per hectare (20.02 u/ac.) which is classified as the Medium Density I Residential density type.

The general representative housing type/form within the Medium Density I Residential category generally consists of single detached, semi-detached, duplex and townhouse

dwellings with a density range of 30 to 60 units per hectare (12 to 24 u/ac.), subject to general locational criteria as follows:

- (i) Generally located at the periphery of neighbourhoods in proximity to arterial and collector roads, or located 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.
- (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.

Winter Avenue is the southern boundary of the Kingsway Sub-Central Area as shown on Schedule 'A', Land Use, of the O.O.P. Sub-Central Areas shall serve a large portion of the Major Urban Area and shall be planned and developed similar to, but generally smaller in scale, than Main Central Areas. Sub-Central Areas shall be planned to support an overall long-term density target of at least 30 residential units per gross hectare (12.14 residential units/gross ac.) and a Floor Space Index of 2.0. A range of residential uses at higher densities may be permitted in the Sub-Central Areas.

Schedule 'B', Road Network, of the O.O.P. designates Athabasca Street as a Collector Road. Winter Avenue is a local road.

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

5.3 Zoning By-law 60-94

The Subject Site is currently zoned R1-C/CIN (Residential/Community Institutional) in Zoning By-law 60-94.

The R1-C Zone permits single detached dwellings and requires a minimum lot frontage of 13.5 metres (44.29 ft.).

The CIN Zone permits the following uses:

- (a) Assembly hall
- (b) Children's shelter
- (c) Church
- (d) Club, excluding a nightclub
- (e) Day care centre
- (f) Elementary school
- (g) Private school
- (h) Secondary school

Single detached dwellings are permitted in the R1-C Zone subject to compliance with the applicable zoning regulations. However, the single detached dwelling lots in the proposed plan of subdivision do not comply with a number of the R1-C zoning regulations. Semi-detached dwellings and street townhouses are not permitted in the R1-C or CIN Zones.

As a result, the Applicant has applied to amend Zoning By-law 60-94 to implement the proposed plan of subdivision. The proposed zoning amendment would:

- Rezone the area of the proposed single detached dwelling lots (Lots 1 to 21) from R1-C/CIN to an appropriate R1-E (Residential) Zone including special regulations related to, but not necessarily limited to, minimum required lot frontage and lot area, minimum required front yard, interior side yard, exterior side yard and rear yard depths, minimum required landscaped open space in the front yard, maximum permitted lot coverage, maximum permitted building height, and maximum permitted encroachment for an unenclosed deck/porch in an exterior side yard;
- Rezone the area of Blocks 22 to 32 for the proposed semi-detached dwellings from R1-C/CIN to an appropriate R2 (Residential) Zone including special regulations related to, but not necessarily limited to, minimum required lot frontage and lot area, minimum required front yard, exterior side yard and rear yard depths, maximum permitted lot coverage, maximum permitted building height, and maximum permitted encroachment for an unenclosed deck/porch in an exterior side yard; and,
- Rezone Blocks 33 to 38 from R1-C/CIN to an appropriate R3-A (Residential) Zone to permit semi-detached dwellings and street townhouses including special regulations related to, but not necessarily limited to, minimum required lot frontage and lot area, minimum required front yard, exterior side yard and rear yard depths, minimum landscaped open space in the front yard, maximum permitted lot coverage, maximum permitted building height, and maximum permitted encroachment for an unenclosed deck/porch in an exterior side yard.

It is recommended that the “h-14” holding symbol be applied to the revised proposed draft plan of subdivision. The holding symbol would be removed when a subdivision agreement is executed which includes appropriate financial provisions with respect to services and facilities.

While the holding symbol is in place only model homes, a temporary sales office and FD (Future Development) Zone uses will be permitted. Uses permitted under the FD (Future Development) zoning consist of the following:

- (a) Agricultural uses, but not including new farm dwellings;
- (b) Existing uses, located in existing buildings or structures, provided such uses continue in the same manner and for the same purpose for which they were used on the day this By-law was passed, and new one storey accessory buildings; and,
- (c) Outdoor recreational uses without any buildings or structures.

This Department has no objection to the rezoning which would implement the revised proposed draft plan of subdivision. Section 5.5 of this Report sets out the rationale for this position.

5.4 Subdivision Design/Land Use Considerations

The revised proposed draft plan of subdivision proposes 21 lots for single detached dwellings, 11 blocks for 22 semi-detached dwellings, 6 blocks for 46 street townhouse dwellings, a road widening block, and a new local road (see Attachment 3). The new local road is proposed to connect to Winter Avenue. The proposed new local road directly abuts the north side of Mackenzie Park which would allow pedestrian access between the new street and the park.

The Applicant has agreed to make a payment to the City of \$125,000 as a contribution towards the future redevelopment of Mackenzie Park. These funds are anticipated to help offset costs associated with park furniture, bike racks, playground, landscaping, walkway and site preparation.

The Applicant has also agreed to replace the east portion of the baseball diamond backstop fencing to lengthen and increase the height of the fence in order to improve the compatibility between the baseball diamond and the subdivision.

In support of the proposed development, the Agent has submitted a variety of plans and documents including a draft plan of subdivision, a planning justification report, traffic impact studies, lotting plans, a functional servicing and stormwater management report, a noise study, a geotechnical report, a designated substances survey, a calcium carbonate assessment, an environmental site assessment and an archaeological assessment.

Detailed design matters will be reviewed during the further processing of the applications to ensure compliance with the City's Landscaping Design Policies, engineering standards and other policies.

This Department has no objection to the revised proposed draft plan of subdivision subject to the recommended conditions of draft approval generally outlined in Attachment 4. Section 5.5 of this Report sets out the rationale for this position.

5.5 Basis for Recommendation

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

- (a) The proposed development (including single detached dwellings, semi-detached dwellings and street townhouses) at this location is consistent with the Provincial Policy Statement and conforms with the Provincial Growth Plan;
- (b) The proposed development conforms with the Durham Regional Official Plan and the O.O.P.;
- (c) The proposed development contributes to a range of housing types in the area;

- (d) The design of the subdivision is appropriate for the Subject Site and the proposed development can be designed to be compatible with existing and planned surrounding land uses;
- (e) The draft plan of subdivision has been designed to be compatible with the adjacent Mackenzie Park and as a condition of draft approval the Applicant will be undertaking certain improvements to the park (i.e. fencing) and will be providing a financial contribution towards future improvements to the park.
- (f) The Region of Durham, Central Lake Ontario Conservation Authority, Durham District School Board and Durham Catholic District School Board have no objection to the applications;
- (g) The proposed development will advance the City towards the target of 23,000 new housing units in Oshawa by 2031, as established by the Province; and,
- (h) 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 is 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 Recommendation in this Report advances the Economic Prosperity and Financial Stewardship, Social Equity and Environmental Responsibility goals of the Oshawa Strategic Plan.



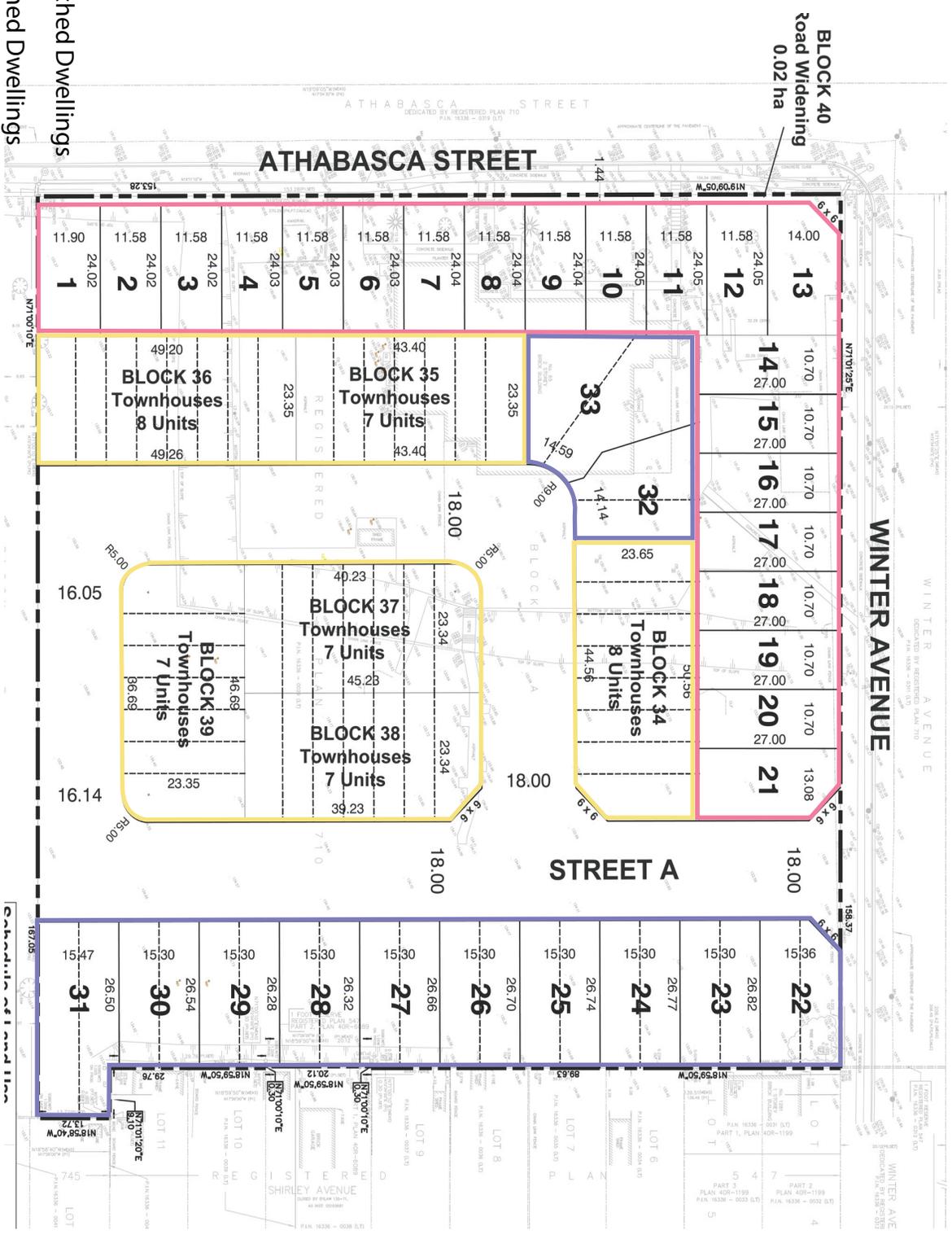
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Economic and Development Services Department

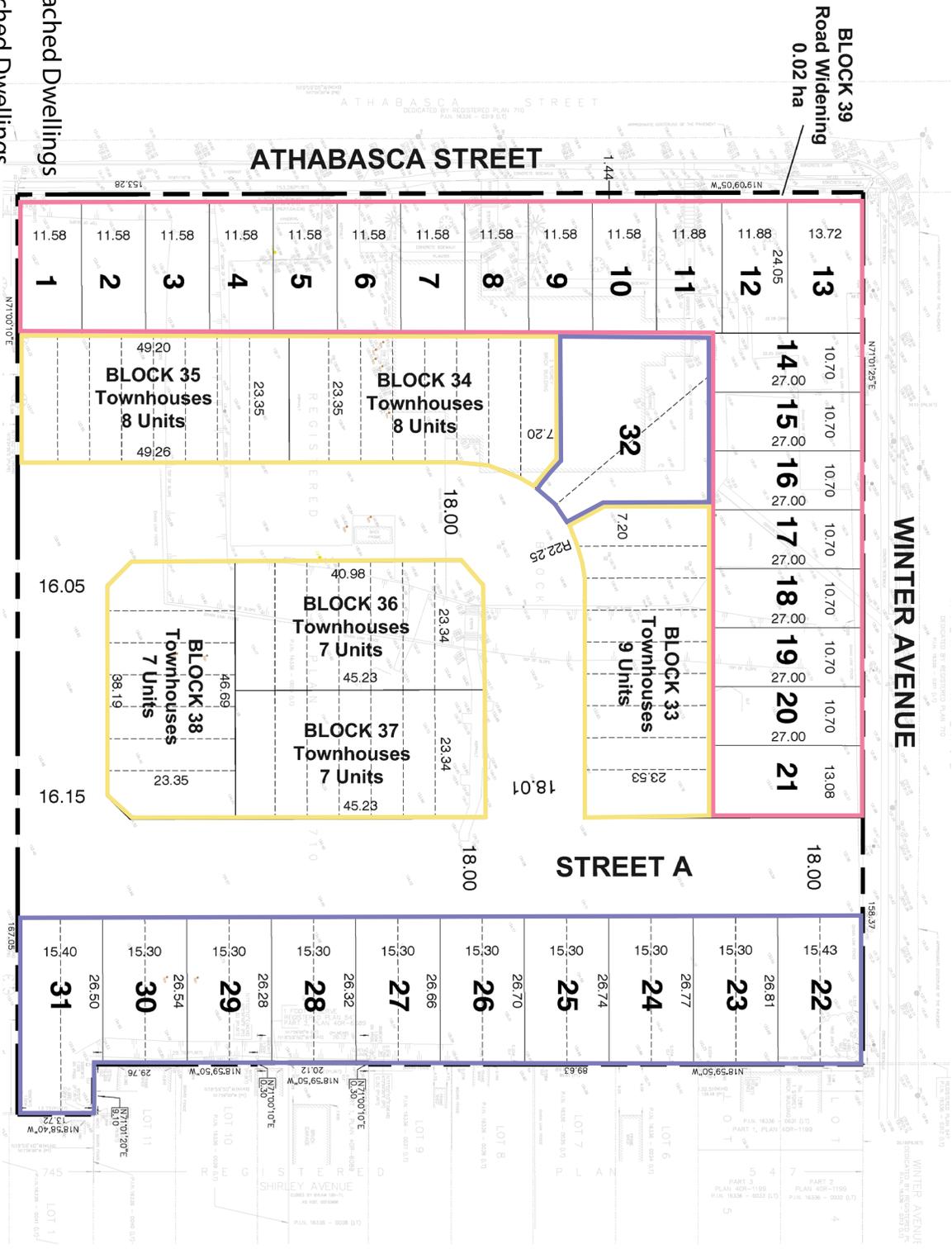
Title: Draft Plan of Subdivision Submitted by Applicant
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 65 Athabasca Street, Athabasca Residences Corp.
 Ward: Ward 3
 File: Z-2022-10, S-O-2022-03

-  Single Detached Dwellings
-  Semi-Detached Dwellings
-  Street Townhouses



Title: Revised Draft Plan of Subdivision Submitted by Applicant
 Subject: Revised Applications to Amend Zoning By-law 60-94 and for approval of a Draft Plan of Subdivision,
 65 Athabasca Street, Athabasca Residences Corp.
 Ward: Ward 3
 File: Z-2022-10, S-O-2022-03

-  Single Detached Dwellings
-  Semi-Detached Dwellings
-  Street Townhouses



Subject: Revised Applications to Amend Zoning By-law 60-94 and for approval of a Draft Plan of Subdivision, 65 Athabasca Street, Athabasca Residences Corp.

Item: ED-23-211
Attachment 4

Ward: Ward 3

File: Z-2022-10, S-O-2022-03



 Subject Site

City of Oshawa
Economic and Development Services 



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**City of Oshawa Conditions of Approval for Draft Plan of Subdivision S-O-2022-03
(Last date of revision May 23, 2023 by Athabasca Residences Corp.)**

A. General

1. The final 40M plan for registration shall show the following:
 - (a) All single detached lots shall have a minimum frontage of nine (9) metres measured at the street line. This may be varied by the Director of Planning Services as appropriate.
 - (b) All semi-detached lots shall have a minimum frontage of six (6) metres measured at the street line except Block 32 which shall have a minimum of 4m measured at the street line. This may be varied by the Director of Planning Services as appropriate.
 - (c) All street townhouse lots shall have a minimum lot frontage of five metres and eighty centimetres (5.8) measured at the street line except the westernmost unit in Block 33 and the northernmost unit in Block 34 which shall have a minimum of 3.59m measured at the street line. This may be varied by the Director of Planning Services as appropriate.
 - (d) Some reconfiguration of lots or blocks may be required if final engineering for the lot grading and servicing design impacts building envelopes or it is determined there is a need for rear yard catch basins.
2. The subdivider shall enter into a subdivision agreement with the City to ensure the fulfillment of the City's requirements, financially or otherwise.
3. The subdivider hereby acknowledges that the current City funding practices may change prior to plan registration or development and that the timing of the registration shall be at the City's discretion based on the City's financial ability to fund projects.
4. Any approvals which are required from the Region of Durham, Ministry of the Environment, Conservation and Parks, Central Lake Ontario Conservation Authority, Enbridge, Oshawa Power and Utilities Corporation, Bell Canada, Rogers Communications Inc., Canada Post, and any other regulatory authority for the development of this plan be obtained by the subdivider and written confirmation be provided to Engineering Services.
5. A draft of the final 40M plan for registration shall be submitted to Planning Services for review and comment by all agencies and departments.
6. A draft of the 40R Plans related to engineering matters shall be submitted to Engineering Services with the engineering submission for review and comment.
7. The subdivider shall pay for a peer review of any study, report or guideline, if/as required by the City.

B. Engineering Plans/Drawings Required

8. Engineering drawings, including Traffic Management Plans, shall be prepared in accordance with City policies and requirements including the City's Neighbourhood Traffic Management Guide. Prior to the preparation of the subdivision agreement, the plans and drawings are to be submitted to and approved by Engineering Services. The engineering drawings shall include Utility Co-ordination Plans which illustrate and establish the final design and location of all above-ground and below-ground utility plant and structures that service the plan. Further, the landscape plans and streetscape/architectural control guidelines shall be coordinated with engineering drawings and, additionally, the engineering plans shall co-ordinate the driveways, street utility hardware and street trees in order to ensure that conflicts do not exist and street trees are accommodated.
9. In the event that the subdivision agreement is not executed within one (1) calendar year from the date of approval of the engineering drawings, they shall be resubmitted to Engineering Services for approval again prior to execution of the subdivision agreement.

C. Servicing

10. The subdivider acknowledges that authority to provide any subdivision pre-servicing approval, prior to execution of a subdivision agreement, is delegated to the Director of Engineering Services. Pre-servicing, in accordance with the City's design guidelines and standards, will only be considered where it is not possible to execute and register the subdivision agreement in the time frame required to commence servicing for approved engineered services that have otherwise been found to be acceptable with confirmation from all agencies and authorities involved in the conditions set out in the conditions of draft plan approval.
11. The subdivider shall arrange for, and pay the cost of all services required to service the plan, in accordance with the City policies and requirements.
12. Satisfactory arrangements shall be made for financing the City's share of servicing before the final plan is released for registration.
13. Any construction activities, including service connections, that impact the existing pavement of the surrounding road network will require full restoration to the satisfaction of Engineering Services and be identified on the engineering drawings.
14. The subdivider shall pay the full cost of the City's services within this plan, including those that may be sized to accommodate the servicing requirements of privately owned property outside the limits of this plan. In addition, any payment received from the subdivider for the services covered by the City's Development Charge By-law, for which this subdivider has paid shall be used to reimburse this subdivider for such services to the extent of this subdivider's cost provided a front-ending agreement is executed in accordance with the requirements of the Development Charges Act.

D. Stormwater

15. This development shall comply with City policies and by-laws with respect to stormwater management.

16. A final storm drainage scheme for the lands within and abutting this plan shall be submitted to Engineering Services for approval prior to preparation of the engineering drawings for this subdivision. The engineering design for this plan shall generally follow the storm drainage scheme as described in the submitted Functional Servicing Plan and Stormwater Management Report, prepared by Skira & Associates Ltd., revised June 12, 2023.
17. The land within the draft plan shall not be unreasonably graded, filled or stripped except in compliance with the City's Site Alteration By-law 85-2006 or in advance of building activity, so as to not cause dust and increased stormwater runoff from the lands resulting in erosion and silting of roads, services, valley lands, creeks and privately owned property. The subdivider shall undertake their work in compliance with Ontario Regulation 406/19 regarding excess fill.

E. Road Design and Details

18. All streets, including dedicated corner sight triangles and pavement elbows, shall be designed to City standards.
19. The final plan for registration shall be revised to incorporate the City's minimum road geometric design criteria. The subdivider shall reduce the number of residential building lots or reconfigure some of the lot structure as determined necessary to meet the geometric design criteria.
20. The minimum spacing between driveways and between driveways and sidewalk ramps shall be 1.30 metres and the minimum clear distance between the edge of driveway and a utility structure, hydrant or tree shall be 1.00 metre. These requirements are to be reflected on the proposed sidewalk location plan.
21. Reserves, as may be required by Engineering Services, shall be shown on draft 40M plans and conveyed to the City.
22. Any reserves which are required to be dedicated as public highway with the registration of this plan, shall be included in the draft of the final 40M plan of subdivision for dedication as public highway or alternatively a by-law shall be prepared for the purpose of dedicating the existing reserve as public highway.
23. The City will close, convey or dedicate any reserves, road allowances or road widenings necessitated by the development of this plan or any road allowance abutting this plan, provided the subdivider has met all of the requirements of the City, financially or otherwise, subject to the determination of the Commissioner of Economic and Development Services, in their sole discretion.
24. The subdivider acknowledges that current City policy provides consideration of a reduced road allowance width:
 - (a) Of eighteen (18) metres provided the road in question services less than 100 units and that the Commissioner of Economic and Development Services shall require the minimum standard 20 metre road allowance width if it is determined that the construction and/or maintenance of the public services within the road allowance is not financially or otherwise feasible; and,

- (b) Of sixteen (16) metres for service roads abutting arterial roads or other public lands and, the Commissioner of Economic and Development Services shall require the minimum standard twenty (20) metre or where necessary, twenty (20) metres plus road allowance in consideration that the final future road grade for Street 'A' has not been concluded/warrants the additional width. Alternatively a wider landscape strip adjacent to the service road may be required.
- 25. The subdivider is required to pay the full cost of the temporary termination of any street (in the form of a cul-de-sac) to the satisfaction of Engineering Services, and further, that the subdivider acknowledges that the method of termination may restrict the availability of building permits for any lot/block that would be affected by such temporary termination.
- 26. The subdivider shall pay for all traffic management features along Athabasca Street and Winter Avenue as may be determined necessary by the City during the review of the engineering submission for this development. These features will be designed and constructed to the satisfaction of Engineering Services.
- 27. Street 'A' shall be named to the satisfaction of Planning Services.

F. Studies/Reports/Guidelines Required

Stormwater Report/Functional Servicing Report

- 28. The subdivider is required to submit for approval a detailed stormwater management report and/or functional servicing report, completed by a water resource engineer, that must address, but is not limited to, the following issues:
 - (a) Major and minor flow routes, their conveyance capacity, including cross-sectional details of roads;
 - (b) Erosion and sediment controls;
 - (c) Foundation drain discharge points and flow rates;
 - (d) Infiltration potential of the lands using Low Impact Development (LID) Technologies; and,
 - (e) Water ponding depth within the roadways.

Furthermore, the subdivider is required to implement and bear the cost of all the necessary stormwater features/works recommended in the said report.

Hydrogeological

- 29. The subdivider shall submit for review and approval a Hydrogeological Assessment report to Engineering Services, completed by a licensed hydrogeological engineer, that may be included in a Soils/Geotechnical Report that addresses, but not be limited to, the following issues:
 - (a) The sizing of the Foundation Drain Collector System (FDC);
 - (b) Opportunities to apply Low Impact Development technology within the draft plan;

- (c) Any potential for formation of calcium carbonate buildup in the foundation drains and service connections within this draft plan and provide appropriate remedial measures;
 - (d) The ability to minimize the extent of building footing drains below the seasonal high groundwater table by means of changing the overall design of this development;
 - (e) Opportunities to avoid having saturated backyards and/or ponding water situations; and,
 - (f) The subdivider acknowledges that they will provide all necessary mitigation measures as it relates to ground water seepage at the detailed engineering design stage to ensure that the basements will not be negatively affected by the groundwater seepage.
30. The subdivider is required to implement and bear the cost of all the necessary Low Impact Development measures/works recommended in the Hydrogeological Assessment report and submit a Maintenance/Operating Manual for the Low Impact Development measures.

Soils/Geotechnical

31. The subdivider shall complete a soils/geotechnical report and the recommendations of said report shall be implemented as appropriate within the subdivision agreement including those related to municipal services and road structure, and any requirement that development on engineered fill be certified by a licensed geotechnical engineer. This report shall be submitted to Engineering Services for review and acceptance in conjunction with the first engineering submission, together with soils profiles plotted on a separate set of the engineered construction drawings. The report must also include an orientation map illustrating the lots affected by any proposed engineered fill recommendations.

Soil Management

32. The subdivider shall complete a soil management report for implementation by a licensed geotechnical engineer. This report shall be submitted to Engineering Services for review and acceptance in conjunction with the Site Alteration Permit.

Record of Site Condition

33. The subdivider agrees to retain a licensed geo-environmental engineer to verify, to the satisfaction of the City and the Region of Durham, that the site has been made suitable for the proposed uses. A Record of Site Condition (RSC) acknowledged by the MECP shall be required to be submitted to Planning Services prior to final approval, any site disturbance and/or registration, if required by the Region of Durham's Site Contamination Protocol.

Traffic Management

34. The subdivider shall retain a licensed traffic engineer to complete a traffic management report which details any required feature for design, operation and construction of all streets in the plan and the report shall be submitted to Engineering

Services for review and acceptance as part of the engineering plans package. The traffic management measures shall be implemented to Engineering Services' satisfaction at the subdivider's cost.

Noise

35. Prior to the preparation of the subdivision agreement and as part of the first engineering submission, the subdivider agrees to retain a licensed acoustical engineer to complete and submit to Planning Services for review and acceptance a noise impact study which addresses the impact of noise generated from road traffic, and/or the surrounding land uses and is based on the detailed grading of the site to the satisfaction of Planning Services. Further, the subdivider shall implement the recommendations for noise controls at no cost to the City, confirm that the implemented noise mitigation features(s) is/are in compliance with the MECP standards and provide the necessary warning clauses.

Streetscape/Architectural Control Guidelines

36. Prior to offering any model/property for sale, the subdivider shall engage a control architect, satisfactory to Planning Services. This control architect will complete and submit to Planning Services for review and acceptance streetscape/architectural control guidelines which are satisfactory to Planning Services, approve all models offered for sale and certify that all building permit plans comply with the City approved guidelines.

Tree Inventory and Assessment

37. Prior to issuance of a site alteration permit, the subdivider shall engage a certified arborist to complete a tree inventory and assessment to the satisfaction of Parks Services and Planning Services. The tree inventory and assessment shall be submitted to Planning Services.

G. Phasing

38. If this subdivision is to be developed by more than one registration, an overall development and phasing plan must be submitted and approved by Planning Services and Engineering Services prior to the first submission of engineering drawings, to ensure an adequate street pattern and servicing scheme prior to preparation of the engineering drawings. Engineering drawings will not be accepted until the phasing plan has been submitted and approved.
39. The use of temporary emergency access locations is discouraged. The need for temporary emergency access locations shall be reviewed to determine alternative phasing and inclusion of other portions of the approved road network of the draft plan.

H. Lots

40. The lot pattern for those blocks shown on the plan for residential development must be detailed on the engineering drawings and draft 40M Plan to properly assess requirements for items such as municipal infrastructure, individual servicing and utility coordination.

I. Street Lighting

41. The subdivider shall advise Engineering Services, if applicable, of its intent to utilize decorative street lighting prior to the submission of engineering drawings. A general plan shall be submitted showing the streets that will utilize decorative lighting in accordance with City policy.

J. Utility Easement and Blocks

42. The City will grant any easements required for utilities, stormwater management and servicing on City-owned lands necessitated by the development of the plan and relinquish any redundant easements, provided the subdivider has met all the requirements of the City, financially or otherwise.
43. The subdivider shall grant free of charge any easements or blocks required for servicing and the conveyance of overland flows. Easements shall be in a location and of a width as determined by Engineering Services and/or the Region of Durham and be granted upon request at any time after draft approval of the plan.
44. The final plan for registration shall include and accommodate Block(s) and easement(s) required to facilitate the installation of any utility services which cannot be accommodated in any City right-of-way to the satisfaction of Engineering Services.

K. Driveways

45. The location of all driveways shall maintain a minimum one (1) metre clearance from all above ground utility structures or other like apparatus where practical to the satisfaction of Engineering Services.
46. Under conditions where the right-of-way of the road is less than twenty (20) metres and there is no sidewalk on that side of the road, a plan shall be submitted to the satisfaction of Engineering Services showing the proposed siting of the buildings on lots which indicate the length of the driveway leading to a private garage, which is to be fitted with a roll-up type door, and which has a minimum length of seven (7) metres from the street line to the garage.
47. A plan showing the proposed siting of the buildings on lots which indicate the length of the driveway leading to a private garage, which is to be fitted with roll-up type doors, and which has a minimum length of seven (7) metres from the street line to the garage, shall be submitted to the satisfaction of Engineering Services.
48. The subdivider shall provide roll-up type garage doors where the front yard setback to the garage is seven (7) metres or less.

L. Landscaping

49. Landscape plans shall be submitted to Planning Services no later than the second submission of engineering plans (detail design) for each phase.
50. This development shall comply with the City's Landscaping Design Policies and requirements. Without limiting the generality of the foregoing, the subdivider shall prepare and coordinate the landscape plans with the engineering drawings to the

satisfaction of Planning Services and Engineering Services. The following shall be submitted to Planning Services:

- (a) The landscape submission shall include, but is not limited to:
 - (i) Preservation/protection of existing site features and vegetation;
 - (ii) Street tree planting;
 - (iii) Fencing; and,
 - (iv) Baseball backstop fencing replacement and extension.
 - (b) A statement from a Landscape Architect shall certify that the measures employed to promote the preservation of existing site features and vegetation are appropriate.
51. The subdivider will undertake to the satisfaction of Planning Services and Engineering Services and at no cost to the City:
- (a) The installation of street trees, in accordance with the City standards and requirements.
52. The subdivider shall install the fencing improvements to the baseball diamond backstop and fencing to the satisfaction of Planning Services and Parks Facilities Maintenance and at no cost to the City.
53. The subdivider shall deposit with the City a public lands damage deposit and monetary security in amounts to be specified in the subdivision agreement as determined by Planning Services. This shall ensure that the public lands are not damaged and that certain site improvements, landscaping, fencing and vegetation preservation, in accordance with the approved conditions and plans, are carried out.

M. Parkland

- 54. Cash-in-lieu of parkland shall be paid at the time of the issuance of building permits for each dwelling unit to satisfy the parkland dedication provisions of the Planning Act, to the satisfaction of the Commissioner of Economic and Development Services.
- 55. The subdivider shall provide the City with a fixed payment of \$125,000 through the subdivision agreement for future improvements to Mackenzie Park.

N. Zoning

- 56. The Zoning By-law shall be appropriately amended in order to implement the draft plan.

O. Construction Access and Haul Route

- 57. The heavy construction access and haul route shall be approved by Engineering Services. Details regarding the proposed location of the construction access and haul route shall be submitted to Engineering Services prior to the first submission of the engineering drawings. Engineering drawings will not be accepted until the heavy construction access and haul route has been approved.

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

The meeting recessed at 8:26 p.m. and reconvened at 8:36 p.m. with the following members of the Economic and Development Services Committee in attendance: Councillors Marimpietri, Chapman, Giberson, Gray, Kerr, and Mayor Carter. Also in attendance were Councillors Lee, Marks, and McConkey.

Presentation

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

Michael Testaguzza, Planner, Biglieri Group presented an overview of the applications to amend Zoning By-law 60-94 and for approval of a Draft Plan of Subdivision for lands located at 65 Athabasca Street submitted by Athabasca Residences Corp.

Members of the Committee questioned Michael Testaguzza.

Delegations

Karissa Palinka - Applications to Amend Zoning By-law 60-94 and for approval of a Draft Plan of Subdivision, 65 Athabasca Street, Athabasca Residences Corp.

Karissa Palinka addressed the Economic and Development Services Committee concerning the applications to amend Zoning By-law 60-94 and for approval of a Draft Plan of Subdivision for lands located at 65 Athabasca Street submitted by Athabasca Residences Corp. stating that she has been a resident of Durham Region for over 20 years and expressing concerns with the number and type of dwellings proposed on the subject site stating it is not in keeping with the character of the adjacent neighbourhood. Karissa Palinka also expressed concern with the safety for residents and animals in the area due to the increase to traffic in the area as well as increased school enrollment.

Members of the Committee questioned Karissa Palinka.

Susan Wassol - Applications to Amend Zoning By-law 60-94 and for approval of a Draft Plan of Subdivision, 65 Athabasca Street, Athabasca Residences Corp.

Susan Wassol addressed the Economic and Development Services Committee concerning the applications to amend Zoning By-law 60-94 and for approval of a Draft Plan of Subdivision for lands located at 65 Athabasca Street submitted by Athabasca Residences Corp. expressing concerns with the rear and side yard setbacks in the new development, stating that the same setbacks should be applied across the neighbourhood.

Timothy Dobson - Applications to Amend Zoning By-law 60-94 and for approval of a Draft Plan of Subdivision, 65 Athabasca Street, Athabasca Residences Corp.

Timothy Dobson addressed the Economic and Development Services Committee concerning the applications to amend Zoning By-law 60-94 and for approval of a Draft Plan of Subdivision for lands located at 65 Athabasca Street submitted by Athabasca Residences Corp. stating that the existing neighbourhood is unique and that the development should maintain the larger lot size as in the adjacent properties.

Jennifer and Larry McCormick - Applications to Amend Zoning By-law 60-94 and for approval of a Draft Plan of Subdivision, 65 Athabasca Street, Athabasca Residences Corp.

Jennifer and Larry McCormick addressed the Economic and Development Services Committee concerning the applications to amend Zoning By-law 60-94 and for approval of a Draft Plan of Subdivision for lands located at 65 Athabasca Street submitted by Athabasca Residences Corp. stating the neighbouring community is an established neighbourhood with single family homes and residents are opposed to the increased density. Jennifer McCormick also expressed concern with the reduced setbacks and increased traffic and need for parking in the vicinity.

Debbie Shields - Applications to Amend Zoning By-law 60-94 and for approval of a Draft Plan of Subdivision, 65 Athabasca Street, Athabasca Residences Corp.

Debbie Shields addressed the Economic and Development Services Committee concerning the applications to amend Zoning By-law 60-94 and for approval of a Draft Plan of Subdivision for lands located at 65 Athabasca Street submitted by Athabasca Residences Corp. expressing concerns with the density of the proposed development, the lack of greenspace and that the development should conform to the existing community. Debbie Shields also expressed concern with the increased traffic flow and available parking.

David Norhoff - Applications to Amend Zoning By-law 60-94 and for approval of a Draft Plan of Subdivision, 65 Athabasca Street, Athabasca Residences Corp.

David Norhoff addressed the Economic and Development Services Committee concerning the applications to amend Zoning By-law 60-94 and for approval of a Draft Plan of Subdivision for lands located at 65 Athabasca Street submitted by Athabasca Residences Corp. expressing concerns with available parking in the proposed development, and the ability of the aging sewage infrastructure to handle the increased capacity.

Zachary Simmons - Applications to Amend Zoning By-law 60-94 and for approval of a Draft Plan of Subdivision, 65 Athabasca Street, Athabasca Residences Corp.

Zachary Simmons addressed the Economic and Development Services Committee concerning the applications to amend Zoning By-law 60-94 and for approval of a Draft Plan of Subdivision for lands located at 65 Athabasca Street submitted by Athabasca Residences Corp. expressing concerns with the increase in density and the impacts on the long term livability of the neighbourhood. Zachary Simmons expressed concern with increase garbage and waste as well as increased traffic in the area and where new students will attend school.

Kevin Shields - Applications to Amend Zoning By-law 60-94 and for approval of a Draft Plan of Subdivision, 65 Athabasca Street, Athabasca Residences Corp.

Kevin Shields addressed the Economic and Development Services Committee concerning the applications to amend Zoning By-law 60-94 and for approval of a Draft Plan of Subdivision for lands located at 65 Athabasca Street submitted by Athabasca Residences Corp. expressing concern with the increased density and loss of greenspace in the proposed development.

Rosemary MacMillan - Applications to Amend Zoning By-law 60-94 and for approval of a Draft Plan of Subdivision, 65 Athabasca Street, Athabasca Residences Corp.

Rosemary MacMillan addressed the Economic and Development Services Committee concerning the applications to amend Zoning By-law 60-94 and for approval of a Draft Plan of Subdivision for lands located at 65 Athabasca Street submitted by Athabasca Residences Corp. expressing concerns that the increased density and smaller lot sizes will impact residential privacy.

Correspondence

ED-23-21 - Various Residents submitting correspondence in opposition to Applications to Amend Zoning By-law 60-94 and for approval of a Draft Plan of Subdivision, 65 Athabasca Street, Athabasca Residences Corp. (Ward 3)

Moved by Councillor Giberson

That Correspondence ED-23-21 from Various Residents submitting comments in opposition to Report ED-23-08 regarding the Applications to Amend Zoning By-law 60-94 and for approval of a Draft Plan of Subdivision, 65 Athabasca Street, Athabasca Residences Corp. be referred to Report ED-23-08.

Motion Carried

Reports

ED-23-08 - Applications to Amend Zoning By-law 60-94 and for approval of a Draft Plan of Subdivision, 65 Athabasca Street, Athabasca Residences Corp. (Ward 3)

Moved by Councillor Giberson

That, pursuant to Report ED-23-08 dated January 4, 2023, concerning the applications submitted by Athabasca Residences Corp. to amend Zoning By-law 60-94 (File: Z-2022-10) and for approval of a draft plan of subdivision (File: S-O-2022-03) to permit the development of 21 lots for single detached dwellings, 12 blocks for 24 semi-detached dwellings, 6 blocks for 44 street townhouse dwellings, a road widening block, and a new local road on lands located at 65 Athabasca Street, staff be directed to further review and prepare a report and recommendation back to the Economic and Development Services Committee. This direction does not constitute or imply any form or degree of approval.

Motion Carried