

To: Economic and Development Services Committee

From: Anthony Ambra, P.Eng., Commissioner,
Economic and Development Services Department

Report Number: ED-24-43

Date of Report: April 3, 2024

Date of Meeting: April 8, 2024

Subject: Revised Application to Amend Zoning By-law 60-94, Rossland
Residences Corp., 555 Rossland Road West

Ward: Ward 4

File: Z-2023-02

1.0 Purpose

The purpose of this Report is to provide a recommendation on the revised application submitted by Rossland Residences Corp. (the “Applicant”) to amend Zoning By-law 60-94 (File: Z-2023-02) to permit a development with six (6) stacked townhouse buildings (apartment buildings) with a combined total of 175 dwelling units located on lands municipally known as 555 Rossland Road West (the “Subject Site”).

The Applicant intends to register the proposed development as a condominium. If the subject revised application to amend Zoning By-law 60-94, as amended, is approved, the Applicant will be required to submit an application for approval of a draft plan of condominium at the appropriate time.

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

Attachment 2 is a copy of the original proposed site plan submitted by the Applicant and considered at the April 17, 2023 public meeting.

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

On April 17, 2023, a public meeting was held with respect to the subject development application. At the conclusion of the public meeting, the Economic and Development Services Committee adopted a recommendation to direct staff to further review the application and prepare a subsequent report and recommendation back to the Economic and Development Services Committee. The minutes of the April 17, 2023 public meeting form Attachment 4 to this Report.

Subsequent to the April 17, 2023 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:

1. The number of apartment units has been reduced from 179 to 175, thereby reducing the proposed residential density from 168.86 units per hectare (68.37 u/ac.) to 165.46 units per hectare (66.97 u/ac.).
2. The westerly full movement driveway access has been relocated to the western limit of the development to allow for a greater distance from the signalized intersection of Rossland Road/Stevenson Road North and a greater separation from the existing driveway access to Monsignor Paul Dwyer Catholic High School on the north side of Rossland Road West.
3. The westerly building setback adjacent to the semi-detached dwelling lots fronting onto Berwick Crescent to the west has been increased from 7.5 metres (24.61 ft.) to 18.8 metres (61.68 ft.).
4. The proposed maximum building height has increased from 17.36 metres (56.96 ft.) to 18.5 metres (60.70 ft.) to accommodate the change in grade across the Subject Site.
5. The number of proposed parking spaces has increased from 215 to 244. The increase in parking supply and reduction in the number of apartment units results in the following proposed parking rate changes:
 - The proposed parking rate for residents has increased from 1 space per unit to 1.14 spaces per unit (for a total of 200 resident parking spaces); and,
 - The proposed parking rate for visitors has increased from 0.2 spaces per unit to 0.25 spaces per unit (for a total of 44 visitor parking spaces).
6. The site plan now proposes a bike storage room with 132 long-term bicycle parking spaces in the underground parking garage.
7. The underground parking garage has been redesigned such that it does not conflict with the storm sewer that serves the school property to the south.

2.0 Recommendation

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

1. That, pursuant to Report ED-24-43 dated April 3, 2024, the revised application submitted by Rossland Residences Corp. to amend Zoning By-law 60-94 (File: Z-2023-02) to rezone 555 Rossland Road West from R1-C/CIN/SO-D (Residential/Community Institutional/Specialized Office) to an appropriate R6-C (Residential) Zone to permit six (6) stacked townhouse buildings (apartment buildings) with a combined total of 175 dwelling units 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 the City Solicitor.

2. That, in accordance with Section 34(17) of the Planning Act and notwithstanding that the Zoning By-law Amendment proposed in Report ED-23-78 dated April 12, 2023 presented at the public meeting of April 17, 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 the approval of the revised application to amend Zoning By-law 60-94, as amended, to permit the development of six (6) stacked townhouse buildings (apartment buildings) with a combined total of 175 dwelling units on lands generally located at the southwest corner of Rossland Road West and Stevenson Road North and municipally known as 555 Rossland Road West.

The proposed development is appropriate given the Subject Site's location along two Type "B" Arterial Roads with access to transit and can be designed to be compatible with adjacent land uses.

The proposed development conforms to the Provincial Growth Plan, is consistent with the Provincial Policy Statement, conforms to the Durham Regional Official Plan, is within the City's Built Boundary and represents good planning. The proposed development will help the City's efforts to achieve the delivery of 23,000 new housing units in Oshawa between 2022 and 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 April 17, 2023 public meeting concerning the subject application form Attachment 4 to this Report. Several letters were also received from the public with respect to the subject application containing comments and expressing objections to the application.

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

4.2.1 Traffic Impacts

Comment:

Comments were received concerning the impact of the proposed development on vehicular traffic in the area, particularly during school drop-off and pick-up times.

Staff Response:

The Subject Site currently has four driveways on Rossland Road West which served the office buildings that previously occupied the property.

The proposed development will have two driveway accesses on Rossland Road West only, with no driveways on Stevenson Road North.

Rossland Road West and Stevenson Road North are both designated as Type “B” Arterial Roads on Schedule ‘B’, Road Network, of the Oshawa Official Plan (the “O.O.P.”). Both roads are under the jurisdiction of the Region of Durham.

Type “B” Arterial Roads are intended to carry moderate volumes of traffic, including moderate volumes of truck traffic.

The Applicant hired GHD, a professional consulting company with transportation engineering expertise, to prepare a Traffic Impact Study (T.I.S.) and subsequent addendum which were submitted in support of the revised application. The key conclusions of the T.I.S. and addendum are as follows:

- The proposed development is expected to generate a total of 78 two-way trips during the weekday morning peak hour traffic period consisting of 19 inbound trips and 59 outbound trips, and a total of 98 two-way trips during the weekday afternoon peak hour traffic period consisting of 61 inbound trips and 37 outbound trips.
- Under future traffic forecasts, the traffic generated by the proposed development can be accommodated by the existing street system and will not have adverse impacts on the study intersections. No additional road improvements or signal timing modifications are triggered by the proposed development.
- Morning peak hour traffic for Monsignor Paul Dwyer Catholic High School lasts for approximately 15 to 20 minutes. Afternoon peak hour traffic for the school and afternoon peak hour traffic for the proposed development occur at different times.

The Applicant’s original submission showed the westerly driveway for the proposed development aligned opposite the high school’s Rossland Road West driveway (see Attachment 2). In response to certain technical comments from professional traffic engineering staff at the Region of Durham, the west full movement driveway access was relocated to the western limit of the Subject Site to provide a greater distance from the signalized intersection at Rossland Road West and Stevenson Road North and a greater separation from the existing driveway access for Monsignor Paul Dwyer Catholic High School. The Region also requires the Applicant to extend the centre traffic median in

Rossland Road West further west such that it will prevent left turns in and out of the easterly driveway.

Professional traffic engineering staff at both the City and the Region of Durham reviewed the T.I.S. and associated addendum and have no objections to the revised rezoning application.

Staff note that Monsignor Paul Dwyer Catholic High School is expected to move to a new location at the southeast corner of Harmony Road North and Greenhill Avenue as early as fall 2026, which will reduce school-generated traffic along Rossland Road West during drop-off and pick-up times. The future use of the school property is not known at this time.

4.2.2 Parking

Comment:

Concerns were expressed that the proposed development does not have sufficient parking and could result in off-site parking issues.

Staff Response:

Subsequent to the April 17, 2023 public meeting, the total number of parking spaces for the Subject Site has increased from 215 to 244 and the number of units has been decreased from 179 to 175.

The T.I.S. addendum prepared by GHD reviewed the proposed parking supply using the Institute of Transportation Engineers Parking Generation Manual and the parking rates from comparable locations in Oshawa. Through this work it was determined that the proposed 244 parking spaces are sufficient for the subject development.

In a memo dated March 14, 2024, the Applicant confirmed their intention to provide the following parking rates:

- 1.14 parking spaces per unit for residents (200 parking spaces); and,
- 0.25 parking spaces per unit for visitors (44 parking spaces).

Professional transportation engineering staff in this Department and at the Region of Durham have reviewed the T.I.S. addendum and have no objection to the conclusions of the T.I.S. addendum and the proposed parking rates.

4.2.3 Building Height

Comment:

A comment was made with respect to the appropriateness of the building heights and related potential shadowing of adjacent properties.

Staff Response:

Under the existing R1-C/CIN/SO-D (Residential/Community Institutional/Special Office) zoning for the Subject Site, buildings with a maximum height of 12.0 metres (39.37 ft.) are currently permitted with a minimum rear yard setback of 6 metres (19.69 ft.).

The revised site plan includes six (6) stacked townhouse buildings with a maximum height of 18.5 metres (60.70 ft.).

Rossland Road West and Stevenson Road North are both classified as Type “B” Arterial Roads. The policies of the Provincial Growth Plan, Durham Regional Official Plan and City of Oshawa Official Plan encourage appropriate residential intensification along arterial roads. The proposed height of the building is comparable to other developments that have recently been approved or completed in similar contexts, such as the new apartment building at 976 Simcoe Street North (northwest corner of Simcoe Street North and Sunset Drive).

The Applicant has revised the site plan such that the setback to the adjacent semi-detached dwelling lots on Berwick Crescent is now 18.8 metres (61.68 ft.), whereas a setback of 7.5 metres (24.61 ft.) was originally proposed. The increased setback is now greater than the height of the closest building and generally provides a 45-degree angular plane measured from the shared property line that is free of any building massing (see Attachment 3).

Given the increased setback of the proposed buildings and that the buildings are located east of the Berwick Crescent properties, shadow impacts on the Berwick Crescent properties are expected to be minimal and only occur for a short period in the morning at certain times of the year.

4.2.4 School Capacities

Comment:

A comment was made regarding the ability of nearby schools to accommodate children from the proposed development.

Staff Response:

The Durham District School Board and Durham Catholic District School Board were each circulated the subject application. Neither has expressed any objections to the approval of the application.

4.2.5 Availability of Recreational Space

Comment:

Comments were made concerning the lack of park space and recreational facilities near the proposed development.

Staff Response:

Each unit will have either a rooftop terrace, a balcony, a ground level patio or a sunken patio.

The site design includes a landscaped amenity space for residents between Buildings A and B and between Buildings C and D.

A communal outdoor amenity area approximately 528 square metres (5,685 sq. ft.) in size is also featured as part of the site design and includes a children’s playground at grade.

5.0 Analysis

5.1 Background

The Subject Site is generally located at the southwest corner of Rossland Road West and Stevenson Road North, and is municipally known as 555 Rossland Road West (see Attachment 1).

The following is background information concerning the subject revised application:

Item	Existing	Requested/Proposed
Oshawa Official Plan Designation	Residential	No change
Zoning By-law 60-94	R1-C/CIN/SO-D (Residential/Community Institutional/Specialized Office) Zone	An appropriate R6-C (Residential) Zone with site specific regulations to permit certain performance standards to implement the site and building design.
Use	Vacant	Six (6) stacked townhouse buildings (apartment buildings) with a total of 175 dwelling units

The following land uses are adjacent to the Subject Site:

- **North:** Rossland Road West, beyond which is Monsignor Paul Dwyer Catholic High School including Grandview Kids Rehabilitation Centre
- **South:** Adelaide McLaughlin Public School and R.S. McLaughlin Collegiate and Vocational Institute
- **East:** Stevenson Road North, beyond which are single detached dwellings
- **West:** Semi-detached dwellings on Berwick Crescent

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

Site Statistics Item	Measurement
Lot Frontage	Rossland Road West – 186m (610.24 ft.) Stevenson Road North – 43.30m (142.66 ft.)
Lot Area	1.06 ha (2.62 ac.)
Number of Proposed Stacked Townhouse Units and Bedroom Types	175 units: - 50 one-bedroom units - 114 two-bedroom units - 11 three-bedroom units
Proposed Net Residential Density	165.46 u/ha (66.97 u/ac.)
Proposed Maximum Building Height	18.50m (60.70 ft.) (generally presenting as 4 to 5 storeys)
Parking Spaces Required	Apartment units at a condominium rate: 254 spaces for residents (1.45 spaces per unit) 53 spaces for visitors (0.3 spaces per unit) Total: 307
Parking Spaces Provided	200 spaces for residents (1.14 spaces per unit) 44 spaces for visitors (0.25 spaces per unit) Total: 244
Number of Bicycle Parking Stalls Proposed	Long term: 132 Short term: 20 Total: 152

5.2 Oshawa Official Plan

The Subject Site is designated Residential in 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 density types and provide general locational criteria for such densities. Table 2, Residential Density Classification, in the O.O.P. identifies five density categories, including the High Density I Residential category. This category permits 85 to 150 units per hectare (34 to 60 u/ac.), subject to general locational criteria as follows:

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

The proposed development at 555 Rossland Road West would have a net residential density of approximately 165.46 units per hectare (66.97 u/ac.) which is greater than the High Density I Residential classification.

It should be noted that in order to provide for flexibility in the interpretation of the text and schedules of the O.O.P., all numbers and quantities (with the exception of floor space indices) shall be considered to be approximate. Policy 10.1.2(a) specifies that minor changes to such numbers and quantities will be permitted without the need for an Official Plan amendment, provided that such changes do not affect the intent of the O.O.P. This policy would apply in the consideration of minor deviations from the density ranges outlined in Table 2 of the O.O.P., which serves as a guideline for reviewing matters related to the density of development.

O.O.P. Policy 2.3.3.3 states that in considering the approval of residential developments abutting arterial roads, consideration shall be given to such matters as building siting, landscaping, service roads, access to transit routes, walkability and opportunities for active transportation. Consideration shall also be given to applicable guidelines related to the adverse effect of noise in the design of residential developments which are adjacent to arterial roads.

O.O.P. Policy 2.3.4.5 states that in the processing of plans for Medium Density I, Medium Density II, High Density I and High Density II Residential multiple attached developments, consideration shall be given to the requirement for on-site indoor and outdoor amenity space.

Rossland Road West and Stevenson Road North are both designated as Type "B" Arterial Roads on Schedule "B", Road Network, of the O.O.P. Rossland Road West is also designated as a Regional Transit Spine on Schedule "B-1", Transit Priority Network, of the O.O.P.

Section 3.3.3(c1) of the O.O.P. states, in part, that to facilitate the provision and use of transit, development adjacent to a Transit Spine shall provide for the following:

- Provide a broad range 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, where the development site is located outside of the Windfields Part II Plan area;
- New buildings to be oriented towards the street, including frontal quality entrances and/or or direct pedestrian access to main entrances, to reduce walking distances to transit facilities; and,
- Limited surface parking, to be regulated through the Zoning By-law, and opportunities for the potential redevelopment of surface parking.

The subject application conforms to the O.O.P.

5.3 Zoning By-law 60-94

The Subject Site is currently zoned R1-C/CIN/SO-D (Residential/Community Institutional/Specialized Office).

The R1-C Zone permits single detached dwellings.

The CIN Zone permits a variety of community uses, including, but not limited to, a church, elementary school and secondary school.

The SO-D Zone permits offices.

Stacked townhouses are considered to be an apartment building under Zoning By-law 60-94. An apartment building is not permitted in any of the aforementioned zones. The Applicant has submitted an application to amend Zoning By-law 60-94 to rezone the Subject Site to an appropriate R6-C (Residential) Zone subject to a special condition to permit six (6) stacked townhouse buildings with a combined total of 175 dwelling units. In order to implement the proposed buildings/site design, special regulations are proposed including, but not necessarily limited to, increased residential density, lot coverage, building height and rear yard setback to the Berwick Crescent properties, permitted encroachment of stairs into certain required yards, reduced front yard, interior side yard and exterior side yard setbacks, and reduced landscaped open space and parking.

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 R1-C/CIN/SO-D (Residential/Community Institutional/Specialized Office) to an appropriate R6-C (Residential) Zone to permit a maximum residential density of 165.46 units per hectare (66.97 u/ac.) (175 apartment units); and,
- Implement site specific zoning regulations to facilitate the proposed site and building designs, including the establishment of certain performance standards.

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

- (a) Site Plan approval is obtained from the City that addresses such matters as landscaping, fencing, lighting, waste collection and amenity area design; and,
- (b) Noise mitigation is addressed to the satisfaction of the City.

While the “h” holding symbol is in effect, only uses permitted in an FD (Future Development) Zone and a temporary sales office would be permitted.

Section 5.5 of this Report sets out the rationale for this position.

5.4 Site Design/Land Use Considerations

The Applicant proposes to develop six (6) stacked townhouse buildings (apartment buildings) with a combined total of 175 dwelling units (see Attachment 3).

The proposed development includes surface parking and one level of underground parking. The Applicant proposes to use a stacker system for 80 of the 200 resident parking spaces. Each stacker would accommodate two parked cars. Each set of parking spaces in the stackers would only be assigned to a household that requires two parking spaces.

Driveway access to the private condominium road would be from Rossland Road West only. The Applicant will be required to extend the existing centre median in Rossland Road West to prevent drivers from turning left from Rossland Road West into the easterly driveway of the Subject Site, or making a left turn out of the Subject Site using the easterly driveway. All turning movements will be permitted at the westerly driveway.

The proposed development also includes the following features:

- A communal outdoor amenity area to the south of Building E including a children's playground at grade;
- Central courtyards between Buildings A and B and between Buildings C and D;
- Private balconies/patios for each dwelling unit including rooftop terraces for upper level units; and,
- Storage lockers and bicycle parking in the underground garage.

In support of the proposed development the Applicant has submitted a variety of plans and documents including a site plan, floor plans, elevation plans, a planning justification report, landscape plans, a tree inventory and protection report, a grading plan, a servicing plan, a functional servicing and stormwater management report, a geotechnical report, a noise feasibility study, a transportation impact study, a parking study and a record of site condition.

Detailed design matters will be reviewed during the processing of the future application for site plan approval to ensure compliance with the City's Landscaping Design Policies, engineering standards and other policies in the event 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, accessibility, parking, lighting, landscaping, driveway access, fencing, amenity area design and building architecture;
- (b) Noise mitigation;
- (c) Stormwater management, grading and servicing matters; and,

(d) Crime Prevention Through Environmental Design matters.

5.5 Basis for Recommendation

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

- (a) Redeveloping an under-utilized property at this location along two arterial roads is consistent with the Provincial Policy Statement and conforms to the Provincial Growth Plan.
- (b) The proposed development conforms to the Durham Regional Official Plan and the O.O.P.
- (c) The proposal will advance development that is within the City's Built Boundary. The Growth Plan for the Greater Golden Horseshoe established a Built Boundary for municipalities within which a certain percentage of all new residential development must take place to reduce the demand for new residential growth in greenfield areas.
- (d) The proposed development contributes to a range of housing types in the area.
- (e) The proposed development is located along a Regional Transit Spine (Rossland Road West) as identified on Schedule "B-1", Transit Priority Network, of the O.O.P. and has been designed to be transit supportive given its proximity to Durham Region Transit bus routes (Routes 409A and Pulse 916).
- (f) The proposed development will make more efficient use of existing municipal services such as water and sanitary service.
- (g) The proposed development has been designed to be compatible with surrounding land uses.
- (h) The proposed development will help the City's efforts to achieve the delivery of 23,000 new housing units in Oshawa by 2031, as targeted by the Province.
- (i) Through the application of an "h" holding symbol to the zoning of the Subject Site, detailed design matters, including noise mitigation, can appropriately be addressed during the site plan approval process.
- (j) The proposed development represents good planning.

6.0 Financial Implications

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

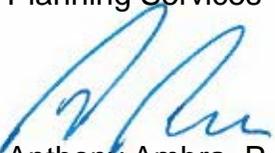
The subject application was submitted prior to July 1, 2023 and therefore the Applicant will not be eligible for a fee refund under the Planning Act as amended by Bill 109 (More Homes for Everyone Act, 2022) if the City does not make a decision on the Zoning By-law Amendment application within a certain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

7.0 Relationship to the Oshawa Strategic Plan

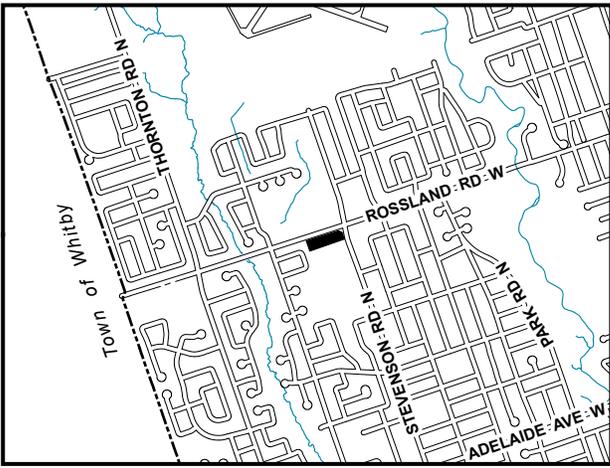
The Recommendation in this Report advances the Economic Prosperity and Financial Stewardship, Social Equity and Environmental Responsibility goals of the Oshawa Strategic Plan



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



Anthony Ambra, P.Eng., Commissioner,
Economic and Development Services Department



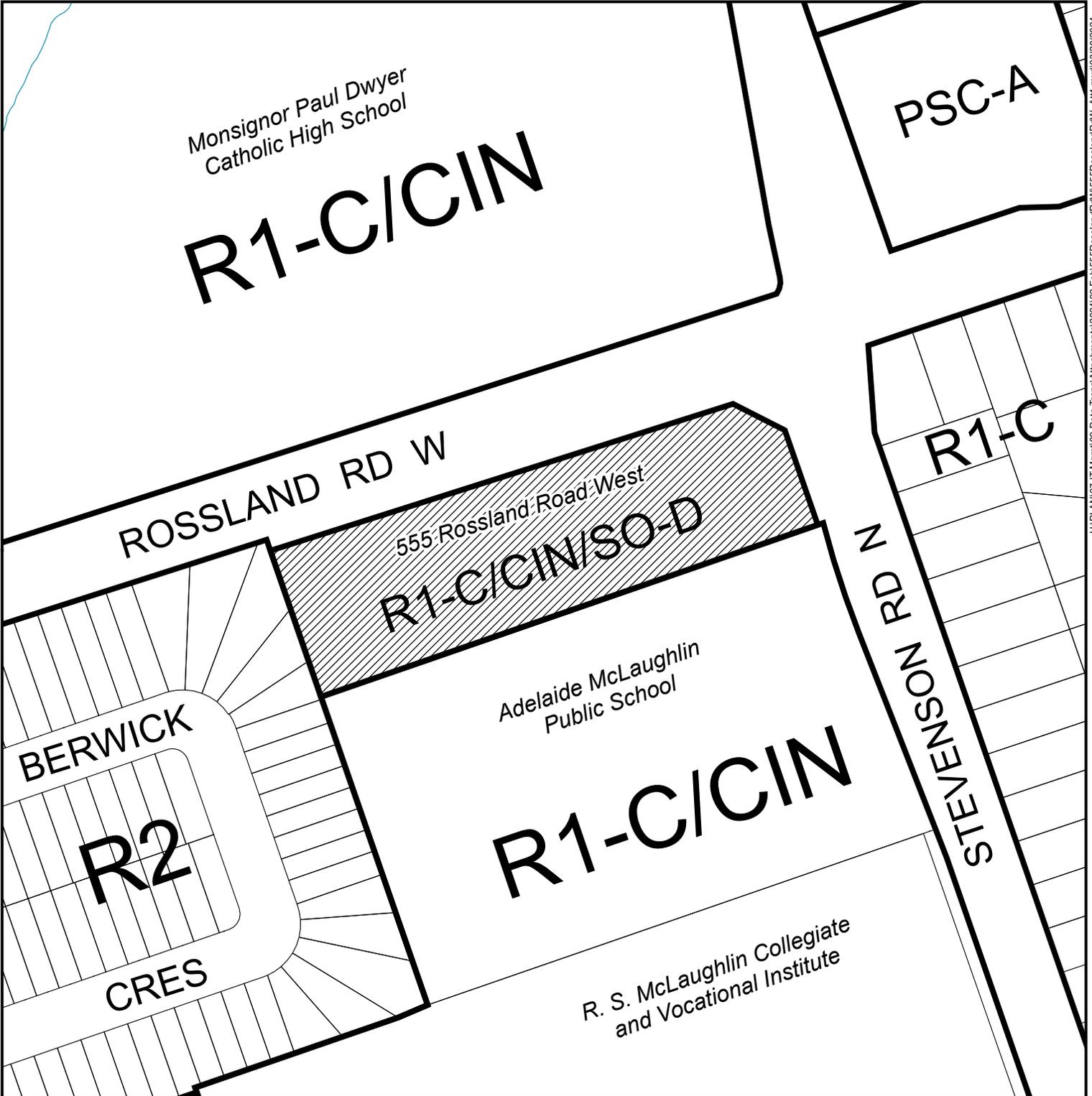
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Attachment 1

Economic and Development Services

Subject: Revised Application to Amend Zoning
By-law 60-94, Rossland Residences Corp.
Address: 555 Rossland Road West
Ward: Ward 4
File: Z-2023-02



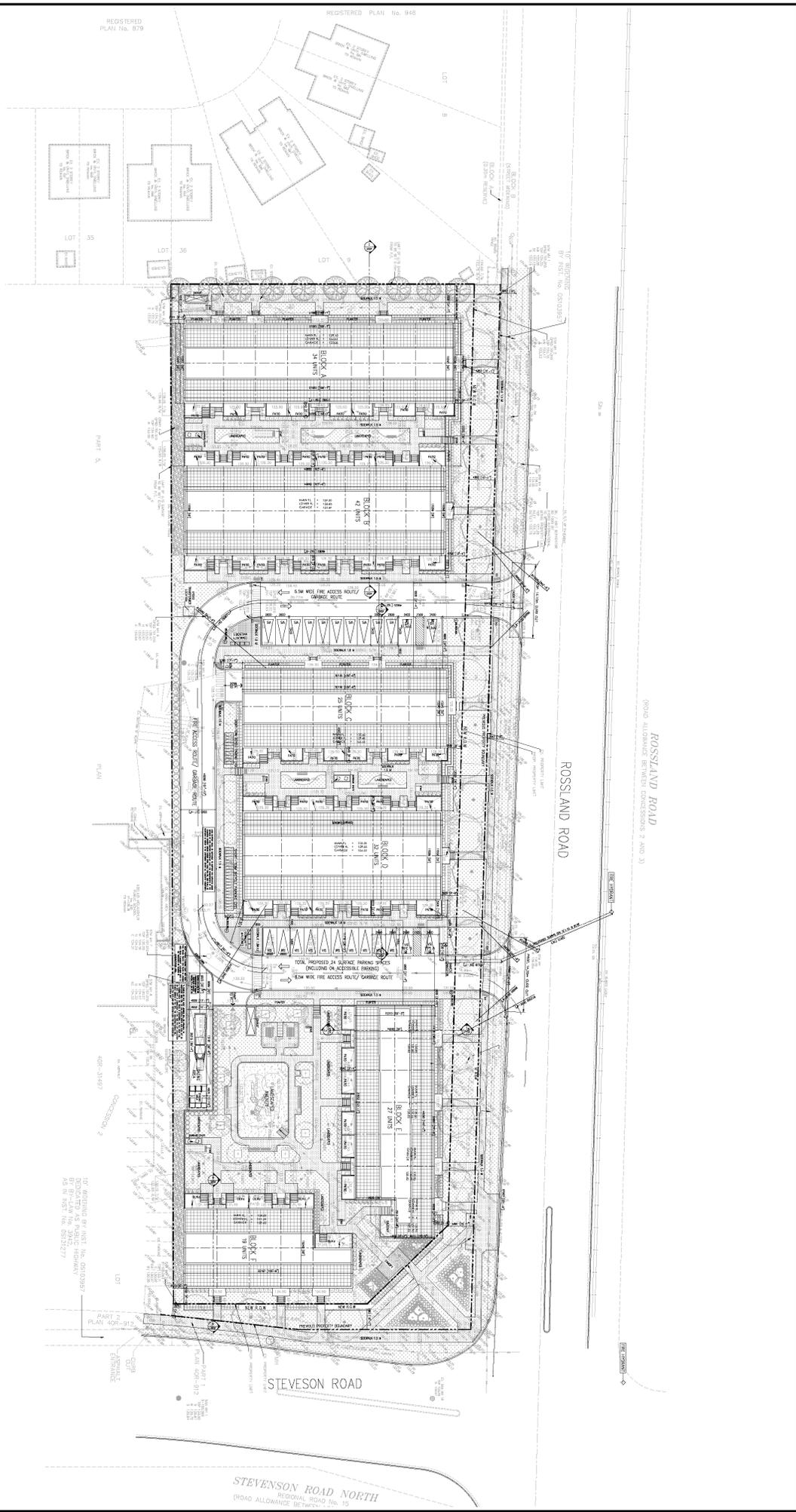
Subject Site



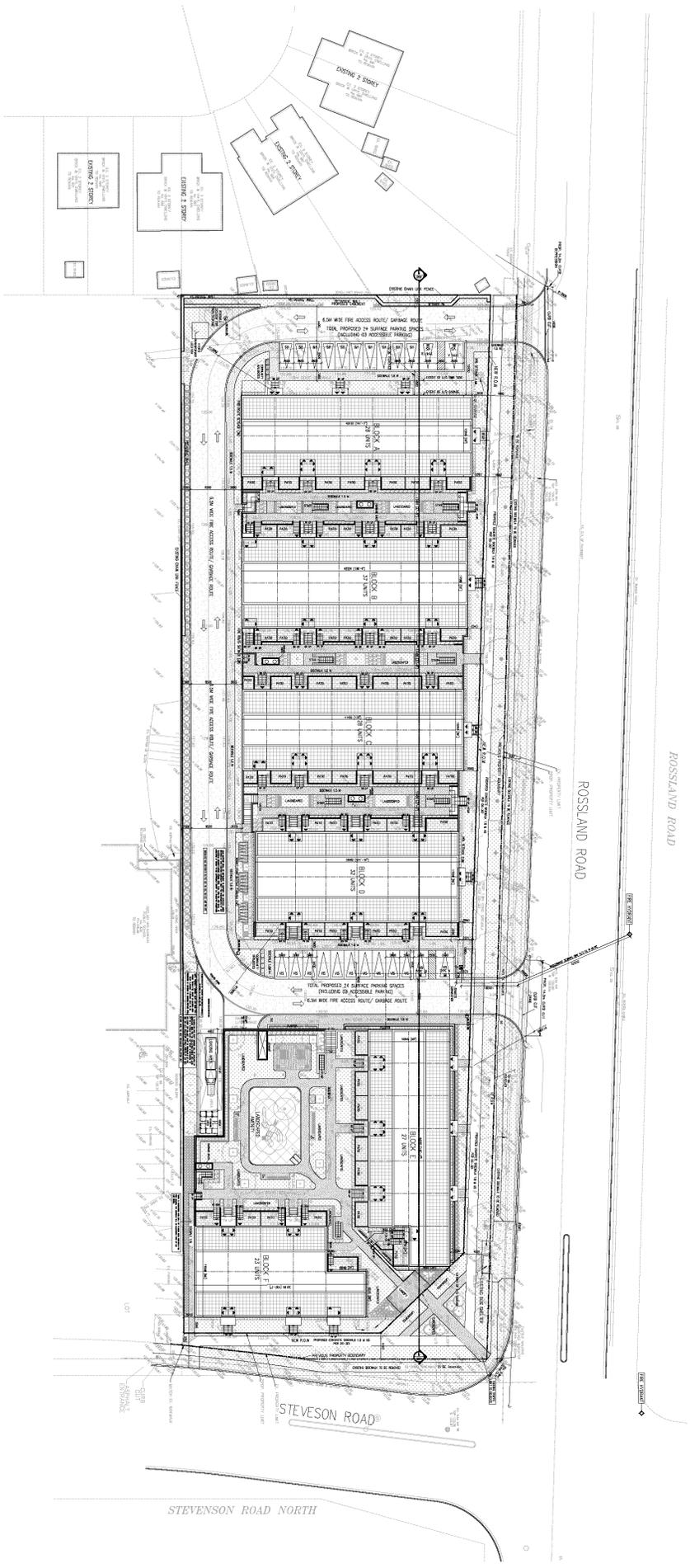
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Attachment 2

Title: Original Proposed Site Plan Submitted by the Applicant
Subject: Revised Application to Amend Zoning By-law 60-94, Rossland Residences Corp.
Address: 555 Rossland Road West
Ward: Ward 4
File: Z-2023-02

City of Oshawa
Economic and Development Services



Title: Revised Proposed Site Plan Submitted by the Applicant
Subject: Revised Application to Amend Zoning By-law 60-94, Rossland Residences Corp.
Address: 555 Rossland Road West
Ward: Ward 4
File: Z-2023-02



Excerpts from the Minutes of the Economic and Development Services Committee Meeting held on April 17, 2023

Application ED-23-78

Presentation

GHD - Application to Amend Zoning By-law 60-94, Rossland Residences Corp., 555 Rossland Road West (Ward 4)

Bryce Jordan, GHD, provided a presentation concerning the Application to Amend Zoning By-law 60-94, Rossland Residences Corp., 555 Rossland Road West.

The Committee questioned Bryce Jordan, GHD.

Delegations

Tammy Atkinson - Application to Amend Zoning By-law 60-94, Rossland Residences Corp., 555 Rossland Road West (Ward 4)

Tammy Atkinson addressed the Economic and Development Services Committee concerning the Application to Amend Zoning By-law 60-94, Rossland Residences Corp., 555 Rossland Road West expressing concerns that she does not support the development based on the height of the buildings, that the development does not suit the area's existing infrastructure, as well as of the impact on the other homes in the area such as sunlight.

Correspondence

ED-23-67 Various Residents submitting comments in opposition to ED-23-78 concerning Application to Amend Zoning By-law 60-94, Rossland Residences Corp., 555 Rossland Road West (Ward 4)

Moved by Councillor Kerr

That Correspondence ED-23-67 from various residents submitting comments in opposition to ED-23-78 concerning Application to Amend Zoning By-law 60-94, Rossland Residences Corp., 555 Rossland Road West be referred to Report ED-23-78.

Reports

ED-23-78 - Application to Amend Zoning By-law 60-94, Rossland Residences Corp., 555 Rossland Road West (Ward 4)

Moved by Councillor Kerr

That, pursuant to Report ED-23-78 dated April 12, 2023, concerning the application submitted by GHD Limited on behalf of Rossland Residences Corp. to amend Zoning By-law 60-94 (File: Z-2023-02) to permit the development of six stacked townhouse buildings (apartment buildings) with a total of 179 dwelling units at 555 Rossland Road West, 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