



Memorandum Item: ED-24-67

Economic and Development Services Department

Date: May 29, 2024 File: Z-2022-11, S-O-2022-04

To: Economic and Development Services Committee

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

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

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

1.0 Background

On April 8, 2024, the Economic and Development Services Committee considered Report ED-24-43 which provided a recommendation on the revised application submitted by GHD on behalf of 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 report recommended the revised applications be approved generally in accordance with the comments in the report and the necessary by-law be passed in a form and content acceptable to the Commissioner, Economic and Development Services Department, and the City Solicitor.

The version of the application outlined in Report ED-24-43 and considered by the Economic and Development Services Committee will be referred to in this Memorandum as the “November 2023 Plan” which reflects when the revised application was submitted to the City. Attachment 3 to Report ED-24-43 is a copy of the November 2023 Plan.

After considering Report ED-24-43, the Economic and Development Services Committee passed the following motion:

“Whereas as stated in Section 5.3 of Report ED-24-43 that in order to implement the proposed buildings/site design there are a number exemptions required such as increased density, lot coverage, building height, rear yard setbacks, encroachment of stairs, reduced front yard, interior side yard and exterior yard setbacks, and reduced landscaped open space and parking;

Therefore, that Report ED-24-43 concerning the revised application to amend Zoning By-law 60-94 for 555 Rossland Road West submitted by Rossland Residences Corp. be referred back to staff to review further with the Developer to attempt to reduce at least some of the exemptions noted above.”

Subsequently, in April 2024, staff discussed further potential changes to the November 2023 Plan with GHD including reducing the number of units and reducing the height of the westernmost building (Block A).

On May 9, 2024, GHD, on behalf of the Applicant, submitted a letter to the Economic and Development Services Department advising that the Applicant has considered the Committee's motion but has not revised the application. Through this same letter, the Applicant requested that the November 2023 Plan be reconsidered by the Economic and Development Services Committee. This letter forms Attachment 1 to this Memorandum.

On May 27, 2024, GHD, on behalf of the Applicant, submitted a further revised plan (the "May 2024 Plan" – see Attachment 2) and a letter (see Attachment 3). The November 2023 Plan and the May 2024 Plan are generally consistent with one another, each featuring six (6) four-storey buildings with stairwell access to rooftop patios (making the buildings appear as five storey buildings), 1.14 parking spaces per unit for residents, and two driveways providing access from Rossland Road West.

The May 2024 Plan features the following key changes compared to the November 2023 Plan recommended by staff for approval in Report ED-24-43 (see Attachment 4):

- The number of apartment units has been reduced from 175 to 159, thereby reducing the proposed residential density from 165.46 units per hectare (66.97 u/ac.) to 150.33 units per hectare (60.84 u/ac.);
- The proposed parking rate for visitors has been reduced from 0.25 spaces per unit to 0.20 spaces per unit;
- The number of surface parking spaces has been maintained at 24 spaces, but they have been relocated and reconfigured;
- The width of Blocks B, C and D have been reduced in a north-south fashion;
- The westerly building setback adjacent to the semi-detached dwelling lots fronting onto Berwick Crescent to the west has been reduced from 18.8 metres (61.68 ft.) to 17.7 metres (58.1 ft.);
- The number of accessible parking spaces has been reduced from 7 to 4; and,
- The number of underground bicycle parking spaces has been reduced from 132 to 121.

Staff do not support the proposed visitor parking rate of 0.20 spaces per unit (32 spaces). Zoning By-law 60-94 requires a minimum parking rate of 0.3 spaces per unit for condominium apartments (i.e. 48 parking spaces for 159 units). In Spring 2023, staff reported to Committee and Council on proposed City-initiated amendments to the Oshawa Official Plan and Zoning By-law 60-94 related to the City of Oshawa Parking Study, which was prepared by IBI Group after being retained by the City to undertake the study. IBI Group recommended a revised City-wide visitor parking rate of 0.25 parking spaces per unit for apartment buildings. This recommendation was carried forward into the staff recommendations contained in Report ED-23-77 dated April 12, 2023. On May 1, 2023, City Council made a decision to not proceed with the recommended amendments to Zoning By-law 60-94 related to the City of Oshawa Parking Study.

With respect to the May 2024 Plan, staff note that had the parking rates recommended in Report ED-23-77 been implemented through amendments to the Zoning By-law, a visitor parking rate of

0.25 spaces per unit would apply, requiring 40 parking spaces for the 159 apartments proposed in the May 2024 Plan.

Attachment 1 is a copy of the letter from GHD dated May 9, 2024.

Attachment 2 is a copy of the May 2024 Plan.

Attachment 3 is a copy of a letter from GHD dated May 27, 2024.

Attachment 4 is a copy of Report ED-24-43 dated April 3, 2024.

Attachment 5 is a table comparing the R6-C (Residential) Zone regulations to the November 2023 Plan and the May 2024 Plan.

The subject application was first submitted in March 2023. Consequently, under the relevant timelines contained in the Planning Act, the Applicant has had the right to appeal to the Ontario Land Tribunal since June 2023 for a non-decision on the application.

2.0 Recommendation

Considering the recent changes made by the Applicant, it is appropriate that the Economic and Development Services Committee recommend that Council make a decision on the application, reflective of one of the options outlined in the following subsections.

2.1 Option 1: Approve the November 2023 Plan

In the event the Economic and Development Services Committee decides to approve the revised application based on the November 2023 Plan, the Committee may wish to pass the motion found below. This would approve the application on the basis of Column 2 in Attachment 5, which includes permission for 175 apartments and a visitor parking rate of 0.25 spaces per unit.

“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, Economic and Development Services Department, 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.”

2.2 Option 2: Approve the May 2024 Plan

In the event the Economic and Development Services Committee decides to approve the revised application based on the May 2024 Plan, the Committee may wish to pass the motion found below. This would approve the application on the basis of Column 3 in Attachment 5, which includes permission for up to 159 units and a visitor parking rate of 0.20 spaces per unit.

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

1. That, pursuant to Memorandum ED-24-67 dated May 29, 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 159 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, Economic and Development Services Department, 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.”

2.3 Option 3: Deny the Application

If the Economic and Development Services Committee does not wish to approve the revised application based on the November 2023 Plan or the May 2024 Plan, the Economic and Development Services Committee may recommend that Council deny the application. In this case, the Economic and Development Services Committee may wish to pass the following motion:

“That the Economic and Development Services Committee recommend to City Council that 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) be denied.”

There is the potential that the Applicant would appeal the denial of the application to the Ontario Land Tribunal ("O.L.T."). In such an event, and in consideration of staff's previous recommendation in Report ED-24-43 that the November 2023 Plan be approved, any potential future decision of Council to retain external planning expert witnesses to defend the City's position at an O.L.T. hearing would need to be funded from Legal Services' account for Corporate Litigation.



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



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

DS/k

Attachments

65 Sunray Street
Whitby, ON L1N 8Y3
Canada
www.ghd.com



Item: ED-24-67
Attachment 1

Our ref: 12568645

May 9, 2024

Anthony Ambra, P.Eng.
Commissioner, Economic and Development Services
City of Oshawa
50 Centre Street South
Oshawa, ON L1H 3Z7

Dear Sir:

Re: **Revised Application to Amend Zoning By-law 60-94**
Rossland Residences Corp.
555 Rossland Road West
Report ED-24-43

Dear Sir,

We are the planning consultants for Rossland Residences Corp. with regard to the subject application. We wish to advise that our client is fully in support of report ED-24-43 and its recommendations to approve the application as revised following the public meeting.

At the meeting of the Economic and Development Services Committee meeting of April 8, 2024 the report was referred back to staff to review further with the Developer to attempt to reduce at least some of the exceptions to the standard R6-C zone cited in Section 5.3 of the report. We have reviewed with our client any possible changes to the plan that might result in improvements thereto. However, we have found that most of the “exceptions” are fundamentally tied to the design concept for the site and cannot be avoided. Therefore, we ask that the subject report be placed on the next available agenda of the Economic and Development Services Committee together with this letter and the explanation that follows.

First and foremost, this is a re-zoning application, as such the “standards” to be met are set by the Official Plan. The R6-C zone category that is proposed as the “base” zoning is somewhat arbitrary. It is typically used for a single apartment building with at grade parking set back from the street. Our development proposal is for multiple back-to-back stacked townhouse buildings with underground parking. It has units oriented to the street with multiple front doors facing both Stevenson Road and Rossland Road. Many of the “exceptions” to the R6-C zone discussed below are due to this fundamental difference in built form.

Review of Exceptions

1. Height and Rear Yard Set-back

These “exceptions” are actually restrictions on the development. The permitted height is being reduced from 25 metres to 18 metres to permit the proposed back-to-back stacked townhouses rather than an 8 to 9 storey apartment building.

The rear yard setback is being increased as it is adjacent to the low density lots facing Berwick Crescent. The larger set-back and the lower height restrictions ensure that there is a 45-degree angular between the new development and the rear lot line of the houses on Berwick Crescent.

Lot Coverage

The increased lot coverage goes hand in hand with the built form and the reduced height. With a much lesser height and most of the parking underground a somewhat higher lot coverage is expected. In this case the lot coverage in the by-law is increasing only from 35% to 37%.

Landscaped Open Space

The reduction in landscaped open space is only from 40% to 37%. And it does not take into account the roof-top amenity space being provided on the roof of each and every building.

Front and Exterior Side Yards and Encroachments

The reduced front and exterior side yards is an urban design improvement that puts the buildings close to the street and creates an urban edge with “eyes on the street”. The stair encroachments further permit front doors and porches to be located within this urban edge to reinforce the connection to the street.

Interior Side Yard

This is the set-back adjacent to the elementary school property. The reduced side yard only applies to a very limited extent where the building fronting Stevenson Road is next to the school building and parking area on the elementary school property abutting to the south.

Density

As noted above, this is a re-zoning application where the permitted density needs to be measured against the Official Plan policy. As stated in report ED-24-43 (Section 5.2) the subject application conforms to the Oshawa Official Plan. We also note that there will be a substantial road widening of both Rossland Road and Stevenson Road with a large daylighting triangle factored into the calculation of net density. The entire property, prior to the road widening would have a density of 147.2 units per hectare which is within the 150 units per hectare permitted in the R6-C zone category.

Conclusion

In closing, thank you for your Staff's ongoing assistance and professionalism in processing the subject application to the point of a recommendation report to Committee. We look forward to those recommendations being adopted by Council.

Regards



Bryce Jordan
Planning Lead

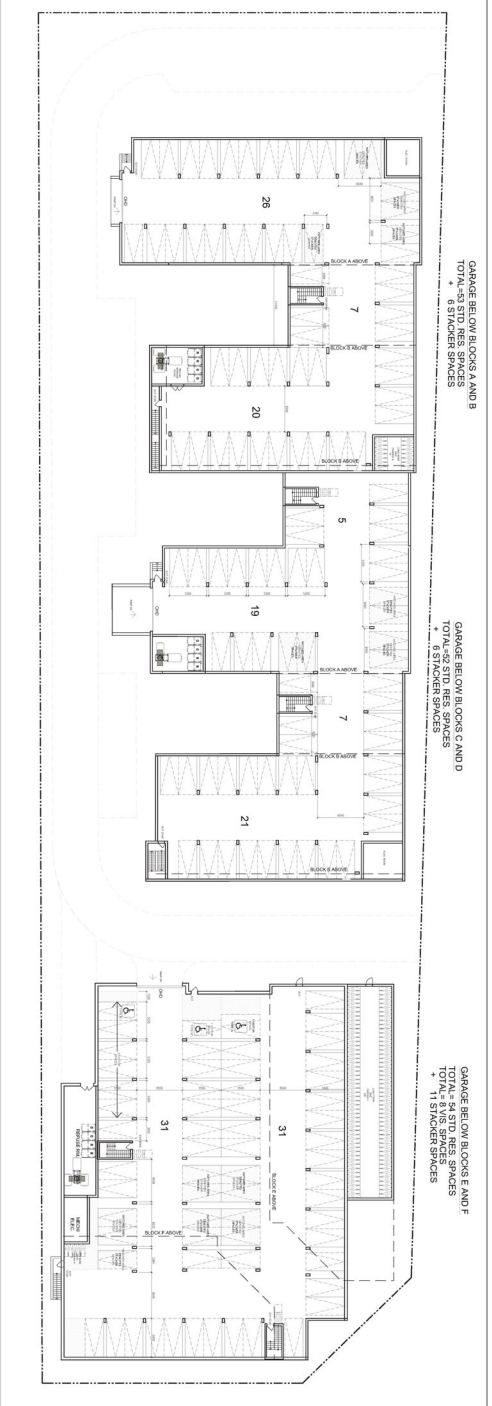
+1 905 429 4966
bryce.jordan@ghd.com

Title: Revised Proposed Site Plan Submitted by the Applicant on May 27, 2024
 Subject: Revised Application to Amend Zoning By-law 60-94, Rossland Residences Corp.
 Address: 555 Rossland Road West
 Ward: Ward 4
 File: Z-2022-11, S-O-2022-04

City of Oshawa
 Economic and Development Services
 OSHAWA



SITE CONCEPT PLAN



GARAGE CONCEPT PLAN

NO.	DESCRIPTION	AREA (SQ. FT.)	AREA (SQ. M.)
1	BLK A	10,000	929
2	BLK B	10,000	929
3	BLK C	10,000	929
4	BLK D	10,000	929
5	BLK 22	10,000	929
6	BLK 24	10,000	929
7	BLK 25	10,000	929
8	BLK 28	10,000	929
9	BLK 32	10,000	929
10	Visitor Spaces	10,000	929
11	Landscaping	10,000	929
12	Other	10,000	929
13	Stacker Spaces	10,000	929
14	Standard Residential Spaces	10,000	929
15	Other	10,000	929
16	Other	10,000	929
17	Other	10,000	929
18	Other	10,000	929
19	Other	10,000	929
20	Other	10,000	929
21	Other	10,000	929
22	Other	10,000	929
23	Other	10,000	929
24	Other	10,000	929
25	Other	10,000	929
26	Other	10,000	929
27	Other	10,000	929
28	Other	10,000	929
29	Other	10,000	929
30	Other	10,000	929
31	Other	10,000	929
32	Other	10,000	929
33	Other	10,000	929
34	Other	10,000	929
35	Other	10,000	929
36	Other	10,000	929
37	Other	10,000	929
38	Other	10,000	929
39	Other	10,000	929
40	Other	10,000	929
41	Other	10,000	929
42	Other	10,000	929
43	Other	10,000	929
44	Other	10,000	929
45	Other	10,000	929
46	Other	10,000	929
47	Other	10,000	929
48	Other	10,000	929
49	Other	10,000	929
50	Other	10,000	929

gnph ARCHITECTURE
 2000 SHEPPARD AVENUE EAST, SUITE 100, SCARBOROUGH, ONTARIO M1S 1T6
 TEL: (416) 291-1111 FAX: (416) 291-1112
 WWW.GNPH.COM

PROJECT: ROSSLAND RESIDENCES
 555 ROSSLAND ROAD WEST, OSHAWA

DATE: 24.204

SCALE: 1" = 10'-0"

SP-1

Our ref: 12568645

May 27, 2024

Anthony Ambra, P.Eng.
Commissioner, Economic and Development Services
City of Oshawa
50 Centre Street South
Oshawa, ON L1H 3Z7

Dear Sir:

Re: Revised Application to Amend Zoning By-law 60-94
Rossland Residences Corp.
555 Rossland Road West
Report ED-24-43

Dear Sir,

We are the planning consultants for Rossland Residences Corp. with regard to the subject application. We wish to advise that our client is in support of report ED-24-43 and its recommendations to approve the application as revised following the public meeting.

However, at the meeting of the Economic and Development Services Committee meeting of April 8, 2024 the report was referred back to staff to review further with the Developer to attempt to reduce at least some of the exceptions to the standard R6-C zone cited in Section 5.3 of the report.

We are pleased to report that our client is proposing changes to the plan that will alter a number of the exception provisions and reduce the density of the proposal. The revised concept plan is attached. Fundamentally, the plan has been revised to reduce the number of units (and therefore the density) while increasing the amount of surface parking. At the same time, the same complement of bicycle parking and accessible parking spaces is being provided.

A summary of the specific changes as they will impact the proposed zoning by-law is as follows:

1. The number of units has been reduced from 175 to 159, This will reduce the maximum density permitted in the Zoning By-law to 151 units per hectare.
2. The lot coverage has been slightly reduced to 36.5%. However, we request the permitted coverage in the zoning bylaw remain at 37%.
3. The landscaped open space has been increased to 44.9%. The zoning by-law no longer needs an exception to the RC-6 zoning standard in this regard.
4. The rear yard setback has been decreased to 17.7 metres. However, the building height at the 17.7 metre set back is about 15.9 metres. This will maintain a 45-degree angular plane to the western lot line.
5. The resident parking ratio remains the same. However, the visitor parking ratio has been reduced to 0.20. The result is that most of the visitor parking is provided on the surface and the number of required parking stackers has been reduced to 23. This combined with the reduction in the unit count permits every unit to have one parking space on the floor of the garage.

The technical support for the proposed 20% visitor parking was provided in the Parking and Traffic Study submitted by GHD with the second submission.

All other proposed zoning exception provisions would remain the same.

We trust that you and your staff will be able to support these changes at the June 3, 2024 Economic and Development Services Committee,

Regards,

Yours truly,

A handwritten signature in blue ink that reads "Bryce Jordan". The signature is fluid and cursive, with the first name "Bryce" and the last name "Jordan" clearly legible.

Bryce Jordan
Planning Lead
+1 905 429 4966
bryce.jordan@ghd.com

Public Report

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.

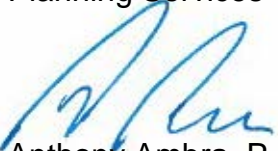
The subject application was submitted prior to July 1, 2023 and therefore the Applicant will not be eligible for a fee refund under the Planning Act as amended by Bill 109 (More Homes for Everyone Act, 2022) if the City does not make a decision on the Zoning By-law Amendment application within a certain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

7.0 Relationship to the Oshawa Strategic Plan

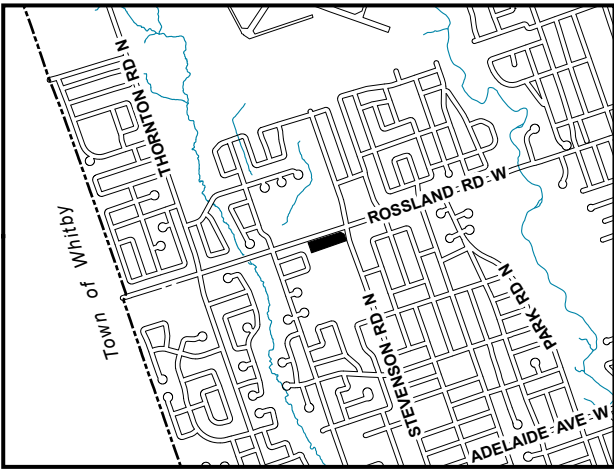
The Recommendation in this Report advances the Economic Prosperity and Financial Stewardship, Social Equity and Environmental Responsibility goals of the Oshawa Strategic Plan



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



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



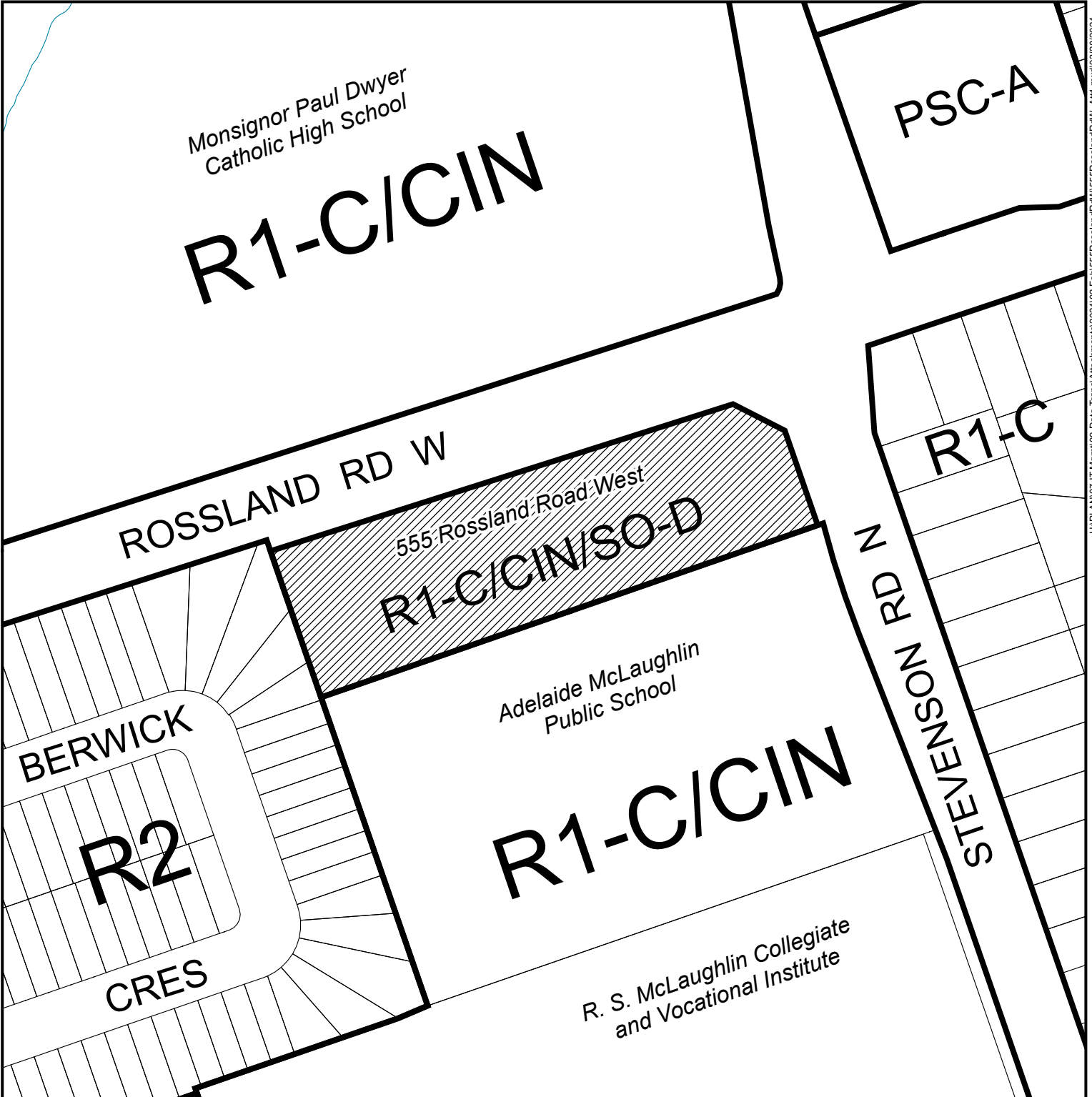
Item: ED-24-43
Attachment 1

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



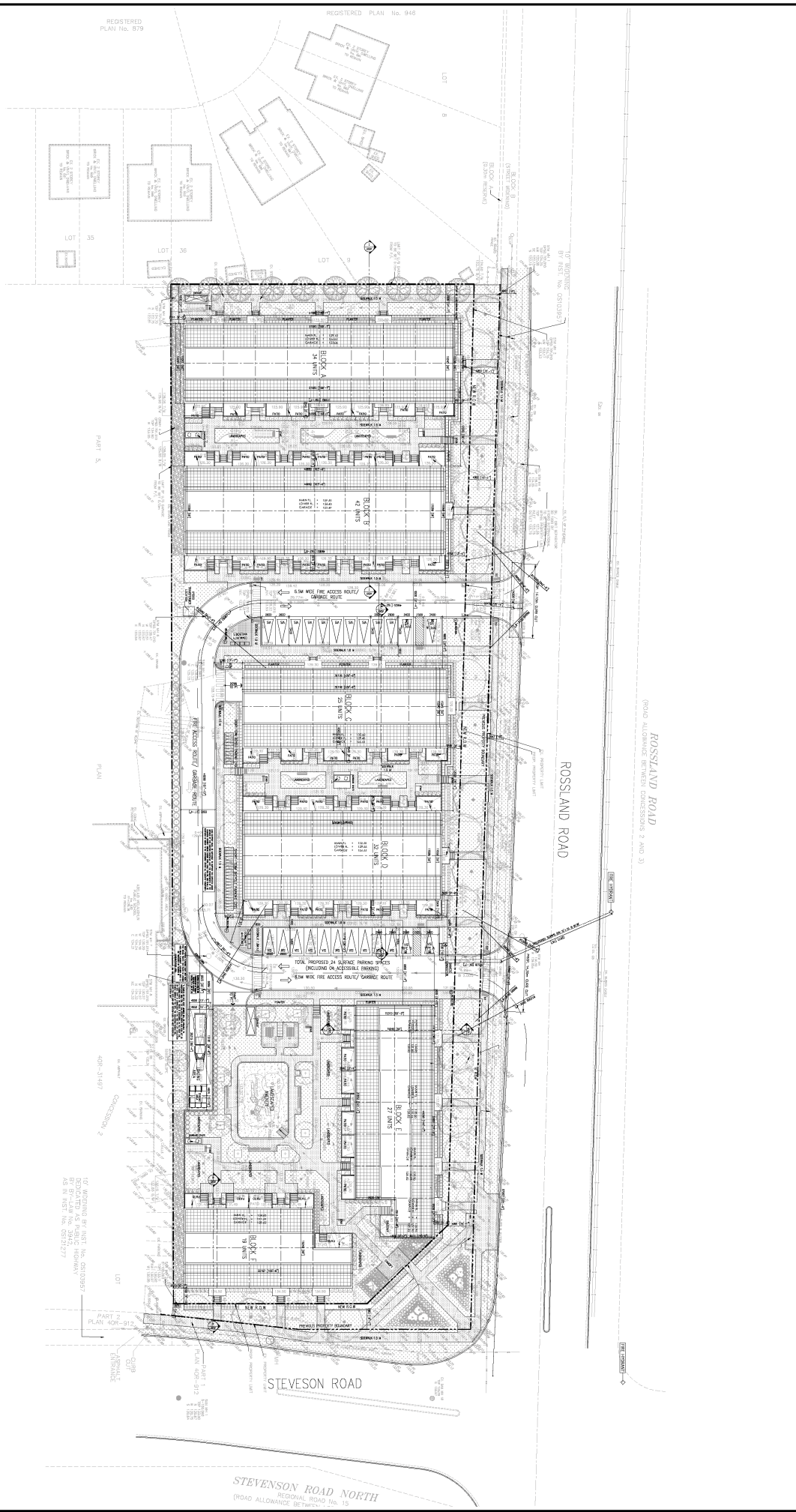
Subject Site



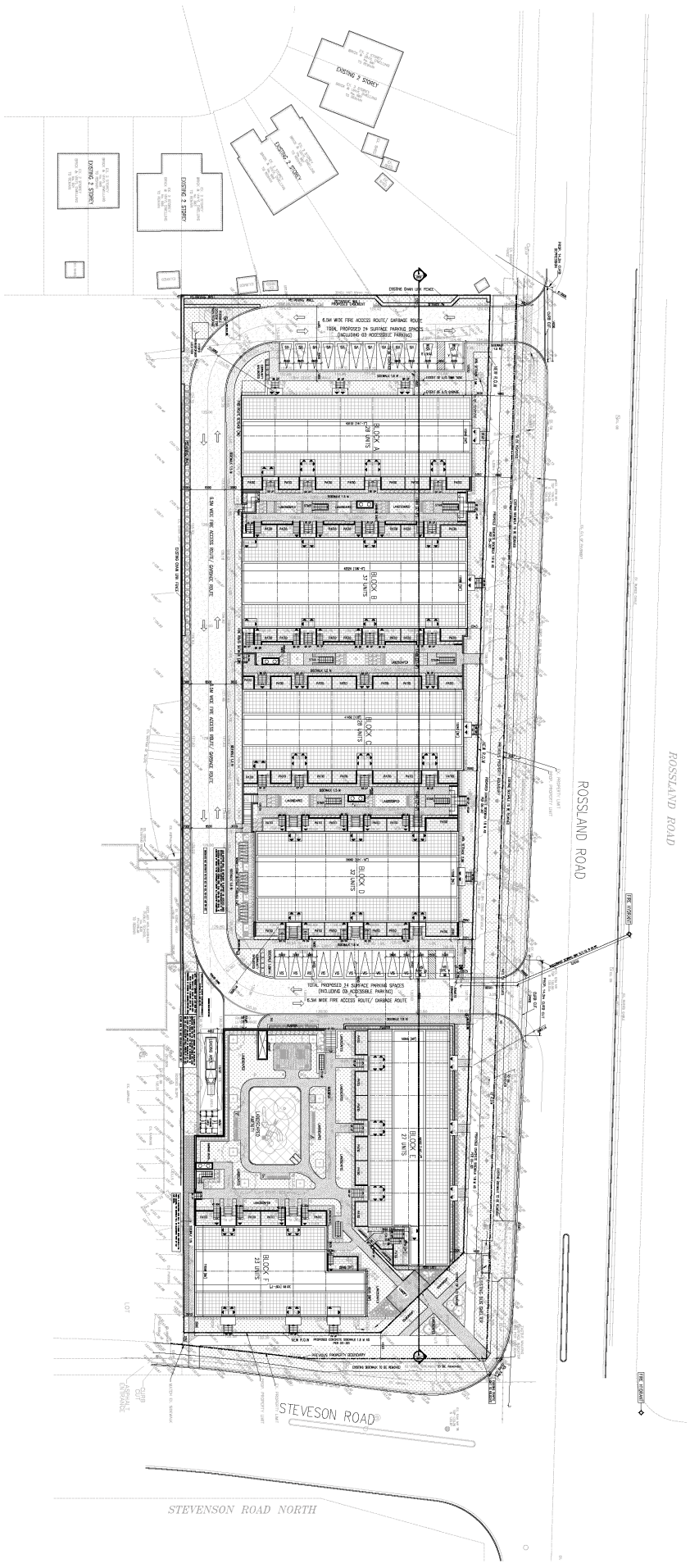
Item: ED-24-43
Attachment 2

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
OSHAMAWA



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

Comparison of the R6-C (Residential) Zone Regulations to the Proposed Development

Zoning Item	Column 1 R6-C Zone	Column 2 November 2023 Plan	Column 3 May 2024 Plan	Comments
Minimum Lot Frontage (m)	30.0	43.3	43.3	The Subject Site has frontage on both Rossland Road West and Stevenson Road North, each of which is greater than 30m (98.4 ft.).
Minimum Front Yard Depth (m)	6.0	3.0	3.3	The front yard faces Stevenson Road North. Landscaping will be provided between the proposed building and the Stevenson Road North sidewalk.
Minimum Interior Side Yard Depth (m)	7.5 (1.5 per storey)	2.0	2.7	The south side is the interior side yard. Only one of the 6 buildings is situated less than 7.5m (24.6 ft.) from the interior side lot line (Block F). This building abuts the parking lot of Adelaide McLaughlin Public School.
Minimum Exterior Side Yard Depth (m)	7.5 (1.5 per storey)	2.5	2.5	The exterior side yard faces Rossland Road West. Landscaping will be provided between the proposed building and the Rossland Road West sidewalk.
Minimum Rear Yard Depth (m)	7.5	18.6	17.7	The proposed rear yard setback (west) is over 230% greater than the minimum required by the R6-C Zone.
Minimum Landscaped Open Space (%)	40%	37%	44%	The reduction in landscaped open space for the November 2023 Plan is considered minor. The May 2024 Plan complies with and exceeds the minimum landscaped open space requirement of the R6-C Zone.

Zoning Item	Column 1 R6-C Zone	Column 2 November 2023 Plan	Column 3 May 2024 Plan	Comments
Maximum Lot Coverage (%)	35%	37%	37%	The increase in lot coverage is considered minor.
Maximum Height (m)	25.0	18.5	18.5	The proposed height is 6.5m (21.3 ft.) or 26% less than the maximum height permitted by the R6-C Zone.
Maximum Density - Dwelling Units per Hectare	150 (142 units)	166 (175 units)	151 (159 units)	Both the November 2023 Plan and the May 2024 Plan conform with the intent of the High Density I Residential density category.
Minimum Number of Parking Spaces – Residents*	1.45/unit	1.14/unit	1.14/unit	The unit breakdown for the November 2023 Plan included 50 one-bedroom units (28.5%), 114 two-bedroom units (65%) and 11 three-bedroom units (6.5%). It also included up to 80 parking spaces in mechanical stackers two vehicles high. Each set of stacked parking spaces would be assigned to the same unit. A unit breakdown has not been supplied for the May 2024 Plan. The May 2024 Plan would include 46 parking spaces in mechanical stackers.
Minimum Number of Parking Spaces – Visitors*	0.3/unit	0.25/unit	0.20/unit	The City-wide Parking Study recommended a parking rate of 0.25 parking spaces per unit. The difference of 0.05 visitor spaces per unit for 159 units is 8 spaces.
Maximum Encroachments – Unenclosed Porches, Decks, Steps and Ramps into the Required Exterior Side Yard (m)*	1.5	3.0	3.0	Landscaping will be provided between the proposed building and the Rossland Road West sidewalk.

Zoning Item	Column 1 R6-C Zone	Column 2 November 2023 Plan	Column 3 May 2024 Plan	Comments
Maximum Encroachments – Unenclosed Porches, Decks, Steps and Ramps into the Required Front Yard (m)*	2.4	3.0	3.0	Landscaping will be provided between the proposed building and the Stevenson Road North sidewalk.

Note: Zoning items demarcated with an asterisk (*) are not required by the R6-C (Residential) Zone, but rather are required by Section 4 (General Provisions) or Section 39 (Parking and Loading) of Zoning By-law 60-94 which apply City-wide (unless subject to a site specific zoning condition)