

1387925 Ontario Ltd. & George Lysyk & Sons Ltd.

Via email: clerks@oshawa.ca

June 18th, 2024

Attn: Legislative Services/City Clerk
50 Centre Street South
Oshawa, ON
L1H 3Z7

Re: Correspondence to Council – June 24th 2024 Council Meeting

ED-24-72 - Results of Stage 3 of the Integrated Major Transit Station Area Study for Central Oshawa (Ward 4 and 5)

Mayor Carter and members of Council:

By way of letter dated May 17, 2024, a copy of which is attached as Attachment No. 1 to this memo, I had previously provided comments to the Project Team, City Staff and the Economic and Development Services Committee regarding our holdings at 417, 421 and 437 Storngo Boulevard and 440 and 444 Centre Street South. On June 3, 2024, Economic and Development Services Committee considered Report ED-24-72 and passed the following motions:

1. That, pursuant to Report ED-24-72 dated May 29, 2024, Oshawa City Council endorse Design Concept Number 2 as the Preferred Design Concept for the First Avenue/McNaughton Avenue corridor between Simcoe Street South and Ritson Road South, as generally depicted in Attachment 9 of said Report; and,
2. That, pursuant to Report ED-24-72 dated May 29, 2024, Oshawa City Council endorse in principle maintaining First Avenue/McNaughton Avenue between Simcoe Street South and Ritson Road South as a two lane road, but direct staff to continue to investigate with Parsons the merits of a larger 30 metre road right-of-way to accommodate future transit lanes as well as expanded sidewalks and boulevards and to investigate with the parties the option of other bus transit links from Ritson Road South and Simcoe Street South into the GO station site via Albany Street and/or Elena Avenue; and,
3. That, pursuant to Report ED-24-72 dated May 29, 2024, staff be authorized to schedule Public Information Centre Number 4 to be held in the third quarter of 2024, to be held at Oshawa City Hall in-person but also offering a virtual forum, for the purpose of presenting for public review and input a final recommended Land Use Plan and Urban Design Guidelines, and a Preliminary Design for the Preferred Design Concept for the Integrated Major Transit Station Area Study; and,
4. That, pursuant to Report ED-24-72 dated May 29, 2024, staff be authorized to provide notice of the public consultation process for Stage 4 of the Integrated Major Transit Station Area Study as generally outlined in Subsection 5.3.1.1 of said Report; and,

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5. That, pursuant to Report ED-24-72 dated May 29, 2024, Parsons Inc. provide a presentation to the Economic and Development Services Committee giving an update on the progress of Stage 4 of the Integrated Major Transit Station Area Study, prior to the holding of Public Information Centre Number 4; and,
6. That, pursuant to Report ED-24-72 dated May 29, 2024, upon concluding the public consultation process for Stage 4 of the Integrated Major Transit Station Area Study, staff be directed to report back to the Economic and Development Services Committee with the results of the public consultation.

For the reasons outlined in my Stage 3 Feedback Letter dated May 17, 2024 (Attachment No. 1), I remain resolute in my opinion that the City is better served by advancing a Medium Density I Residential land use designation within the Integrated Major Transit Station Area Study for Central Oshawa for our holdings at 417, 421 and 437 Storngo Boulevard as shown on the Land Use Plan appended to Attachment No. 1 to this memo.

In addition, I also remain of the opinion that the City is better served by advancing a Medium Density II Residential Mixed-Use land use designation within the Integrated Major Transit Station Area Study for Central Oshawa for our holdings at 440 and 444 Centre Street South as shown on the Land Use Plan appended to Attachment No. 1 to this memo.

With the rationale and justification provided in my May 17, 2024 Stage 3 Feedback Letter, I ask that the following amendments to the recommendations from the June 3rd, 2024 Economic and Development Services Committee be made by Council as follows:

1. That a new Part 5 be added to the recommendation to read:

5.) That, pursuant to Report ED-24-72 dated May 29, 2024, staff be directed to revise the designation of 417, 421 and 437 Storngo Boulevard to Medium Density I Residential for the purposes of public review and comment at Public Information Centre Number 4 such that all the lands north of Dean Avenue and east of Ritson Road South are designated Medium Density I Residential within the Study Area; and,

2. That a new Part 6 be added to the recommendation to read:

6.) That, pursuant to Report ED-24-72 dated May 29, 2024, staff be directed to include special policy language in both the Integrated Major Transit Station Area Study for Central Oshawa and the Oshawa Official Plan which will permit both the ultimate residential uses and the existing storage unit facility uses for 417, 421 and 437 Storngo Boulevard; and,

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3. That a new Part 7 be added to the recommendation to read:

7.) That, pursuant to Report ED-24-72 dated May 29, 2024, staff be directed to revise the current Land Use Plan shown in the Integrated Major Transit Station Area Study for Central Oshawa to include an Active Non-Vehicle Linkage connecting the existing Michael Starr Trail with the eastern limits of the Study Area (417, 421 and 437 Strongo Boulevard); and,

4. That a new Part 8 be added to the recommendation to read:

8.) That, pursuant to Report ED-24-72 dated May 29, 2024, staff be directed to revise the designation of 440 and 444 Centre Street South as well as other lands in this area, to Medium Density II Residential Mixed-Use for the purposes of public review and comment at Public Information Centre Number 4 such that all land that is south of Hall Street and west of Centre Street South are designated Medium Density II Residential Mixed-Use; and,

5. That the existing Part 5 and Part 6 of the adopted recommendations from the June 3rd, 2024 Economic and Development Services Committee meeting be re-numbered as:

Part 9 and Part 10, respectively.

Should you have any further questions regarding this matter, please do not hesitate to contact the undersigned.

Sincerely,



Max Lysyk, P.Eng.

Development Manager – 1387925 Ontario Ltd. & George Lysyk & Sons Ltd.

Cc: *Mary Medeiros, City of Oshawa (via email)*
Krystal Christopher, City of Oshawa (via email)
Laura Davis, City of Oshawa (via email)
Anthony Ambra, City of Oshawa (via email)
Tom Goodeve, City of Oshawa (via email)

1387925 Ontario Ltd. & George Lysyk & Sons Ltd.

Via email: cleherbauer@oshawa.ca, yannis.stogios@parsons.com & paul.croft@parsons.com

May 17th, 2024

Attn: Project Team – Integrated Major Transit Station Area Study for Central Oshawa
The Corporation of the City of Oshawa
50 Centre Street South
Oshawa, ON
L1H 3Z7

Re: Feedback Letter

Integrated Major Transit Station Area Study for Central Oshawa - Stage Three
417, 421 and 437 Storngo Boulevard – 1387925 Ontario Ltd.
440 and 444 Centre Street S. – George Lysyk & Sons Ltd.

The following planning justification related to our company's holdings at 417, 421 and 437 Storngo Boulevard and 440 and 444 Centre Street South is presented to City Staff and Council to consider during the ongoing deliberations related to the Integrated Major Station Transit Area Study for Central Oshawa.

As a general comment it is noted that the densities and related nomenclature referenced in the Integrated Major Transit Station Area Study (IMTSAS) does not align with densities cited in Table 2 of the Oshawa Official Plan which can lead to some confusion. This confusion is exacerbated by the fact that Table 2 in the Oshawa Official Plan cites a maximum number of units per hectare for each category while the IMTSAS for Central Oshawa cites population. This can lead to confusion to the reader. Accordingly, I will try to be very specific in relation to the references I make.

1.0 Store It Oshawa and Store It Oshawa Plus (417, 421 and 437 Storngo Blvd.)

Store It Oshawa and Store It Oshawa Plus is located at 417, 421 and 437 Storngo Boulevard and is currently developed with approximately 800 storage units providing a valuable service to the community. In the fullness of time, as land prices continue to escalate and cities need to look increase densities and development opportunities within the Built Boundary, it is acknowledged that storage units are not the highest and best use for the property. However, it is not unreasonable to take the position that the full buildout contemplated by the IMTSAS for Central Oshawa will take as long as perhaps 20 to 25 years, subject, of course, to market conditions and timing.

Our companies position related to 417, 421 and 437 Storngo Boulevard is essentially three-fold. Firstly, we feel that a Medium Density I Residential designation (150 to 300 ppl/ha) as referenced in the IMTSAS is more appropriate for the site as well as other lands in the area (see attached). Secondly, we feel the site should be subject to a special policy which would permit the storage units and existing three unit apartment building as a permitted use until such time as our company has recouped our substantial capital investment and the market conditions for Medium

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Density I Residential development (150 to 300 ppl/ha) in this location are favourable. Thirdly, we feel very strongly that the City should investigate an active non-vehicle linkage between the Michael Starr Trail and the eastern limit of the IMTSAS, near the northern portion of 417, 421 and 437 Storngo Boulevard. I will now turn my comments to these three recommended changes:

1.1 Medium Density I Residential vs Low Density Residential at 417, 421 and 437 Storngo Boulevard

Our company feels very strongly that our site should be identified as a Medium Density I Residential site. 417, 421 and 437 Storngo is approximately 2.25 hectares (5.5 acres) in size and is one of few properties in the Study Area that does not require several property amalgamations in order to be developed comprehensively. The following sections will identify how designating 417, 421 and 437 Storngo as Medium Density I Residential as referenced in the IMTSAS for Central Oshawa will advance objectives and goals of the City of Oshawa Official Plan, the Durham Regional Official Plan and the Provincial Policy Statement (PPS).

1.1.1 Oshawa Official Plan Context

Developing these lands at Medium Density I Residential (150 to 300 ppl/ha) according to the IMTSAS for Central Oshawa will correspond to a High Density I designation in the Oshawa Official Plan (85 to 150 units per hectare). 417, 421 and 437 Storngo meets the following locational criteria for High Density I development in Table 2 in the Oshawa Official Plan:

- i. 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 along Regional Corridors.
- 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.

While it is clear that 417, 421 and 437 Storngo is not at the periphery of the Downtown Oshawa Urban Growth Centre, it is clear that it is in proximity to Ritson Road which is an arterial road forming the eastern boundary of the Main Central Area. Further, it is my opinion that the Canadian Pacific Railway (CPR) line is an edge essentially creating a separate and distinct neighbourhood bounded by the eastern limits of the Study Area, Dean Avenue, Ritson Road South and the CPR line. In that regard, it is clear that 417, 421 and 437 Storngo is located at the periphery of a neighborhood and meets the first locational criterion.

As for the second criterion, the City has a fulsome and robust site plan approval process which will ensure that 417, 421 and 437 Storngo is developed in a scale and form that is compatible with similar developments including but not limited to Beresford Path and 299 Dean Avenue which are located to the south of 417, 421 and 437 Storngo with Beresford Path sharing a common property line with 437 Storngo.

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One needs to also consider the fabric of the neighbourhood referenced in the foregoing. The designation of Beresford Path development as Low Density Residential as defined in the IMTSAS for Central Oshawa does not align with the actual development. Beresford Path has 88 units which would equate to approximately 175 people exceeding the threshold of 150 people for Low Density Residential in the IMTSAS for Central Oshawa.

Accordingly, it is our opinion that the entire area bounded by the eastern limits of the Study Area, Dean Avenue, Ritson Road South and the CPR line should be designated Medium Density I Residential according to the IMTSAS which translates to High Density I in the Oshawa Official Plan. Such a designation is consistent with the goals and objectives of and conforms to the Oshawa Official Plan.

1.1.2 Durham Regional Official Plan Context

As previously noted, developing these lands at Medium Density I Residential (150 to 300 ppl/ha) according to the IMTSAS will correspond to a High Density I designation in the Oshawa Official Plan (85 to 150 units per hectare). The following policies of the Durham Regional Official Plan would support development at Medium Density I Residential (with emphasis added by myself in bold):

Policy 1.1.1 The basis of this Plan is:

b) over time, the density of Urban Areas will **continue to increase**;

Policy 4.3.9 In the preparation of area municipal official plans, Councils of the area municipalities shall ensure the inclusion of policies and designations to implement the intent of the Plan and the provisions of this Section and the following:

a) policies and implementation procedures required to meet the objectives of the PPS and this Plan, particularly with respect to housing types, **density, intensification** and affordability;

b) policies for **higher density**, mixed use development in Regional and locals Centres and Corridors;

Policy 8B.2.4 In the preparation of area municipal official plans, the area municipalities shall include the following:

c) various housing in terms of **density**, range, tenure, and affordability within Urban Growth Centres, Regional and Local Centres and Living Areas in accordance with Section 4.

Policy 11.3.19 In support of existing and future transit services, development adjacent to a Transportation Hub, Commuter Station, Rapid Transit Spine and the High Frequency Transit Network designated on Schedule 'C' – Map 'C3', Transit Priority Network, shall provide for:

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a) **complementary higher density** and mixed uses at an appropriate scale

Accordingly, developing 417, 421 and 437 Storngo (as well as the other lands shown on the attachment) at Medium Density I Residential according to the IMTSAS is consistent with the goals and objectives of and conforms to the Durham Regional Official Plan.

1.1.3 Provincial Policy Statement Context

The PPS works with other Provincial Plans, Regional Plans and Municipal planning documents to advance matters of a Provincial interest. Together they support the government's goals with respect to:

- increasing housing
- supporting jobs
- reducing red tape

As earlier noted, developing these lands at Medium Density I Residential (150 to 300 ppl/ha) according to the IMTSAS will correspond to a High Density I designation in the Oshawa Official Plan (85 to 150 units per hectare). The following policies of the PPS, but not limited to only these, would support my position (with emphasis added by myself in bold):

1.1.1 Healthy, liveable and safe communities are sustained by:

- a) promoting **efficient** development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
- e) promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to **minimize land consumption and servicing cost**;

1.1.3.2 Land use patterns within settlement areas shall be based on densities and a mix of land uses which:

- a) **efficiently use land** and resources;
- b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;
- e) support **active transportation**;
- f) are transit-supportive, where transit is **planned**, exists or may be developed.

It is important to note that the above list is not meant to be exhaustive but in the interest of time and reducing unnecessary duplication I have only listed a few of the many policies that would support our position. Nevertheless, it appears that developing 417, 421 and 437 Storngo at

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Medium Density I Residential according to the IMTSAS is consistent with the goals and objectives of and conforms to the PPS.

1.1.4 Conclusion related to the request for Medium Density I Residential Designation

The request for a Medium Density I Residential designation as defined in the IMTSAS at 417, 421 and 437 Storngo (including the other lands bounded by the eastern limits of the Study Area, Dean Avenue, Ritson Road South and the CPR line) is appropriate and supported by the City of Oshawa Official Plan, the Durham Regional Official Plan and the PPS.

1.2 Special Policy for 417, 421 and 437 Storngo Boulevard

As noted in the foregoing, our company is not opposed to the introduction of a land use designation to permit Medium Density I Residential development as defined in the IMTSAS at 417, 421 and 437 Storngo. However, our company is a multi-disciplinary firm with experience in commercial development, industrial development and residential development. With that being said, we made a significant capital investment with the construction of our storage unit facilities. Therefore, we need to ensure we can recoup that capital investment prior to advancing a redevelopment of the site. This is best advanced with a special policy similar to policy 8.7.4.9 of the Kedron Part II Plan. Policy 8.7.4.9 permits, through a notwithstanding clause, that certain lands designated as Medium Density II may be developed at Medium Density I.

Our recommendation is that 417, 421 and 437 Storngo be designated Medium Density I Residential as defined in the IMTSAS but be designated High Density I in the Oshawa Official Plan subject to a special policy area which would:

- permit, in addition to the High Density I uses in the Oshawa Official Plan, the continued use of the property, including expansion of additional storage units, without the necessity of an amendment to the Oshawa Official Plan.
- a corollary amendment to the zoning bylaw which will advance compound zoning to permit not only High Density I development as per the Oshawa Official Plan (Medium Density I Residential as defined in the IMTSAS) but also the continued use of the site as a storage facility should we decide to.

1.2.1 Conclusion related to request for a Special Policy for 417, 421 and 437 Storngo Boulevard

Policy 8.7.4.9 of the Kedron Part II Plan was a unique solution to permit multiple development avenues for the developers in certain areas of the Kedron Part II Plan. It essentially provides the developer the ability to react to market conditions with the type of unit that is desirable at that particular moment. This is directly analogous to 417, 421 and 437 Storngo. Our company is merely asking for the ability to retain and expand our storage facility until the market conditions are sufficient to warrant a redevelopment of the site consistent with a Medium Density I Residential designation as defined in the IMTSAS and a High Density I designation in the Oshawa Official Plan.

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1.3 Active Non-vehicle Linkage between the existing Michael Starr Trail and the eastern half of the IMTSAS Study Area

Our company feels very strongly that the City should investigate an Active Non-vehicle Linkage between the Michael Starr Trail and the northern portion of 417, 421 and 437 Storngo Boulevard as shown in the attached markup of the IMTSAS Land Use Plan figure. Currently, a walkway/trail exists from the Michael Starr Trail to the corner of Howard Street and Edward Street. Extending this trail further to the east would link the eastern half of the IMTSAS Study Area, advancing several goals and objectives of the Oshawa Official Plan, the Durham Regional Official Plan and the PPS as detailed in the following:

1.3.1 Oshawa Official Plan Context

Investigating an Active Non-vehicle Linkage as recommended by this report will advance the following policies in the Oshawa Official Plan (with emphasis added by myself in bold):

2.1.8.4 Master Land Use and Urban Design Plans and implementing urban design guidelines prepared for the Transportation Hubs and areas **adjacent** to future Commuter Stations identified in Policy 2.1.8.2 of this Plan shall address the following:

(vii) The incorporation and coordination of walking and cycling routes and linkages, trailheads, and transit routes, stations and stops, to create a vibrant and vital place to support the active transportation experience.

(viii) Safe, accessible, attractive and convenient access to sidewalks and walking and cycling routes and linkages from **adjacent** development.

Vocabulary.com defines adjacent as: near or close by but not necessarily touching. Based on this definition, it is my opinion that 417, 421 and 437 Storngo Boulevard is adjacent to the Central Oshawa future Commuter Station. Therefore, by investigating an Active Non-vehicle Linkage consistent with the attached sketch, the proposed linkage is consistent with and supported by the Oshawa Official Plan.

1.3.2 Durham Regional Official Plan Context

Investigating an Active Non-vehicle Linkage as recommended by this report will advance the following policies in the Durham Regional Official Plan (with emphasis added by myself in bold):

1.3.1 The goals of this Plan will be achieved through the following directions:

g) creating Urban Areas that are people-oriented **and support active transportation.**

k) improving transportation linkages both within the Region and between the Region and adjacent areas;

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Accordingly, investigating an Active Non-vehicle Linkage consistent with the attached sketch is consistent with and supported by the Durham Regional Official Plan.

1.3.3 Provincial Policy Statement Context

Part IV of the PPS states: *"Efficient development patterns optimize the use of land, resources and public investment in infrastructure and public service facilities. These land use patterns promote a mix of housing, including affordable housing, employment, recreation, parks and open spaces, and transportation choices that **increase the use of active transportation and transit before other modes of travel.**"*

Specific policies in the PPS (with emphasis added by myself in bold) that support the investigation of an Active Non-vehicle Linkage consistent with the attached sketch, include but are not limited to:

1.1.3.2 Land use patterns within settlement areas shall be based on densities and a mix of land uses which:

e) support active transportation;

1.4.3 Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:

d) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;

1.5.1 Healthy, active communities should be promoted by:

a) planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity;

Accordingly, investigating an Active Non-vehicle Linkage consistent with the attached sketch is consistent with and supported by the PPS.

1.3.4 Conclusion related to request for an Active Non-vehicle Linkage

An investigation into expanding an Active Non-vehicle Linkage between the existing Michael Starr Trail and the eastern limit of the IMTSAS as identified on the attached sketch is supported by the Oshawa Official Plan, the Durham Regional Official Plan and the PPS.

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2.0 440 and 444 Centre Street South

440 Centre Street South is currently developed with a ten (10) unit apartment building whereas, 444 Centre Street South is currently developed with a single residential dwelling. As land prices continue to escalate and cities need to look increase densities and development opportunities within the Built Boundary, it is acknowledged that the current uses at 440 and 444 Centre Street South are not the highest and best use for the properties. However, it is not unreasonable to take the position that the full buildout contemplated by the IMTSAS for Central Oshawa will take as long as perhaps 20 to 25 years, subject, of course, to market conditions and timing.

Our companies position related to 440 and 444 Centre Street South (as well as the other remaining properties along Hall Street and Centre Street S.) is essentially that the current designation proposed in the IMTSAS of Medium Density I Residential (150 to 300 ppl/ha) is underutilizing the area and should be identified as a Medium Density II Residential Mixed-Use (300 to 600 ppl/ha) according to the IMTSAS for Central Oshawa.

2.1 Medium Density II Residential Mixed-Use vs Medium Density I Residential at 440 and 444 Centre Street South

Our company feels very strongly that our site at 440 and 444 Centre Street South should be identified as a Medium Density II Residential Mixed-Use (300 to 600 ppl/ha) according to the IMTSAS for Central Oshawa. 440 and 444 Centre Street South are approximately 0.40 hectares (1 acre) in size and are adjacent to 454 Centre Street South, which has already been designated Medium Density II Residential Mixed-Use by the Stage 3 Land Use Plan of the IMTSAS. In this area, there are only a handful of properties that are not owned by our company meaning property amalgamation will not be difficult. Therefore, by providing a Medium Density II Residential Mixed-Use designation for the area between the Oshawa Creek corridor, Mill Street, Hall Street and Centre Street South, one consistent land use designation will be achieved.

The following sections will identify how designating 440 and 444 Centre Street South (as well as the remaining properties along Hall and Centre Streets that are not owned by our company) as Medium Density II Residential Mixed-Use (300 to 600 ppl/ha) according to the IMTSAS for Central Oshawa, will advance certain objectives and goals of the City of Oshawa Official Plan, the Durham Regional Official Plan and the PPS.

2.1.1 Oshawa Official Plan Context

Developing 440 and 444 Centre Street South at Medium Density II Residential Mixed-Use (300 to 600 ppl/ha) as defined in the IMTSAS for Central Oshawa corresponds to a High Density II designation in the Oshawa Official Plan. Development at this level would meet the following locational criteria for High Density II development in Table 2 in the Oshawa Official Plan:

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

While it is clear that 440 and 444 Centre Street South (and the other lands) are not at the periphery of the Downtown Oshawa Urban Growth Centre, it is clear that it is in proximity to Simcoe Street which is an arterial road and a Regional Corridor within the Main Central Area. Further, it is my opinion that the CPR line (north of Hall Street) is an edge essentially creating a separate and distinct neighbourhood bounded by Simcoe Street South, the Oshawa Creek, Mill Street and the CPR line. In that regard, it is clear that 440 and 444 Centre Street South are both located at the periphery of a neighborhood and undergoing a transition. Accordingly, the request is consistent with and meets the first locational criterion.

As for the second criterion, the City has a fulsome and robust site plan approval process which will ensure that 440 and 444 Centre Street South, as well as the other lands, are developed at a scale and form that is compatible with similar developments including but not limited to 454 Centre Street South.

Accordingly, developing 440 and 444 Centre Street South (including all lands between Hall and Mill Streets and east of Centre Street South) at Medium Density II Residential Mixed-Use as defined in the IMTSAS for Central Oshawa which corresponds to a High Density II designation in the Oshawa Official Plan is consistent with the goals and objectives of and conforms to the Oshawa Official Plan.

2.1.2 Durham Regional Official Plan and PPS Context

Both the Durham Regional Official Plan and PPS do not distinguish between density ranges. Accordingly, the policy framework listed in Sections 1.1.2 and 1.1.3 of this report are equally applicable to 440 and 444 Centre Street South (including all the other lands referenced earlier). In the interests of brevity, I will not repeat the policy framework but merely refer you to those sections.

Accordingly, developing 440 and 444 Centre Street South (including all lands between Hall Street, Mill Street and east of Centre Street South) at Medium Density II Residential Mixed-Use (300 to 600 ppl/ha) is consistent with the goals and objectives of and conforms to the Durham Regional Official Plan and the PPS.



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3.0 Recommendations

In conclusion, our company agrees with the general intent and direction of the Integrated Major Transit Station Area Study for Central Oshawa but requests the four following changes be made to the Study:

1. Revise the designation of 417, 421 and 437 Storngo Boulevard and the other lands shown in the attachment from Low Density Residential to Medium Density I Residential within the Integrated Major Transit Station Area Study for Central Oshawa, which corresponds to a High Density I designation in the Oshawa Official Plan.
2. Include a special policy in both the Integrated Major Transit Station Area Study for Central Oshawa and the Oshawa Official Plan which will permit both the ultimate residential uses and the existing storage facility uses.
3. Revise the current “*Land Use Plan*” shown in the Integrated Major Transit Station Area Study for Central Oshawa by introduce an Active Non-vehicle Linkage connecting the existing Michael Starr Trail with the eastern limits of the Study Area (417, 421 and 437 Storngo Boulevard).
4. Revise the designation of 440 and 444 Centre Street South and the other lands shown in the attachment from Medium Density I Residential to Medium Density II Residential Mixed-Use within the Integrated Major Transit Station Area Study for Central Oshawa, which corresponds to a High Density II designation in the Oshawa Official Plan.

Should you have any further questions regarding this matter, please do not hesitate to contact the undersigned.

Sincerely,

Max Lysyk, P.Eng

Development Manager – 1387925 Ontario Ltd. & George Lysyk & Sons Ltd.

Cc: *Anthony Ambra, City of Oshawa*
Tom Goodeve, City of Oshawa
Tracey Adams, City of Oshawa
Dan Carter, City of Oshawa
Tito-Dante Marimpietri, City of Oshawa

LAND USE PLAN

The Land Use Plan provides guidance to update the policy framework for the M.T.S.A.

- **Defining Preliminary Land Use Designations** – including uses that will be described as part of a future Official Plan Update
- **Residential Mixed-Use Focus** – further defines the different types of mixed-use designations
- **Establishing Growth Targets** – through changing development practices of compact development and revised modal split over time

Legend

Net Ppl/ha	Designation
<150	Low Density Residential
150-300	Medium Density I Residential
300-600	Medium Density II Residential Mixed-use
600-800	High Density I Residential Mixed-use
>800	High Density II Residential Mixed-use

