

To: Economic and Development Services Committee

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

Report Number: ED-25-19

Date of Report: January 29, 2025

Date of Meeting: February 3, 2025

Subject: Revised Applications to Amend the Oshawa Official Plan and
Zoning By-law 60-94, GHD on behalf of 2702758 Ontario Ltd.,
88 King Street West

Ward: Ward 4

File: OPA-2023-01 and Z-2023-03

1.0 Purpose

The purpose of this Report is to provide a recommendation on the revised applications submitted by GHD (the “Applicant”) on behalf of 2702758 Ontario Ltd. (the “Owner”) to amend the Oshawa Official Plan (the “O.O.P.”) and Zoning By-law 60-94 to permit a 22-storey mixed-use building with 285 apartment units and ground floor commercial space at 88 King Street West (the “Subject Site”).

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

Attachment 2 is a copy of the original proposed ground floor plan submitted by the Applicant and considered at the first public meeting held on June 5, 2023.

Attachment 3 is a copy of the original proposed mezzanine level plan submitted by the Applicant and considered at the first public meeting held on June 5, 2023.

Attachment 4 is a copy of the revised proposed ground floor plan submitted by the Applicant and considered at the second public meeting held on September 9, 2024.

Attachment 5 is a copy of the revised proposed mezzanine level plan submitted by the Applicant and considered at the second public meeting held on September 9, 2024.

Attachment 6 is a copy of the further revised proposed ground floor plan submitted by the Applicant in response to comments received in December 2024.

Attachment 7 is a copy of the further revised proposed mezzanine level plan submitted by the Applicant in response to comments received in December 2024.

An initial public meeting was held on June 5, 2023 concerning the subject applications. At the conclusion of the meeting, the Economic and Development Services Committee adopted a recommendation to direct staff to further review the subject applications and prepare a subsequent report and recommendation back to the Economic and Development Services Committee. The minutes of the June 5, 2023 public meeting form Attachment 8 to this Report.

Following the June 5, 2023 public meeting, the Applicant revised the subject development proposal. A subsequent public meeting was held on September 9, 2024 concerning the revised applications due to the magnitude of the increase in the maximum residential density being requested through the applications. At the conclusion of the meeting, the Economic and Development Services Committee adopted a recommendation to direct staff to further review the revised applications and prepare a subsequent report and recommendation back to the Economic and Development Services Committee. The minutes of the September 9, 2024 public meeting form Attachment 9 to this Report.

The following list outlines the key differences between the original proposal considered at the June 5, 2023 public meeting (Attachments 2 and 3) and the revised proposal considered at the September 9, 2024 public meeting (Attachments 4 and 5).

- The number of apartment units in the proposed mixed-use building increased from 220 to 285. Further, the unit mix in the proposed mixed-use building changed as follows:
 - The number of bachelor apartment units increased from 0 to 80;
 - The number of one-bedroom apartment units increased from 142 to 174;
 - The number of two-bedroom apartment units was reduced from 72 to 28; and,
 - The number of three-bedroom apartment units was reduced from 8 to 3.
- The residential density increased from 1,467 units per hectare (593 u/ac.) to 1,900 units per hectare (769 u/ac.).
- As a result of the introduction of 65 additional apartment units (285 units rather than 220 units), and the increase in the number of on-site parking spaces from 200 to 205, the parking rate per unit was reduced from 0.91 spaces per unit to 0.719 spaces per unit.
- The number of indoor bicycle parking stalls increased from 180 to 222.
- The amount of commercial floor space was reduced from 415 square metres (4,467 sq. ft.) to 372 square metres (4,004 sq. ft.).

Subsequent to the second public meeting held on September 9, 2024, the Applicant submitted further revised architectural drawings and an updated Traffic Impact Study to address staff and public comments. The key differences between the revised proposal presented at the second public meeting on September 9, 2024 (see Attachments 4 and 5)

and the further revised proposal considered in this Report (see Attachments 6 and 7) are as follows:

- The number of accessible parking spaces located on the mezzanine level has increased from 4 spaces to 8 spaces (3 Type 'A' and 5 Type 'B') thus increasing the number of total parking spaces from 205 to 209 spaces.
- A lay-by has been incorporated into the McMillan Drive street design for short term parking/delivery related to the proposed building.

2.0 Recommendation

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

1. That, pursuant to Report ED-25-19 dated January 29, 2025, the revised application submitted by GHD on behalf of 2702758 Ontario Ltd. to amend the Oshawa Official Plan (File: OPA-2023-01) to permit a new 22-storey mixed-use building containing 285 rental apartment units and 372 square metres (4,004 sq. ft.) of total commercial floor space on the first floor located on lands municipally known as 88 King Street West be approved, generally in accordance with the comments contained in said Report, and the necessary by-law be passed in a form and content acceptable to the Commissioner, Economic and Development Services Department, and the City Solicitor.
2. That, pursuant to Report ED-25-19 dated January 29, 2025, the revised application submitted by GHD on behalf of 2702758 Ontario Ltd. to amend Zoning By-law 60-94 (File: Z-2023-03) to rezone 88 King Street West from UGC-A (Urban Growth Centre) to an appropriate UGC-A (Urban Growth Centre) Zone to permit a new 22-storey mixed-use building containing 285 rental apartment units and 372 square metres (4,004 sq. ft.) of total commercial floor space on the first floor located on lands municipally known as 88 King Street West be approved, generally in accordance with the comments contained in said Report, and the necessary by-law be passed in a form and content acceptable to the Commissioner, Economic and Development Services Department, and the City Solicitor.
3. That, in accordance with Section 34(17) of the Planning Act and notwithstanding that the Zoning By-law Amendment proposed in Report ED-24-89 dated September 4, 2024 presented at the public meeting of September 9, 2024 differs to some degree from the proposed amendment recommended to be approved by City Council pursuant to Part 2 of this Recommendation, such differences are not substantial enough to require further notice and another public meeting.

3.0 Input From Other Sources

3.1 Other Departments and Agencies

No department or agency that provided comments has any objection to the subject revised applications. 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 applications are approved.

3.2 Public Comments

The minutes of the June 5, 2023 public meeting form Attachment 8 to this Report and the minutes of the second public meeting held on September 9, 2024 form Attachment 9 to this Report. No oral comments were provided at either public meeting. Likewise, no written comments were received from the public with respect to the subject applications.

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

3.2.1 Increased Traffic and Vehicle Queuing

Comment:

Concerns were raised regarding the potential increase in traffic and the potential backlog of queuing vehicles on McMillan Drive to access the mechanical parking elevators during peak travel times.

Staff Response:

Adequate parking is provided for the proposed development and the location of the Subject Site, being adjacent to a rapid transit corridor (i.e., King Street West), allows residents the option to use their own vehicle, utilize public transit, or cycle/walk to nearby amenities. The number of vehicle trips made to and from the Subject Site by residents and visitors are within the design parameters of the Subject Site and the capacity of the mechanical parking system to appropriately accommodate.

3.2.2 Construction Impacts

Comment:

A concern was raised regarding the potential length of construction and possible disruption to access businesses adjacent and near the Subject Site.

Staff Response:

The current zoning of the Subject Site permits the redevelopment of the Subject Site, albeit with fewer dwelling units than are being proposed under the revised applications. Staff work closely with developers and their consultants to ensure that construction causes minimal disruption and minimizes traffic impacts. Through the site plan approval process staff will further work with the Applicant to ensure that a construction management plan is developed to minimize the impacts on surrounding businesses.

4.0 Analysis

4.1 Background

The Subject Site is generally located at the northeast corner of King Street West and McMillan Drive and is municipally known as 88 King Street West (see Attachment 1).

On September 23, 2024, Council passed By-law 112-2024, being a by-law to amend Zoning By-law 60-94. One of the effects of By-law 112-2024 was to replace the CBD (Central Business District) Zones in the Downtown Oshawa Urban Growth Centre with new UGC (Urban Growth Centre) Zones. As a result, the zoning of the Subject Site is no longer CBD-A.T25 (Central Business District) but rather UGC-A (Urban Growth Centre). No appeals to the passage of By-law 112-2024 were received and therefore the by-law came into full force and effect on October 18, 2024.

The following is background information concerning the subject revised applications:

Item	Existing	Requested/Proposed
Oshawa Official Plan Designation	Downtown Oshawa Urban Growth Centre within the Downtown Main Central Area Boundary	Downtown Oshawa Urban Growth Centre within the Downtown Main Central Area subject to a site-specific policy to permit a maximum residential density of 1,900 units per net hectare (769 u/ac.).
Durham Regional Official Plan (Envision Durham) Designation	Urban Growth Centre	No change.
Zoning By-law 60-94	UGC-A (Urban Growth Centre)	An appropriate UGC-A Zone to implement the proposed development with site specific conditions to permit certain performance standards such as, but not necessarily limited to, increased residential density, reduced building setbacks above 13.5m (44.29 ft.) in height and reduced distance between a loading area and the streetline.
Use	1-storey commercial building previously used as a recreational sports club and currently used as a retail store	22-storey mixed-use building with 285 apartment units and 372 square metres (4,004 sq. ft.) of commercial space on the ground floor.

The following land uses are adjacent to the Subject Site:

- **North** Multiple 2-storey buildings containing commercial and residential uses
- **South** King Street West, beyond which is a commercial building (Scotiabank) and Oshawa City Hall
- **East** A 2-storey building containing a restaurant and residential units
- **West** McMillan Drive, beyond which is a City-owned parking garage

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

Site Statistics Item	Measurement
Lot Frontage	King Street West – 31m (101.71 ft.) McMillan Drive – 41m (134.51 ft.)
Net Lot Area	0.15 ha (0.37 ac.)
Number of Proposed Apartment Units	285 units: - 80 bachelor units - 174 one-bedroom units - 28 two-bedroom units - 3 three-bedroom units
Maximum Residential Density Permitted in a UGC-A (Urban Growth Centre) Zone	1,000 u/ha (404.7 u/ac.) (150 units based on net lot area)
Proposed Net Residential Density	1,900 u/ha (769 u/ac.)
Proposed Gross Floor Area of Commercial Uses	372 sq.m. (4,004 sq. ft.)
Maximum Permitted Building Height in a UGC-A (Urban Growth Centre) Zone	180m Above Sea Level (generally 22 storeys)
Proposed Maximum Building Height	73.40m (240,81 ft.) or approximately 179m above sea level (22 storeys)
Parking Spaces Required (Area 'A' on Schedule "D", Downtown Parking/Loading Exempt Area)	Residential – 151 spaces - 127 spaces for bachelor and one-bedroom units (0.5 spaces per unit) - 21 spaces for two-bedroom units (0.75 spaces per unit) - 3 spaces for three-bedroom units (1.0 space per unit) Commercial – 0 Total – 151 spaces

Site Statistics Item	Measurement
Parking Spaces Proposed	Residential – 209 spaces (0.733 spaces per dwelling unit) Commercial – 0 Total – 209 spaces
Number of Bicycle Parking Stalls Proposed	222

4.2 Oshawa Official Plan

The Subject Site is designated as Downtown Oshawa Urban Growth Centre (“D.O.U.G.C.”) within the Downtown Main Central Area in the O.O.P.

Under the Provincial Growth Plan, which was revoked along with the Provincial Policy Statement, 2020, on October 20, 2024, the D.O.U.G.C. was intended to be a primary focus area for intensification within the City, to be developed for a mix of uses in order to achieve a minimum density target of 200 persons and jobs combined per hectare.

The new Provincial Planning Statement, 2024 (the “P.P.S. 2024”), which came into effect on October 20, 2024, replaces both the Provincial Growth Plan and the Provincial Policy Statement, 2020. In the new P.P.S. 2024, the D.O.U.G.C. is classified as a Strategic Growth Area (“S.G.A.”). Municipalities are encouraged to focus growth and development in S.G.A.s. More specifically, the P.P.S. 2024 states that S.G.A.s should be planned to accommodate significant population and employment growth. The P.P.S. 2024 does not contain a minimum persons and jobs target for S.G.A.s. However, the planned minimum density target of 200 residents and jobs combined per hectare is embedded in the O.O.P. for the D.O.U.G.C.

To assist in achieving the densities outlined for the D.O.U.G.C., the built form of new development and redevelopment shall generally be a mix of predominately high-rise development as well as some mid-rise buildings, with compact, intensive low-rise buildings constituting the smallest proportion of development and mainly limited to peripheral locations. Buildings at corner locations should generally be higher than buildings in mid-block locations.

The O.O.P. specifies, in part, that the D.O.U.G.C. shall be planned and developed as a primary concentration of retail, major office, service, cultural, recreational, entertainment and institutional uses, supporting active transportation and higher order transit services in the Downtown Main Central Area and in the City. In addition, subject to appropriate provisions in the zoning by-law, medium and high density residential and mixed-use developments shall be permitted in the area designated as D.O.U.G.C.

The O.O.P. contains policies which establish various density types and provide general locational criteria for such densities. On October 18, 2023, Amendment 223 to the O.O.P. (“O.P.A. 223”) came into effect. O.P.A. 223, in part, increased the maximum permitted residential density for the High Density II Residential density type in the D.O.U.G.C. from 550 units per hectare (223 u/ac.) to 1,000 units per hectare (404 u/ac.). The residential density type related to the proposed development is greater than the High Density II

Residential density type. Nevertheless, the locational criteria for High Density II Residential development have been used to analyze the revised proposal.

Table 2, Residential Density Classification, in the O.O.P. is a guideline that indicates that uses in the High Density II Residential category, which now generally permits 150 to 1,000 units per hectare (60 to 404 u/ac.) within the D.O.U.G.C., are subject to the following general locational criteria:

- (a) Generally located within the D.O.U.G.C., or in proximity to arterial roads within the Main Central Area, Sub-Central Area and Community Central Areas or Regional Corridors.
- (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 mixed-use building at 88 King Street West would have a net residential density of 1,900 units per hectare (769 u/ac.) which is greater than the High Density II Residential classification. Therefore, an amendment to the O.O.P. is required.

King Street East is designated as a Type 'B' Arterial Road on Schedule "B", Road Network, of the O.O.P. and as a Regional Transit Spine on Schedule "B-1", Transit Priority Network, of the O.O.P. McMillan Drive is a local road.

This Department has no objection to the approval of the revised application to amend the O.O.P. Section 4.6 of this Report sets out the planning rationale for this position.

4.3 Durham Regional Official Plan

The new Durham Regional Official Plan ("Envision Durham") was approved by the Province of Ontario and came into effect on September 3, 2024. However, effective January 1, 2025, the Ontario Planning Act, R.S.O. 1990, c.P.13 (the "Planning Act"), classifies the Regional Municipality of Durham as an upper-tier municipality without planning responsibilities. The Planning Act stipulates that the portions of an official plan of an upper-tier municipality without planning responsibilities that apply to a lower-tier municipality (e.g., the City of Oshawa) are deemed to constitute an official plan of the lower-tier municipality, and its plan remains in effect until the lower-tier municipality revokes it or amends it. This means that Envision Durham is an official plan of the City of Oshawa as it relates to the City of Oshawa.

The Subject Site is designated as Urban Growth Centre (U.G.C.) in Envision Durham. S.G.A.s such as U.G.C.s represent optimal locations for prioritizing intensification and higher density mixed-use development. Strategic Growth Areas are planned as focal points for more intensive forms of development and as locations to achieve transit supportive densities within the Region's Urban System. Envision Durham directs intensification and higher density, compact forms of residential, commercial and employment generating uses such as office and major office, major institutional uses and mixed-use development to S.G.A.s. Envision Durham establishes a minimum transit supportive density target of 200 people and jobs per hectare within U.G.C.s. U.G.C.s are to be planned and developed as the highest order centres and the main concentrations of urban activities. They are to be planned and developed as areas of significant population

and employment growth, with a built form mix of high-rise and mid-rise development and a mix of uses and public services that contribute to complete and vibrant communities.

The revised applications conform to Envision Durham.

4.4 Zoning By-law 60-94

By-law 112-2024, being a by-law to amend Zoning By-law 60-94, was adopted on October 18, 2024. As noted in Section 4.1 of this Report, one of the effects of By-law 112-2024 was to replace the CBD (Central Business District) Zones with new UGC (Urban Growth Centre) Zones. As a result, the zoning of the Subject Site is now UGC-A (Urban Growth Centre). By-law 112-2024 increased the permitted building height and residential density, reduced the minimum parking requirements, and adjusted building setback requirements. The new zoning permits a new mixed-use building approximately 22 storeys in height with no limit on the amount of commercial floor space and up to 150 apartment units, subject to compliance with regulations such as minimum required setbacks and parking.

By-law 112-2024 also changed the minimum required residential parking rates in the D.O.U.G.C. The Subject Site is situated within that part of the D.O.U.G.C. known as "Area 'A'" of the Downtown Parking/Loading Exempt Area, as shown on Schedule "D" of Zoning By-law 60-94. The residential parking requirement within Area 'A' is 0.5 spaces per apartment dwelling unit plus 0.25 spaces per bedroom after the first bedroom (i.e., 0.5 spaces per unit for bachelor and one-bedroom units, 0.75 spaces per unit for two-bedroom units and 1.0 space per unit for three-bedroom units). The required parking supply for the proposed development is 151 parking spaces for the 285 proposed residential units. The Applicant is proposing to provide 209 parking spaces.

By-law 112-2024 also changed the maximum permitted building height for much of the D.O.U.G.C. Previously, the maximum permitted standard height in the D.O.U.G.C. was 35 metres (114.8 ft.) or generally 11 storeys. The maximum permitted height for the Subject Site was 25 metres (82 ft.) or generally 8 storeys. The new maximum height permitted across much of the D.O.U.G.C. including the Subject Site is based on a maximum of 180 metres above sea level. Based on the ground elevation of the Subject Site, this would permit a building having a maximum height of generally 74.4 metres (244 ft.). The Applicant proposes a maximum building height of 73.4 metres (240.8 ft.). The maximum height implemented by By-law 112-2024 reflects the maximum height permitted by the Transport Canada Oshawa Airport Zoning Regulations. The height of the proposed mixed-use building now complies with Zoning By-law 60-94.

The Subject Site is currently zoned UGC-A (Urban Growth Centre) which permits a variety of residential and commercial uses including, but not limited to, a mixed-use building containing apartments and commercial uses. The uses proposed by the Owner are permitted in the UGC-A (Urban Growth Centre) Zone but do not comply with certain regulations dealing with matters such as, but not necessarily limited to, maximum residential density, minimum building setbacks for buildings above 13.5 metres (44.29 ft.) in height, and minimum distance between loading areas and streetlines.

The application proposes to amend Zoning By-law 60-94, as amended, to rezone the Subject Site to permit a mixed-use building with a residential density of 1,900 units per hectare (769 u/ac.) and to permit the proposed site/building design, including, but not necessarily limited to, regulations related to reduced minimum building setbacks above 13.5 metres (44.29 ft.) in height and distance between loading areas and the streetline.

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

- Rezone the Subject Site from UGC-A (Urban Growth Centre) to an appropriate UGC-A (Urban Growth Centre) Zone to permit a maximum of 285 residential units; and,
- Implement site specific zoning regulations to facilitate the proposed site and building design, including the establishment of certain performance standards such as reduced minimum building setbacks above 13.5 metres (44.29 ft.) in height, and reduced minimum distance between loading areas and the streetline.

This Department has no objection to the approval of the revised application to amend Zoning By-law 60-94, as amended. Section 4.6 of this Report sets out the rationale for this position.

4.5 Site Design/Land Use Considerations

The Applicant proposes to develop a new 22-storey mixed-use building with 285 apartment units and 372 square metres (4,004 sq. ft.) of commercial floor space on the ground floor. The existing 1-storey commercial building on the Subject Site will be demolished. The Applicant proposed to utilize the entirety of the property to construct the new mixed-use building which will have vehicular access for parking and loading from McMillan Drive and pedestrian entrances along both the McMillan Drive and King Street West facades for the residential and commercial uses.

The proposed building includes parking on three above ground levels and a mezzanine incorporated into the podium of the building.

The proposed building also includes the following features:

- A rooftop garden/amenity area on the fifth floor;
- A rooftop amenity area on the roof of the tower;
- Private balconies along the east, west and south elevations for most apartment units;
- Communal indoor amenity spaces; and,
- Storage lockers.

The Applicant is proposing to install and utilize an automated parking system for 201 of the 209 parking spaces being provided for the residential component of the development for residents. The eight (8) spaces that do not require the use of the automated parking system are all accessible spaces located on the mezzanine level.

Staff also intend to work with the Applicant to implement a parking layby on the east side of McMillan Drive to provide a short term parking area for drivers to pull over to pick-up or

drop-off passengers related to this development without blocking a vehicular travel lane (see Attachment 6).

To park their vehicle using the automated parking system, drivers would first drive their vehicle into an elevator device, then exit the vehicle and use a control panel to automatically park the vehicle on the mezzanine level and floors two (2) to four (4) in a stacking system. To retrieve their vehicle, drivers would use a control panel and their vehicle will be automatically retrieved in an elevator. The driver would then get in the vehicle and drive out. This feature allows more parking to be provided over the same floor area than a traditional parking structure that utilizes ramps.

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 draft reference plan, a planning justification report, landscape plans, a sun shadow study, a pedestrian level wind study, a functional servicing report and engineering drawings, a noise study, a geotechnical and hydrogeological report, mechanical parking documents, Phase 1 and 2 environmental site assessment reports, a parking study, a traffic impact study and a truck turning analysis.

Following the September 9, 2024 public meeting, the Applicant provided an addendum to the traffic impact study and details from the mechanical parking manufacturer to demonstrate that the rates of vehicle retrieval through the automated parking system will be sufficient so as not to result in vehicles queuing and creating a backlog on the ramp to the mezzanine or on McMillan Drive or King Street West, including during peak travel times (weekday mornings and weekday evenings).

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

Some of the specific matters this Department will be reviewing during the processing of the future site plan application, if the subject revised official plan amendment and rezoning applications are approved, include:

- (a) Site/building design matters including loading, building architecture, waste collection, and landscaping;
- (b) Urban design matters, including streetscape design and curbside management;
- (c) Noise attenuation;
- (d) Servicing and stormwater management matters;
- (e) Transportation considerations; and,
- (f) Crime Prevention Through Environmental Design.

4.6 Basis for Recommendation

This Department has no objection to the revised applications to amend the Oshawa Official Plan and Zoning By-law 60-94, as amended, for the following reasons:

- (a) Developing the one-storey commercial building to a more intensive use in the D.O.U.G.C. is consistent with the P.P.S. 2024.
- (b) The proposed development conforms to the Durham Regional Official Plan (Envision Durham).
- (c) The Subject Site is already designated and zoned to permit high density residential development, albeit at a lower density.
- (d) The proposed development is an appropriate use, form and scale of development given its location in the D.O.U.G.C.
- (e) The proposed development is transit-supportive given its proximity to multiple Durham Region Transit and GO Transit bus stops and routes, the future Durham-Scarborough Highway 2 Bus Rapid Transit corridor and the future Simcoe Street Rapid Transit corridor.
- (f) The proposed development promotes active transportation opportunities given the Subject Site's proximity to a variety of amenities in and around downtown Oshawa (e.g. Ontario Tech University, Trent University, the Oshawa Valley Botanical Gardens, the Tribute Communities Centre, Y.M.C.A., the McLaughlin Branch library, Regent Theatre) and access to the Joseph Kolodzie Oshawa Creek Trail.
- (g) The proposed development can be designed to be compatible with adjacent land uses.
- (h) The proposed development will make efficient use of existing municipal services such as water and sanitary services.
- (i) The proposed development represents good planning.
- (j) The proposed building will help the City achieve the delivery of 23,000 new housing units in Oshawa between 2022 and 2031, as targeted by the Province.

5.0 Financial Implications

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

6.0 Relationship to the Oshawa Strategic Plan

This Report responds to the Oshawa Strategic Plan Priority Area:

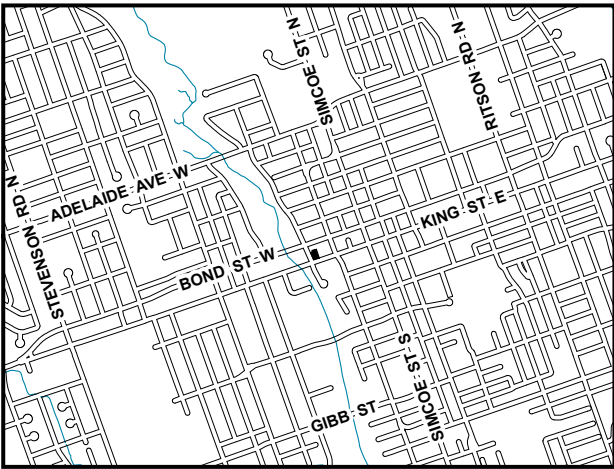
“Belong: Inclusive and Healthy Community” with the goal to support and encourage diverse housing options.



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



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



**Item: ED-25-19
Attachment 1**

Economic and Development Services

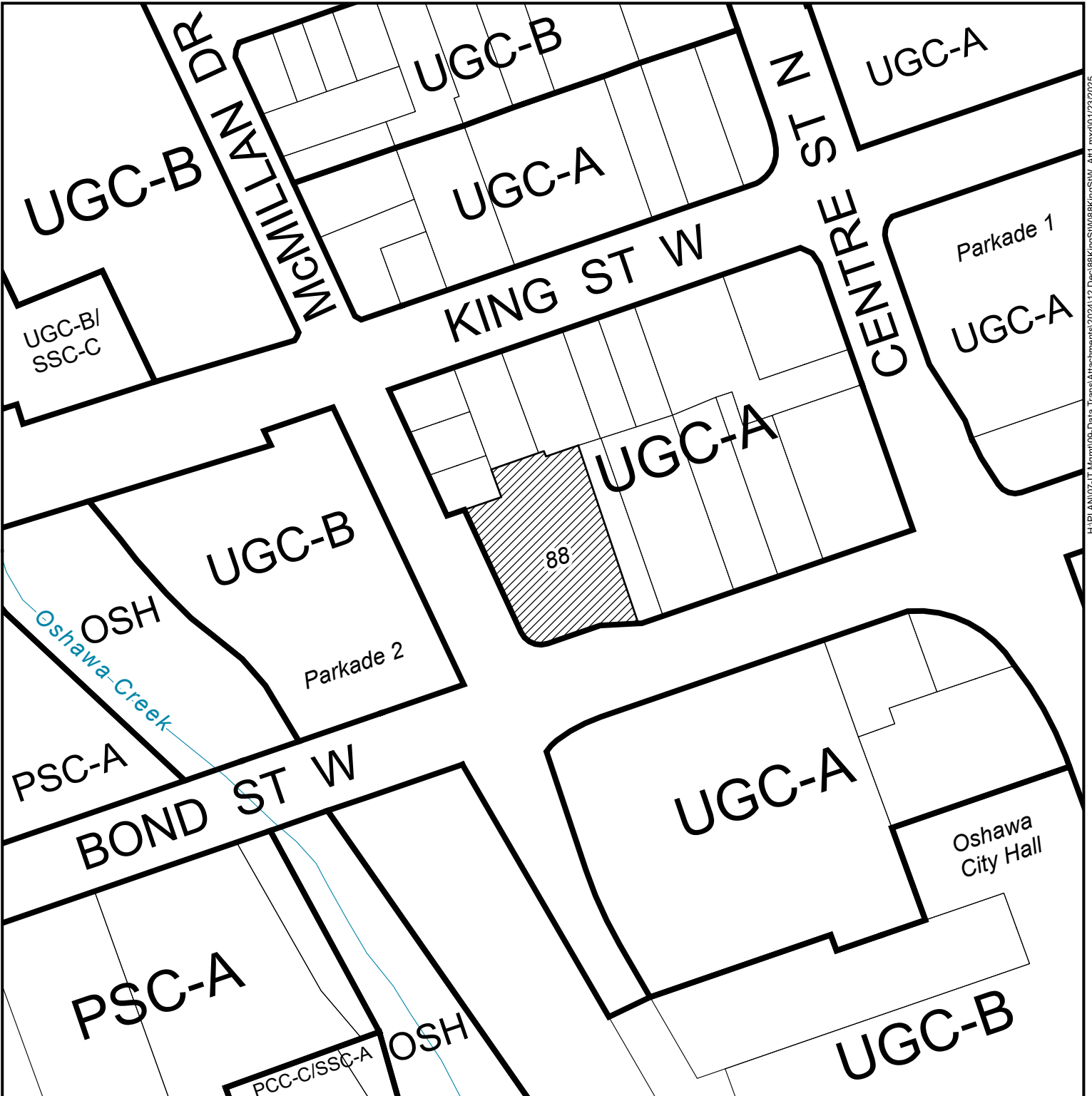
Subject: Revised Applications to Amend the Oshawa Official Plan and Zoning By-law 60-94, GHD on behalf of 2702758 Ontario Ltd., 88 King Street West

Ward: Ward 4

File: OPA-2023-01 and Z-2023-03

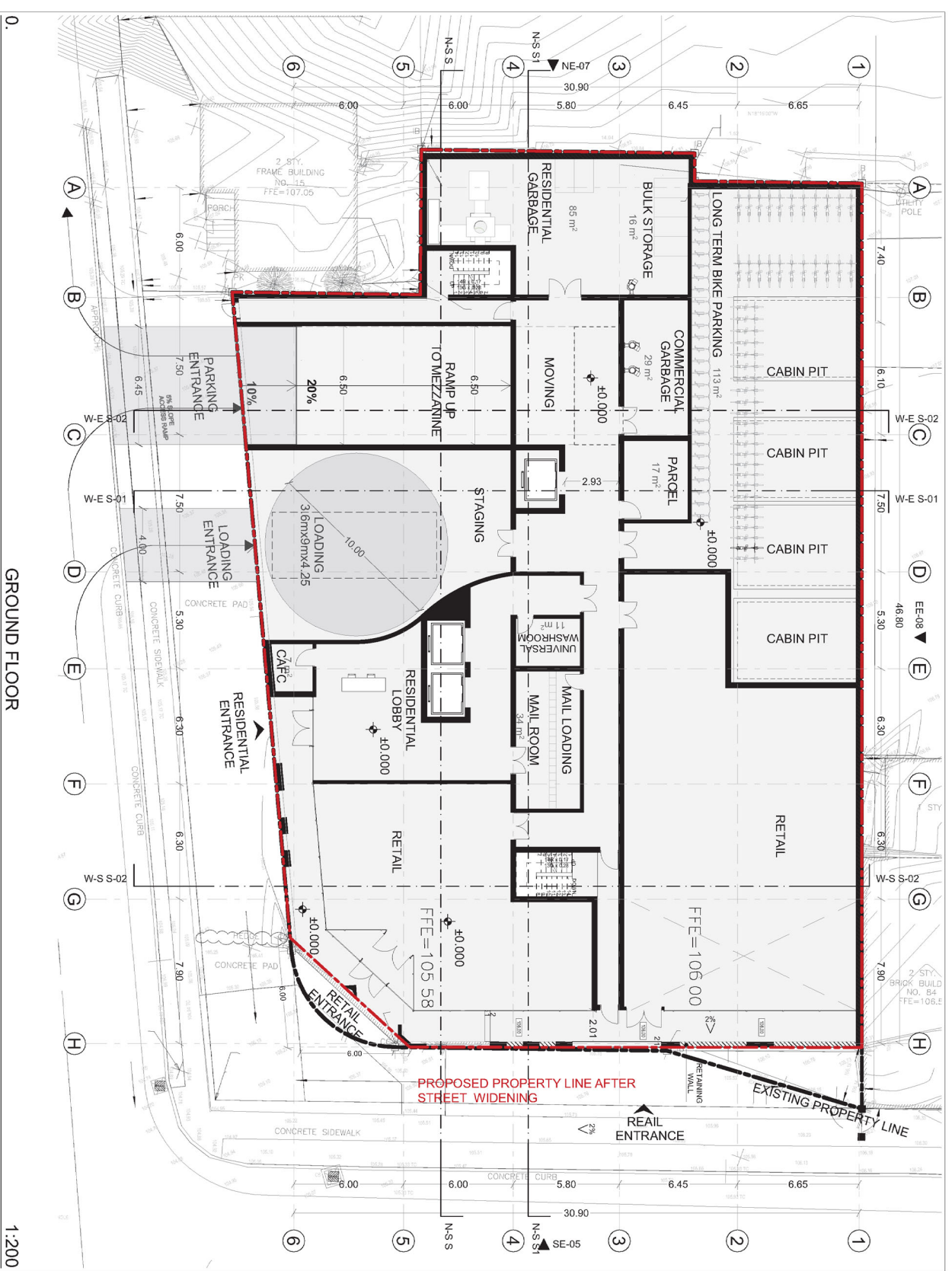


Subject Site



Title: Original Ground Floor Plan
 Subject: Revised Applications to Amend the Oshawa Official Plan and Zoning By-law 60-94,
 GHD on behalf of 2702758 Ontario Ltd., 88 King Street West
 Ward: Ward 4
 File: OPA-2023-01 and Z-2023-03

City of Oshawa
 Economic and Development Services



PRINTS ISSUED TO:	DATE:	ISSUE:
	2022/TOTAL	ISSUE FOR CORRECTION

JET
 JET Design Architects Inc.
 220 Denison Mills Court Suite 316
 Toronto, ON, M8B 3T5
 Tel: 416 398 9774 Fax: 416 490 9383
 Email: info@jetdesign.ca

88 KING ST. W
 88 KING ST. W
 OSHAWA, ON

GROUND FLOOR

SCALE: 1:200
 DATE: APRIL, 2023
 DRAWN:
 FILENAME: A102

**Item: ED-25-19
Attachment 3**

Title: Original Mezzanine Plan Submitted by the Applicant
Subject: Revised Applications to Amend the Oshawa Official Plan and Zoning By-law 60-94,
 GHD on behalf of 2702758 Ontario Ltd., 88 King Street West
Ward: Ward 4
File: OPA-2023-01 and Z-2023-03

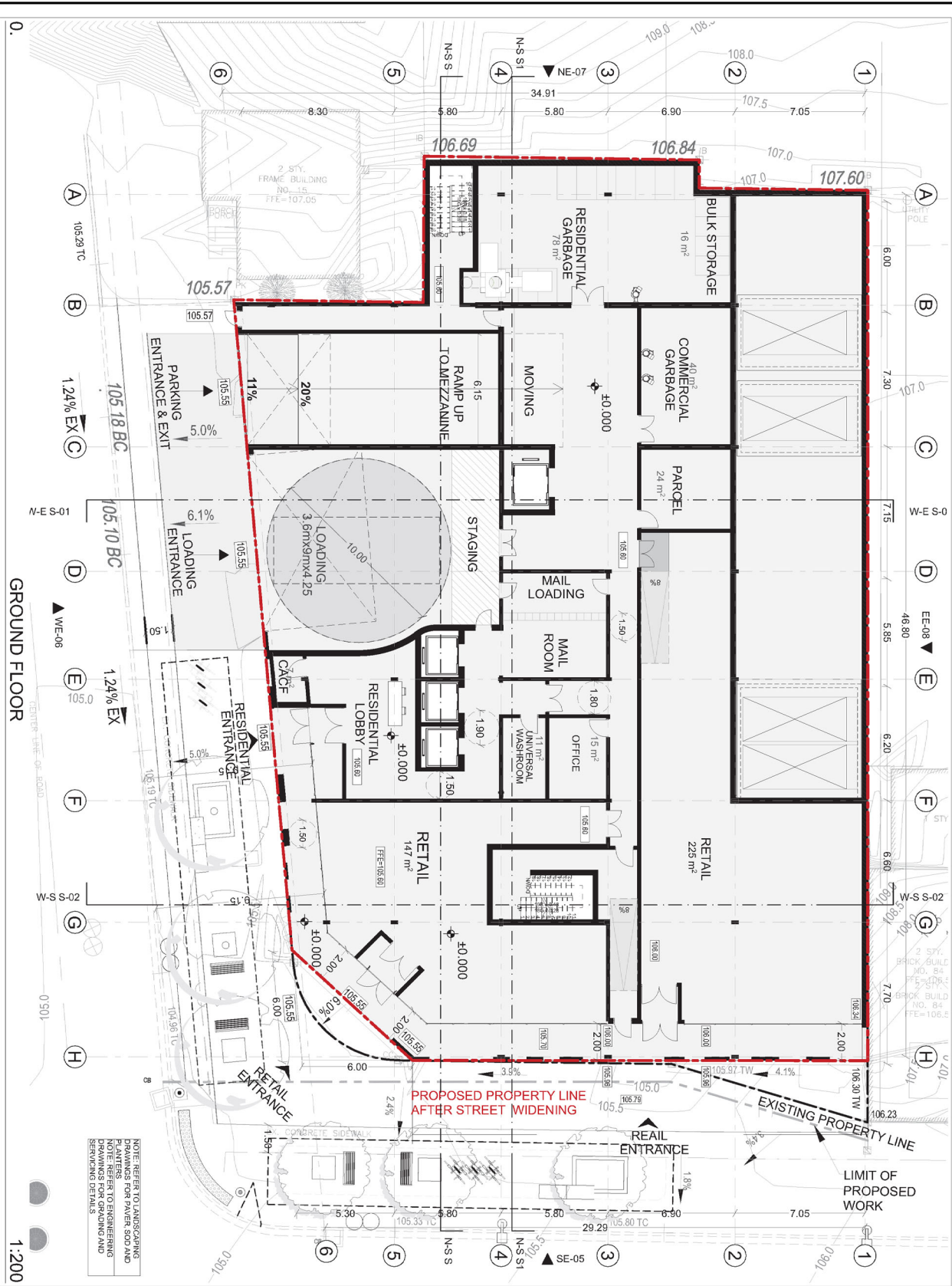
City of Oshawa
Economic and Development Services



<p>JET JET Design Architect Inc. 220 Dundas Mill Road, Suite 316 Toronto, ON, M9B 3J9 Tel: 416 398 9774 Fax: 416 490 9383 Email: info@jetdesign.ca</p>	<p>PRINTS ISSUED TO: DATE: 2023/10/04 ISSUE: 2023/10/04 ISSUED FOR: SUBMITTAL</p>
<p>88 KING ST. W OSHAWA, ON</p>	<p>MEZZANINE</p>
<p>SCALE: 1:200 DATE: APRIL, 2023 DRAWN: FILENAME:</p>	<p>A103</p>

Title: Revised Proposed Ground Floor Plan Submitted by the Applicant
 Subject: Revised Applications to Amend the Oshawa Official Plan and Zoning By-law 60-94,
 GHD on behalf of 2702758 Ontario Ltd., 88 King Street West
 Ward: Ward 4
 File: OPA-2023-01 and Z-2023-03

City of Oshawa
 Economic and Development Services



NOTE: REFER TO LANDSCAPING PLANS FOR PAVING, SOIL AND GRASS DETAILS
 NOTE: REFER TO ENGINEERING DRAWINGS FOR GRADING AND SLOPES DETAILS

SCALE: 1:200
 DATE: JULY, 2024
 DRAWN:
 FILENAME: A102

88 KING ST. W
 OSHAWA, ON

GROUND FLOOR

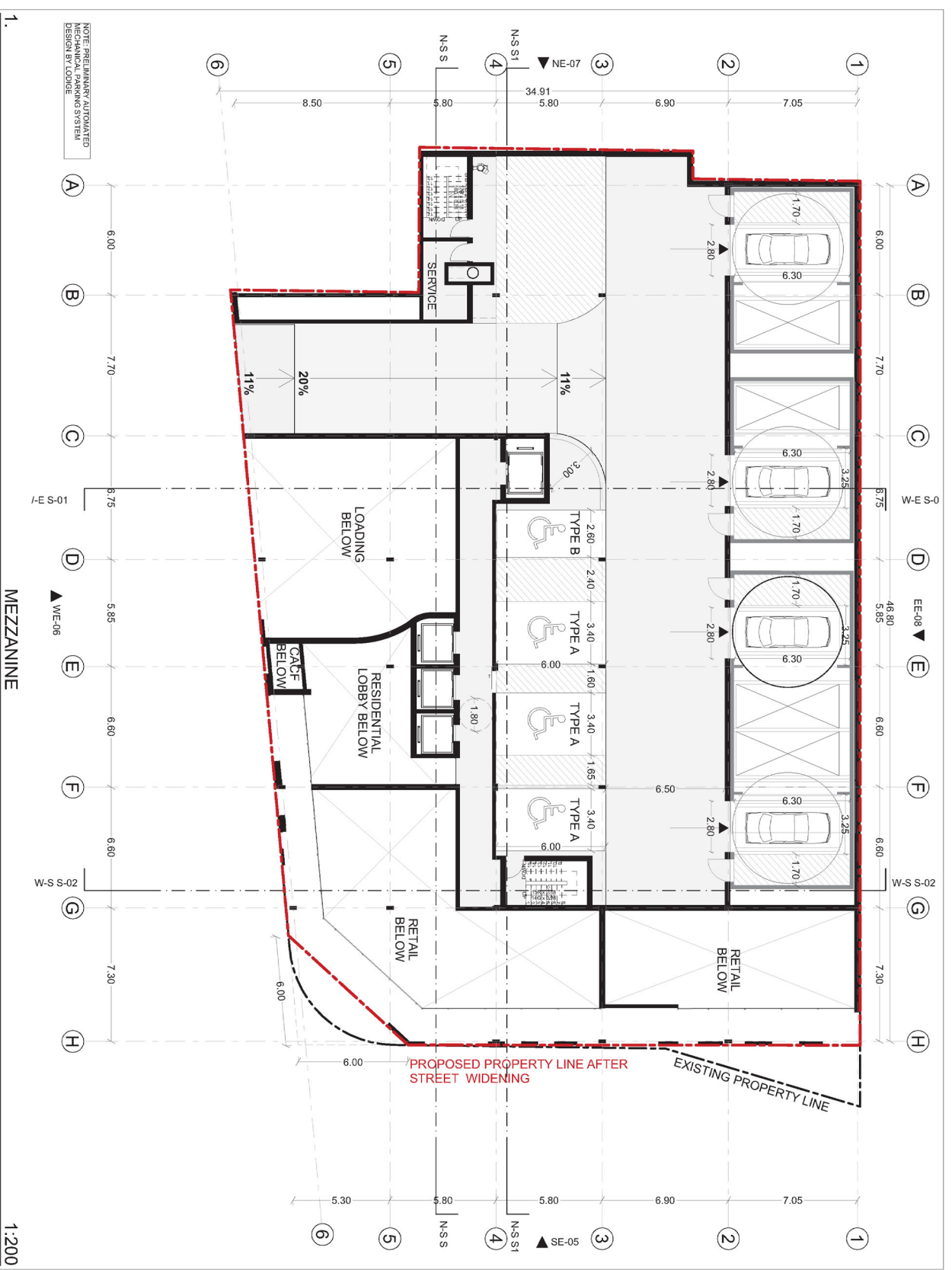
JET Design Architects Inc.
 220 Dundas Mill Road, Suite 316
 Toronto, ON, M5B 3T5
 Tel: 416 398 9774 Fax: 416 490 9383
 Email: info@jetdesign.ca

PRINTS ISSUED TO:
 DATE: 2024/07/23
 ISSUE: ISSUE FOR COORDINATION

**Item: ED-25-19
Attachment 5**

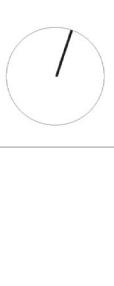
Title: Revised Proposed Mezzanine Floor Plan Submitted by the Applicant
Subject: Revised Applications to Amend the Oshawa Official Plan and Zoning By-law 60-94,
 GHD on behalf of 2702758 Ontario Ltd., 88 King Street West
Ward: Ward 4
File: OPA-2023-01 and Z-2023-03

City of Oshawa
 Economic and Development Services



PRINT'S ISSUED TO:	DATE	ISSUE
	2024/07/23	ISSUE FOR SUBMITTAL

JET
 JET Design Architect Inc.
 2500 Woodbine Ave., Suite 316
 Toronto, ON M3B 3J5
 Tel: 416 398 9774 Fax: 416 490 0383
 Email: info@jetdesign.ca



88 KING ST. W

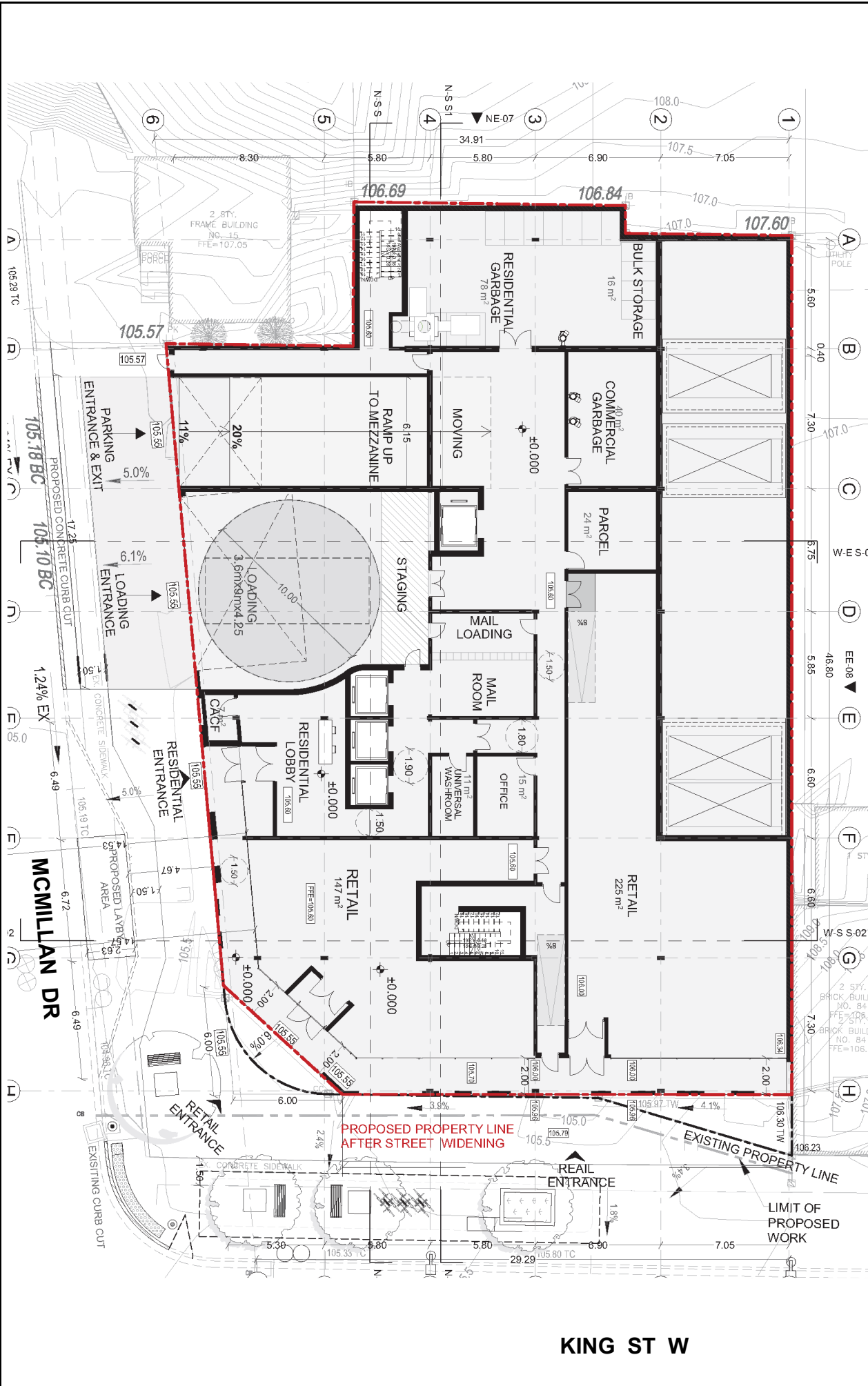
88 KING ST. W
 OSHAWA, ON

MEZZANINE

SCALE: 1:200
 DATE: JULY, 2024
 DRAWN:
 FILENAME: A103

Title: Revised Ground Floor Plan Submitted by the Applicant in December 2024
 Subject: Revised Applications to Amend the Oshawa Official Plan and Zoning By-law 60-94,
 GHD on behalf of 2702758 Ontario Ltd., 88 King Street West
 Ward: Ward 4
 File: OPA-2023-01 and Z-2023-03

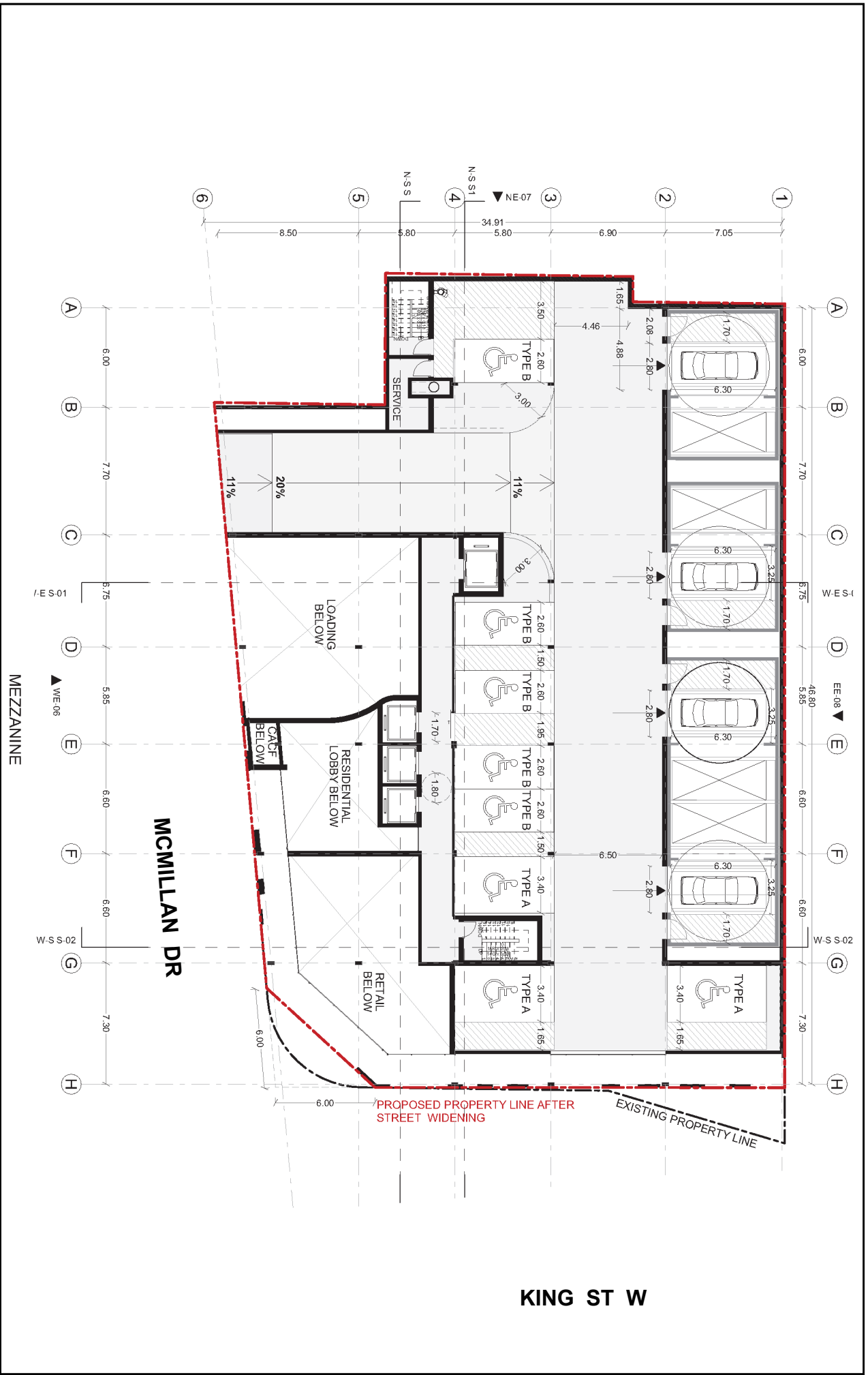
City of Oshawa
Economic and Development Services



Item: ED-25-19
Attachment 7

Title: Revised Mezzanine Plan Submitted by the Applicant in December 2024
Subject: Revised Applications to Amend the Oshawa Official Plan and Zoning By-law 60-94, GHD on behalf of 2702758 Ontario Ltd., 88 King Street West
Ward: Ward 4
File: OPA-2023-01 and Z-2023-03

City of Oshawa
Economic and Development Services



KING ST W

Excerpts from the Minutes of the Development Services Committee Meeting held on June 5, 2023

Application ED-23-120

Presentation

GHD - Applications to Amend the Oshawa Official Plan and Zoning By-law 60-94, GHD on behalf of 2702758 Ontario Ltd., 88 King Street West

Steve Edwards, Planning Lead, GHD, presented an overview of the Applications to Amend the Oshawa Official Plan and Zoning By-law 60-94, GHD on behalf of 2702758 Ontario Ltd., 88 King Street West.

Members of the Committee questioned Steve Edwards.

Delegations

None.

Correspondence

None.

Reports

ED-23-120 - Applications to Amend the Oshawa Official Plan and Zoning By-law 60-94, GHD on behalf of 2702758 Ontario Ltd., 88 King Street West (Ward 4)

Moved by Councillor Chapman

That, pursuant to Report ED-23-120 dated May 31, 2023, concerning the applications submitted by GHD on behalf of 2702758 Ontario Ltd. to amend the Oshawa Official Plan (File: OPA-2023-01) and Zoning By-law 60-94 (File: Z-2023-03) to permit the development of a 22-storey mixed-use building with 220 residential units and ground floor commercial space at 88 King Street West, staff be directed to further review and prepare a subsequent 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

Excerpts from the Minutes of the Development Services Committee Meeting held on September 9, 2024

Application ED-24-89

Presentation

GHD - Revised Applications to Amend the Oshawa Official Plan and Zoning By-law 60-94, GHD on behalf of 2702758 Ontario Ltd., 88 King Street West (Ward 4)

Steve Edwards and Reza Motedayen, GHD provided a presentation concerning Revised Applications to Amend the Oshawa Official Plan and Zoning By-law 60-94 for 88 King Street West.

The Committee questioned Steve Edwards and Reza Motedayen, GHD.

Delegations

None

Correspondence

None

Reports

ED-24-89 - Revised Applications to Amend the Oshawa Official Plan and Zoning By-law 60-94, GHD on behalf of 2702758 Ontario Ltd., 88 King Street West (Ward 4)

Moved by Councillor Chapman

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

That pursuant to Report ED-24-89 dated September 4, 2024, concerning the applications submitted by GHD on behalf of 2702758 Ontario Ltd. to amend the Oshawa Official Plan (File: OPA-2023-01) and Zoning By-law 60-94 (File: Z-2023-03) to permit the development of a 22-storey mixed-use-building with 285 apartment units and ground floor commercial space at 88 King Street West, staff be directed to further review and prepare a subsequent 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