

To: Economic and Development Services Committee

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

Report Number: ED-25-34

Date of Report: February 26, 2025

Date of Meeting: March 3, 2025

Subject: Applications to Amend the Oshawa Official Plan and Zoning
By-law 60-94, JKO Planning Services Inc. on behalf of
1000645992 Ontario Ltd., 121, 125 and 131 Bloor Street East

Ward: Ward 5

File: OPA-2024-02, Z-2024-02

1.0 Purpose

The purpose of this Report is to provide a recommendation on the applications submitted by JKO Planning Services Inc. (the “Applicant”) on behalf of 1000645992 Ontario Ltd. (the “Owner”) to amend the Oshawa Official Plan (File: OPA-2024-02) and Zoning By-law 60-94 (File: Z-2024-02). The purpose of the applications is to permit an 11-storey mixed-use building containing 167 apartment units and 90.95 square metres (979 sq. ft.) of commercial floor space on the ground floor on lands municipally known as 121, 125 and 131 Bloor Street East (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 proposed site plan submitted by the Applicant.

Attachment 3 is a copy of the proposed ground floor plan.

A public meeting was held on September 9, 2024 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 September 9, 2024 public meeting form Attachment 4 to this Report.

The complete application was submitted on August 19, 2024 and a public meeting was held on September 9, 2024. Pursuant to the Planning Act, R.S.O. 1990, c. P.13, as amended (the “Planning Act”), applicants have the ability to file an appeal to the Ontario

Land Tribunal for failure of the municipality to make a decision on their applications after 120 days of submission of the complete application. In the case of the subject applications, that date was as of December 17, 2024.

Comments from City staff and external agencies were provided to the Applicant on November 4, 2024. The key outstanding matter outlined in the City's comments was with respect to the width of the drive aisle in the parking garage (see Sections 4.4 and 4.5 of this Report for additional information on this matter). On December 17, 2024, staff requested an update from the Applicant with respect to addressing outstanding key comments and advancing the applications forward in a timely manner. On December 18, 2024, the Applicant advised that they intended to pause the applications indefinitely or until parking requirements are more flexible or significantly reduced in scale.

On September 23, 2024, the Building Industry and Land Development Association ("B.I.L.D.") released their 3rd edition of the Greater Toronto Area Municipal Benchmarking Study (the "Benchmarking Study") prepared by Altus Group. The Benchmarking Study found that average timelines for development approvals across the 15 municipalities studied was 20.3 months.

It is important to note that the Benchmarking Study and the Planning Act do not take into account any delays in the development approvals process attributable to the actions (or lack thereof) of applicants, or any measures exercised by applicants and municipalities to work out matters before making an approval decision that would otherwise be a denial decision. In consideration of the Oshawa Strategic Plan's "Innovate" priority area with a metric focused on the City's rank level for development approvals and goal to facilitate and expedite development approvals, it is appropriate to advance a recommendation on the subject applications with respect to the critical design matters that are supported by this Department, namely, reduced building setbacks, increased density and height, and reduced parking. Any outstanding zoning matters or changes to the final site and building designs can be dealt with during the future processing of a site plan application for the development and through a minor variance application to the Committee of Adjustment.

2.0 Recommendation

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

1. That, pursuant to Report ED-25-34 dated February 26, 2025, the application submitted by JKO Planning Services Inc. on behalf of 1000645992 Ontario Ltd. to amend the Oshawa Official Plan (File: OPA-2024-02) to permit a maximum residential density of 681 units per net hectare (276 u/ac) at 121, 125 and 131 Bloor Street East 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-25-34 dated February 26, 2025, the application submitted by JKO Planning Services Inc. on behalf of 1000645992 Ontario Ltd. to amend Zoning By-law 60-94 (File: Z-2024-02) to rezone 121, 125 and 131 Bloor Street East to an appropriate PSC-A (Planned Strip Commercial) Zone subject to special conditions to

permit the proposed building featuring 167 apartment units and 90.95 square metres (979 sq. ft.) of commercial floor space on the ground floor 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-24-90 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 September 9, 2024 public meeting concerning the subject applications form Attachment 4 to this Report. No oral comments were provided at their public meeting. Likewise, no written comments were received from the public with respect to the subject applications.

4.0 Analysis

4.1 Background

The Subject Site is generally located on the south side of Bloor Street East, east of Albert Street. The Subject Site is municipally known as 121, 125 and 131 Bloor Street East (see Attachment 1).

The following is background information concerning the subject applications:

Item	Existing	Requested/Proposed
Oshawa Official Plan Designation	Planned Commercial Strip within an Intensification Area along a Regional Corridor, which contextually permits High Density II residential development up to a density of 300 units per hectare (121.4 u/ac.)	Planned Commercial Strip within an Intensification Area along a Regional Corridor subject to a site specific policy to permit a maximum residential density of 681 units per net hectare (276 u/ac.)
Durham Regional Official Plan (Envision Durham) Designation	Community Area within a Regional Corridor	No change
Zoning By-law 60-94	PSC-A (Planned Strip Commercial)	An appropriate PSC-A (Planned Strip Commercial) Zone to implement the proposed development with site specific regulations to permit certain performance standards related to matters such as, but not necessarily limited to, increased residential density, building height and lot coverage, and reduced building setbacks, landscaped open space, parking supply and parking aisle widths
Use	Single Detached Dwellings	An 11-storey mixed-use commercial/residential building containing 167 apartment units and 90.95 square meters (979 sq. ft.) of commercial floor space on the ground floor

The following land uses are adjacent to the Subject Site:

- **North** Bloor Street East, beyond which are a single detached dwelling, a used automobile establishment and Merritt Street, which intersects with Bloor Street East opposite the Subject Site
- **South** Vacant land, beyond which is the Canadian National (“C.N.”) Railway corridor
- **East** Commercial uses including a grocery store
- **West** Commercial uses

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

Site Statistics Item	Measurement
Lot Frontage	36.76m
Gross Lot Area (inclusive of road widening)	0.264 ha (0.652 ac.)
Net Lot Area (exclusive of road widening)	0.245 ha (0.606 ac.)
Number of Proposed Apartment Units	167 units <ul style="list-style-type: none"> ▪ 136 one-bedroom units ▪ 16 two-bedroom units ▪ 15 three-bedroom units
Maximum Net Residential Density Permitted in a PSC-A Zone	85 units per net hectare (34 u/ac.) (21 units)
Proposed Net Residential Density	681 units per net hectare (276 u/ac.)
Gross Floor Area of Commercial Uses	90.95 sq. m. (979 sq. ft.)
Maximum Permitted Building Height in PSC-A Zone	13.0m (42.65 ft.) (generally 4 storeys)
Proposed Building Height	38.1m (125 ft.) (11 storeys)
Parking Spaces Required	Residents – 167 spaces (1.0 space per unit) Visitors – 55 spaces (0.33 spaces per unit) Commercial – 4 spaces (1 space per 24 sq. m. of gross floor area) Total: 226
Parking Spaces Provided	Residents – 93 spaces (0.557 spaces per unit) Visitors – 42 (0.25 spaces per unit) Commercial – 0 (the Applicant proposes to provide combined parking for commercial uses and residential visitors) Total: 135
Bicycle Parking Provided	98

4.2 Oshawa Official Plan

The Subject Site is designated as Planned Commercial Strip within an Intensification Area along a Regional Corridor in the Oshawa Official Plan (the “O.O.P.”).

The O.O.P. specifies, in part, that mixed commercial-residential developments may be permitted within areas designated as Planned Commercial Strip subject to the inclusion of appropriate policies in the zoning by-law and any other relevant policies of the O.O.P.

The O.O.P. further specifies, in part, that lands within Intensification Areas along Regional Corridors shall be planned and developed as mixed-use areas, with the objectives of achieving higher density, intensive and compact built form and complementary mixed

uses. Development of these lands shall be planned to support an overall long-term density target of at least 60 residential units per gross hectare (24.28 residential units/gross ac.) and a Floor Space Index of 2.5.

The O.O.P. contains policies which establish various density types and provide general locational criteria for such densities. 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 will be reviewed to assist in the analysis of the 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 generally permits 150 to 300 units per hectare (60 to 120 u/ac.) in locations other than within the Downtown Oshawa Urban Growth Centre, are subject to the following general locational criteria:

- (a) Generally located within or at the periphery of the Downtown Oshawa Urban Growth Centre, 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 maximum residential density of 300 units per hectare would permit approximately 74 units on the Subject Site.

The proposed mixed-use commercial/residential development on the Subject Site would have a net residential density of approximately 681 units per hectare (276 u/ac.) which is greater than the High Density II Residential classification. This density is more aligned with the density objectives associated with the Downtown Oshawa Urban Growth Centre which include a maximum density of 1,000 units per hectare (404 u/ac.). Accordingly, the proposed density is not permitted within the Planned Commercial Strip designation. Therefore, an amendment to the O.O.P. is required.

The O.O.P. specifies, in part, that the City shall focus residential intensification in appropriate areas within the Downtown Oshawa Urban Growth Centre, Main Central Areas and Sub-Central Areas, Transportation Hubs and Commuter Station areas, the Oshawa Harbour Special Development Area, Intensification Areas along Regional and Local Corridors and any other urban areas considered to be appropriate locations for residential intensification, in order to achieve the goals of Policy 6.4.5:

- (a) Accommodate a significant portion of the City's future population growth and assist in achieving the City's annual residential intensification target set out in Policy 1.7;
- (b) Provide for a diverse range and mix of housing types, taking into account affordable housing needs;
- (c) Support efforts to develop active, vibrant neighbourhoods through the provision of a diverse and compatible mix of land uses, high quality public spaces, access to a variety of amenities in reasonable walking distance of residential areas, and

development based on site design standards that create attractive, vibrant places and favour the needs of pedestrians and cyclists as a primary design consideration;

- (d) Support transit, walking and cycling as feasible utilitarian and recreational travel options, such as through the implementation of well-connected street networks and active transportation facilities; and,
- (e) Contribute to the achievement of healthy, attractive, complete and sustainable communities.

Bloor Street East is designated as a Type 'A' Arterial Road on Schedule "B", Road Network, of the O.O.P. Lands along Bloor Street East including the Subject Site also form part of a Regional Corridor as shown designated on Schedule "A-2", Corridors and Intensification Areas, of the O.O.P. Bloor Street West is also identified as a Regional Transit Spine on Schedule "B-1", Transit Priority Network, of the O.O.P.

This Department has no objection to the approval of the application to amend the O.O.P. Section 4.6 of this Report sets out the 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 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 Community Area within a Regional Corridor in Envision Durham.

Community Areas are intended to offer a complete living environment for Durham's residents. They are to be comprised of housing, commercial uses, offices, institutional uses, and public service facilities. Community Areas are to be planned for a variety of housing types, sizes and tenures within connected neighbourhoods.

Bloor Street East is designated as a Regional Corridor. Regional Corridors are appropriate locations for high-density mixed-use developments. The built form along Regional Corridors is to include multi-storey, compact, pedestrian-friendly and transit supportive development. Regional Corridors support the movement of people and goods by encouraging development and intensification that is characterized by compact built form at densities that support public transit.

Bloor Street East is also identified as part of the Region's High Frequency Transit Network on Map 3a – Transit Priority Network, in Envision Durham. Development proposals along a High Frequency Transit Network corridor should achieve a minimum density target of

80 people and jobs per hectare (37 units per hectare). The residential density of 681 units per hectare proposed for the Subject Site achieves the planned minimum density target for developments along a High Frequency Transit Network.

The subject application conforms to Envision Durham.

4.4 Zoning By-law 60-94

The Subject Site is currently zoned PSC-A (Planned Strip Commercial) in Zoning By-law 60-94 (see Attachment 1).

The PSC-A Zone permits a range of residential, commercial and institutional uses including, but not limited to, apartment buildings, block townhouses, day care centres, financial institutions, flats, hotels, offices, personal service establishments, restaurants, retail stores, retirement homes and commercial and private schools.

A mixed-use commercial/residential building is permitted in the PSC-A Zone subject to compliance with regulations on such matters as maximum density, maximum height, and minimum parking. The maximum building height permitted in the PSC-A Zone is 13 metres (42.65 ft.) and the maximum residential density permitted is 85 units per hectare. The minimum required parking for the proposed commercial floor space and rental apartments is 226 spaces.

The Applicant has submitted an application to amend Zoning By-law 60-94 to rezone the Subject Site to an appropriate PSC-A (Planned Strip Commercial) Zone subject to a special condition to permit the proposed building with 167 apartment units and 90.95 square metres (979 sq. ft.) of commercial floor space on the ground floor. In order to implement the proposed building/site design, special regulations are proposed such as increased density and building height, and reduced parking supply and parking aisle widths.

The Applicant has requested reduced parking for residents and visitors. In addition, the Applicant proposes to provide shared parking for the commercial uses and residential visitors. A total of 42 spaces are proposed for use by both residential visitors and the commercial uses, whereas Zoning By-law 60-94 requires 55 spaces for residential visitors and 4 spaces for the commercial floor space.

The City's Zoning By-law 60-94 requires a minimum drive aisle width of 6.5 metres (21.3 ft.) behind every parking space to allow drivers to maneuver into and out of parking spaces. The Applicant proposes an aisle width of only 6.0 metres (19.7 ft.). The Applicant submitted a Traffic Impact Study (T.I.S.) prepared by CHG Transportation, a transportation consultant employing transportation planners and engineers. The T.I.S. references the City of Ottawa's zoning by-law which requires a minimum aisle of 6.0 metres (19.7 ft.) as justification for the 6.0 metre (19.7 ft.) aisle width proposed in the mixed-use building. It also notes that Ottawa's zoning by-law requires a parking space length of 5.2 metres (17.1 ft.). Therefore, for an aisle with parking spaces on both sides, a total length of 16.4 metres (53.8 ft.) would be required in Ottawa. The T.I.S. cites no other municipalities' parking dimension requirements. The Applicant's building design features a 6.0 metre wide drive (19.7 ft.) aisle with parking spaces 5.4 metres (17.7 ft.) in length [totaling

16.8 metres (55.1 ft.) for an aisle with parking on both sides – see Attachment 3]. Conversely, the City of Oshawa Zoning By-law 60-94 requires a parking space length of 5.4 metres (17.7 ft.) and an aisle width of 6.5 metres (21.3 ft.), resulting in a total of 17.3 metres (56.75 ft.) for an aisle with parking on both sides. Staff have reviewed the parking space length and aisle dimensions for 11 other Ontario municipalities (12 including Ottawa). The following table outlines the parking aisle and parking space dimensions in Oshawa and the other 12 municipalities, and the dimensions proposed by the Applicant.

Municipality	Minimum Aisle Width	Minimum Parking Space Length	Minimum length required for 2 parking spaces with an aisle
Proposed by Applicant	6.0m	5.4m	16.8m
Oshawa	6.5m	5.4m	17.3m
Ottawa	6.0m	5.2m	16.4m
Whitby	6.0m	5.8m	17.6m
Clarington	6.0m	5.7m	17.4m
Ajax	6.7m	5.5m	17.7m
Pickering	6.5m	5.3m	17.1m
Toronto	6.0m	5.6m	17.2m
Barrie	6.4m	5.5m	17.4m
Markham	6.0m	5.8m	17.6m
Vaughan	6.0m	5.7m	17.4m
Mississauga	7.0m	5.2m	17.4m
Burlington	6.0m	5.7m	17.4m
Kingston	6.7m	5.5m	17.7m

Of the 12 municipalities (or 13 including Oshawa), the dimensions proposed by the Applicant [16.8 metres (55.1 ft.)] would only be accommodated in Ottawa. All other municipalities would require a dimension of 17.1 metres (56.1 ft.) or greater. Only Ottawa [16.4 metres (53.8 ft.)], Pickering [17.1 metres (56.1 ft.)] and Toronto [17.2 metres (56.4 ft.)] have smaller dimensions than Oshawa [17.3 metres (56.75 ft.)]. Staff do not support the proposed reduced aisle width of 6.0 metres (19.7 ft.).

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

- Rezone the Subject Site from PSC-A (Commercial) to an appropriate PSC-A (Commercial) Zone to permit a maximum residential density of 681 units per hectare; and,
- Implement special zoning regulations dealing with matters such as, but not necessarily limited to, increased building height, reduced parking, and specific building setbacks for

the portion of the building above 13.0 metres (42.7 ft.) in height, in order to facilitate the proposed site and building designs.

Staff recommend that parking be supplied at the following rates:

- 0.485 spaces per unit for 1 bedroom units (66 spaces);
- 0.75 spaces per unit for 2 bedroom units (12 spaces);
- 1.0 space per unit for 3 bedroom units (15 spaces); and,
- Combined commercial and residential visitor parking in a mixed-use building containing a minimum of 166 apartment units and only for up to 100 square metres (1,076 sq. ft.) of commercial floor space. The parking rate would be 0.25 spaces per unit (42 spaces).

This Department recommends that an “h” holding symbol be applied to the zoning of the Subject Site. The purpose of the “h” holding symbol would be to restrict development until site plan approval has been granted by the City which addresses matters such as landscaping, fencing, lighting, noise and compatibility with the adjacent C.N. Railway corridor.

This Department has no objection to the approval of the application to amend Zoning By-law 60-94 subject to the comments noted above. 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 an 11-storey mixed-use commercial/residential building with 167 apartment units and 90.95 square metres (979 sq. ft.) of commercial floor space on the ground floor (see Attachment 2). In the event the subject applications are approved, the Applicant will be required to obtain site plan approval.

The proposed building includes parking on three above-ground levels incorporated into the base of the building, with driveway access proposed from Bloor Street East.

The proposed building also includes the following features:

- An indoor amenity room connected to a rooftop amenity area on the 4th floor;
- Balconies for all units; and,
- 98 indoor bicycle parking spaces.

The plans submitted by the Applicant feature 6.0 metre (19.7 ft.) wide drive aisles in the parking areas between rows of parking spaces (see Attachment 3). This aisle width does not comply with the minimum 6.5 metre (21.3 ft.) wide aisle required by Zoning By-law 60-94 as noted in Section 4.4 of this Report. During pre-consultation in early 2024, staff advised the Applicant that the proposed 6.0 metre (19.7 ft.) wide drive aisles would not be supported by staff. Therefore, the Applicant will need to revise the plans to provide aisle widths of at least 6.5 metres (21.3 ft.).

The Applicant’s plans show a hydro transformer in the rear yard (see Attachments 2 and 3) which may not be acceptable to Oshawa Power since it would require Oshawa Power staff

to drive through the parking garage. In addition, the proposed rear yard location of the transformer is not near a driveway or parking area. Oshawa Power requires transformers to be located adjacent to roads, driveways or parking areas such that they are accessible by truck. The Applicant was advised during pre-consultation in 2024 of Oshawa Power's requirements. The transformer will likely need to be relocated to a location on the Subject Site (post road widening) in front of the building.

In support of the proposed development, the Applicant has submitted a variety of plans and documents including a site plan, floor plans, building elevation plans, a planning justification report, a shadow study, a grading plan, a servicing plan, a functional servicing and stormwater management report, a landscape plan, a geotechnical report, a hydrogeological report, a lighting plan, an environmental site assessment, an archaeological assessment, a traffic impact study, a parking study and a noise and vibration study.

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

Some of the specific matters this Department will be reviewing during the processing of the future site plan application, in the event the subject applications are approved, include:

- (a) Site/building design matters including driveway access, parking, refuse storage and collection, loading, building architecture, fire access and landscaping,
- (b) Noise/vibration mitigation measures and safety measures due to the Subject Site's proximity to the C.N. Railway corridor;
- (c) Servicing, grading and stormwater management matters;
- (d) Transportation considerations;
- (e) Noise attenuation;
- (f) Environmental considerations; and,
- (g) Crime Prevention Through Environmental Design matters.

4.6 Basis for Recommendation

This Department has no objection to the applications to amend the O.O.P. and Zoning By-law 60-94, subject to staff's foregoing comments, for the following reasons:

- (a) Developing these under-utilized properties for a more intensive use at this location is consistent with the Provincial Planning Statement, 2024.
- (b) The proposed development conforms to the Durham Regional Official Plan (Envision Durham).
- (c) The proposal will advance development that is within the City's Built Boundary.

- (d) The proposed development is an appropriate use, form and scale of development given its location in an Intensification Area along a Regional Corridor.
- (e) The proposed development contributes to a range of housing types in the area.
- (f) The proposed development can be designed to be compatible with surrounding land uses.
- (g) The proposed development will make more efficient use of existing municipal services such as water and sanitary sewer services.
- (h) The proposal has good access to transit given the proximity to the planned Central Oshawa GO Station and transit service along Bloor Street East and Simcoe Street South.
- (i) The proposed residential parking supply is generally consistent with the parking rates that were recommended in the City-wide Parking Study prepared by IBI Group in 2021. IBI Group had recommended 0.5 spaces per unit plus 0.25 spaces per unit for every bedroom beyond the first, plus 0.25 spaces per unit for visitors.
- (j) The proposed development will help the City to achieve the delivery of 23,000 new housing units in Oshawa between 2022 and 2031, as targeted by the Province.
- (k) The use of a holding symbol will ensure that the proposed development will not proceed until such time as appropriate arrangements are made for compatibility with the nearby C.N. Railway corridor.
- (l) The proposed development represents good planning.

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:

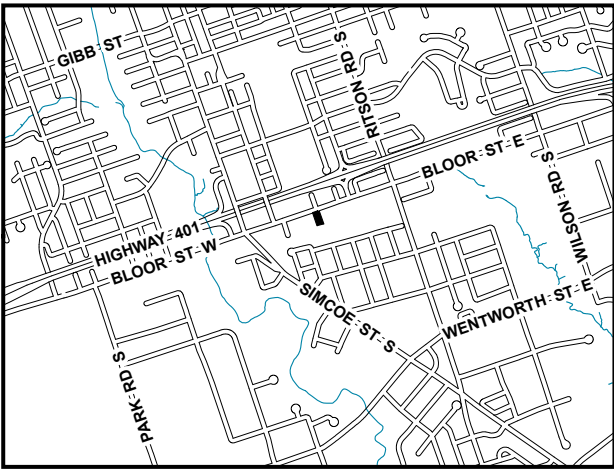
“Belong: Inclusive and Healthy Community” with the goal to support and encourage diverse housing options.



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



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



**Item: ED-25-34
Attachment 1**

Economic and Development Services

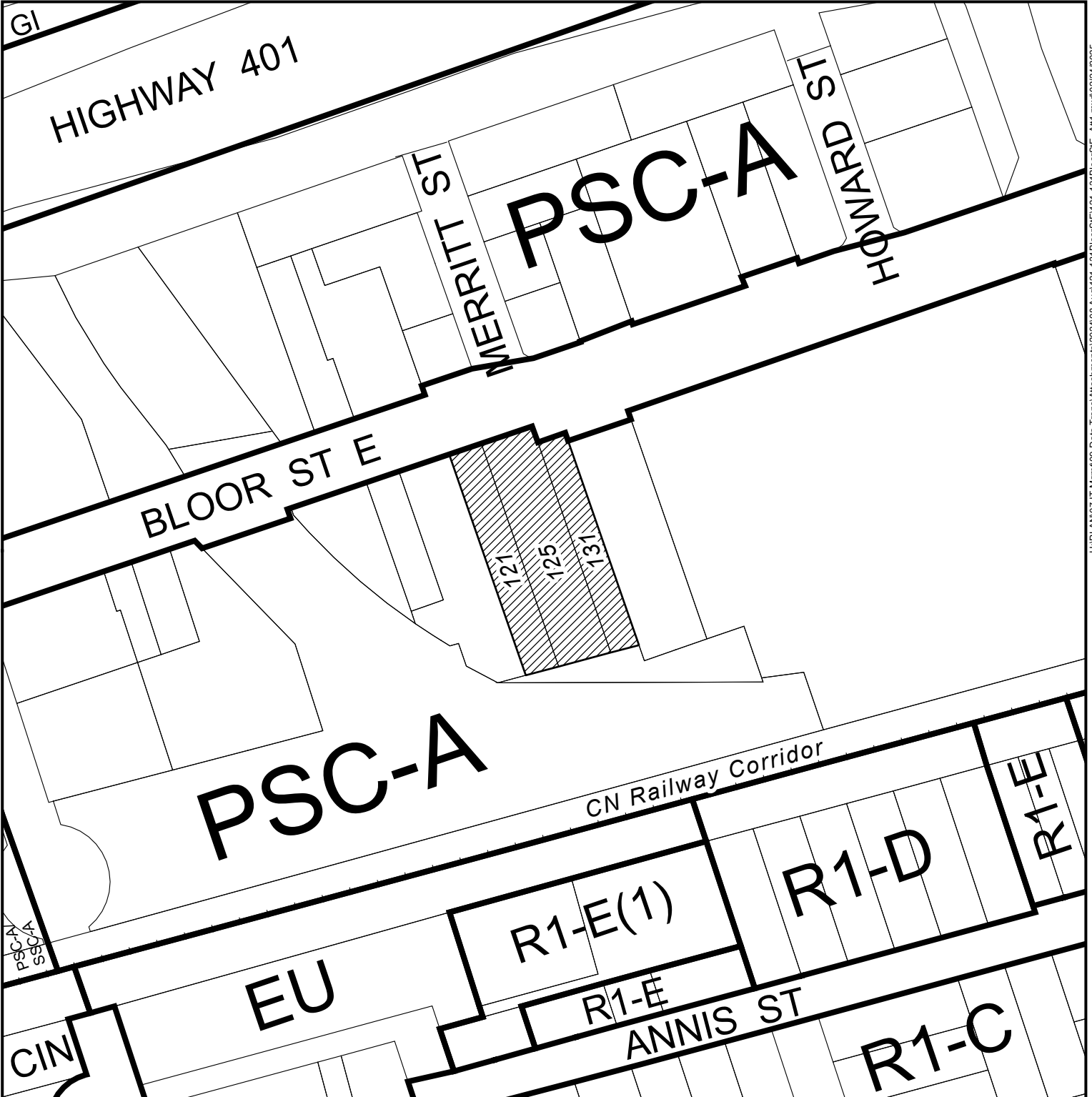
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Ward: Ward 5

File: OPA-2024-02, Z-2024-02



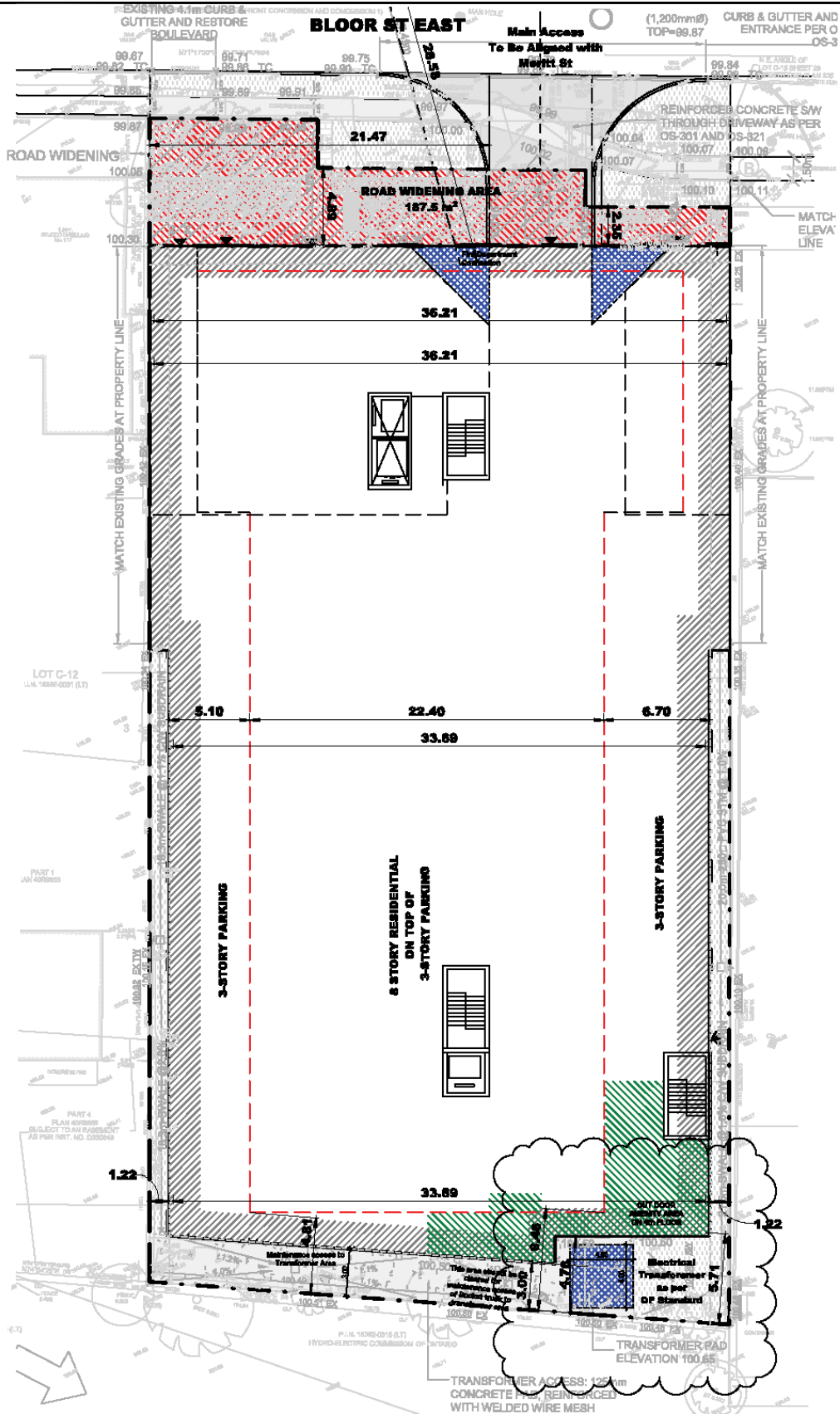
Subject Site



Title: Proposed Site Plan Submitted by the Applicant
 Subject: Applications to Amend the Oshawa Official Plan and Zoning By-law 60-94,
 JKO Planning Services Inc. on behalf of 1000645992 Ontario Ltd.,
 121, 125 and 131 Bloor Street East
 Ward: Ward 5
 File: OPA-2024-02, Z-2024-02

Item: ED-25-34
 Attachment 2

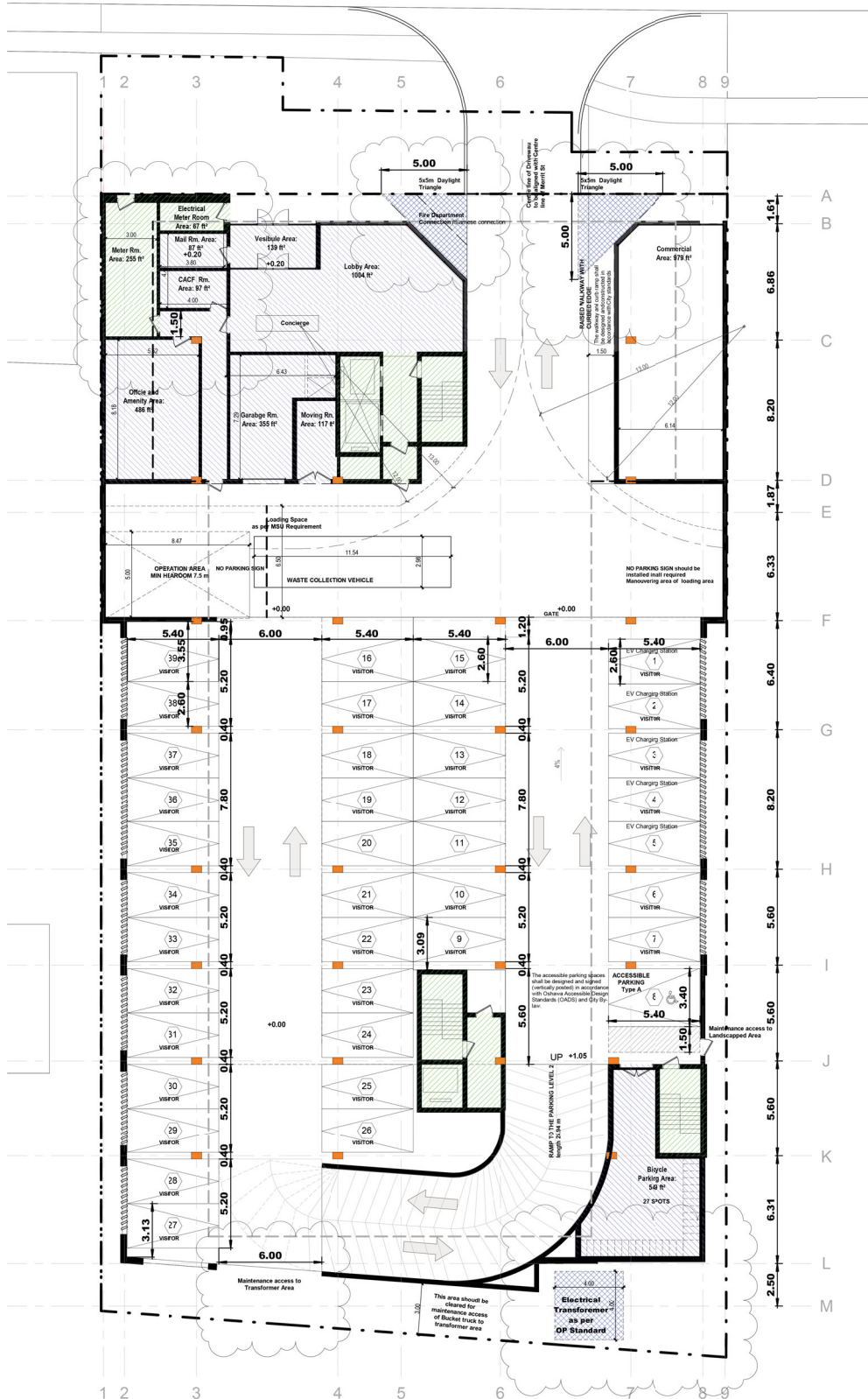
City of Oshawa
 Economic and Development Services



Title: Proposed Ground Floor Plan
 Subject: Applications to Amend the Oshawa Official Plan and Zoning By-law 60-94,
 JKO Planning Services Inc. on behalf of 1000645992 Ontario Ltd.,
 121, 125 and 131 Bloor Street East
 Ward: Ward 5
 File: OPA-2024-02, Z-2024-02

Item: ED-25-34
 Attachment 3

City of Oshawa
 Economic and Development Services



1 MAIN FLOOR

Scale: 1 : 150

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

Application ED-24-90

Presentation

JKO Planning Services Inc. - Applications to Amend the Oshawa Official Plan and Zoning By-law 60-94, JKO Planning Services Inc. on behalf of 1000645992 Ontario Ltd. for 121, 125 and 131 Bloor Street East (Ward 5)

Jim Kotsopoulos, JKO Planning Services Inc. provided a presentation concerning Applications to Amend the Oshawa Official Plan and Zoning By-law 60-94 for 121, 125 and 131 Bloor Street East.

The Committee questioned Jim Kotsopoulos, JKO Planning Services Inc.

Delegations

None

Correspondence

None

Reports

ED-24-90 - Applications to Amend the Oshawa Official Plan and Zoning By-law 60-94, JKO Planning Services Inc. on behalf of 1000645992 Ontario Ltd. for 121, 125 and 131 Bloor Street East (Ward 5)

Moved by Councillor Chapman

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

That pursuant to Report ED-24-90 dated September 4, 2024, concerning the applications submitted by JKO Planning Services Inc. on behalf of 1000645992 Ontario Ltd. to amend the Oshawa Official Plan (File: OPA-2024-02) and Zoning By-law 60-94 (File: Z-2024-02) to permit the development of a new 11-storey residential/commercial mixed-use building containing 167 apartment units and 90.95 square metres (979 sq. ft.) of commercial floor space at 121, 125 and 131 Bloor Street East, 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