

To: Economic and Development Services Committee

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

Report Number: ED-25-70

Date of Report: May 28, 2025

Date of Meeting: June 2, 2025

Subject: Applications to Amend Zoning By-law 60-94 and for Approval of
a Draft Plan of Subdivision, 11373846 Canada Corp.,
374 Farewell Street

Ward: Ward 5

File: S-O-2024-01, Z-2024-09

1.0 Purpose

The purpose of this Report is to provide a recommendation on the applications submitted by 11373846 Canada Corp. to amend Zoning By-law 60-94 (File: Z-2024-09) and for approval of a draft plan of subdivision (File: S-O-2024-01) to permit eight (8) single detached dwellings and two (2) semi-detached dwellings on a portion of the lands municipally known as 374 Farewell Street.

374 Farewell Street is owned by Pentecostal Assemblies of Canada (the “Owner”). 11373846 Canada Corp. (the “Applicant”) has made arrangements with the Owner to purchase and develop a portion of 374 Farewell Street, consisting of 2,762 square metres (0.68 ac.) of land fronting Guelph Street and Crerar Avenue (the “Subject Site”). The balance of the lands at 374 Farewell Street will continue to be owned by the Owner and used as a place of worship (the “Retained Lands”). The applications to amend Zoning By-law 60-94 and for approval of a draft plan of subdivision only apply to the Subject Site. The Applicant has submitted an application for site plan approval (File: SPA-2024-01) in order to reconfigure the parking lot for the place of worship on the Retained Lands.

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 draft plan of subdivision submitted by the Applicant.

Attachment 3 is a copy of the proposed site plan submitted by the Applicant for the Subject Site.

Attachment 4 is a copy of the recommended conditions of draft approval for the proposed draft plan of subdivision S-O-2024-01.

A public meeting was held on November 4, 2024 concerning the subject development applications. At the conclusion of the public 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 November 4, 2024 public meeting form Attachment 5 to this Report.

Subsequent to the November 4, 2024 public meeting, the Applicant has not made further revisions to the development proposal.

2.0 Recommendation

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

1. That, pursuant to Report ED-25-70 dated May 28, 2025, the application submitted by 11373846 Canada Corp. to amend Zoning By-law 60-94 (File: Z-2024-09) to rezone a portion of 374 Farewell Street from CIN/R2 (Community Institutional/Residential) to an appropriate R2 (Residential) Zone to permit the development of eight (8) single detached dwellings and two (2) semi-detached dwellings 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-25-70 dated May 28, 2025, the application submitted by 11373846 Canada Corp. for approval of a draft plan of subdivision (File: S-O-2024-01) featuring eight (8) lots for single detached dwellings and a block for two (2) semi-detached dwellings at 374 Farewell Street be approved, and that the Commissioner, Economic and Development Services Department, or Director, Planning Services, be authorized to impose City conditions in the draft plan of subdivision approval Planning Act decision.

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 applications. Certain technical issues and requirements related to the proposed development have been identified and can be resolved during the detailed engineering review and building permit process, if the applications are approved.

3.2 Public Comments

The minutes of the November 4, 2024 public meeting concerning the subject applications form Attachment 5 to this Report. No public comments were received by staff by email or phone concerning the proposed development. One (1) delegation spoke at the public

meeting and expressed concerns regarding the proposed lot sizes, parking and accessibility.

3.2.1 Lot Sizes

Comment:

Comments were made expressing concern about the reduced lot area and rear yard depth of the proposed single detached dwelling lots.

Staff Response:

Zoning By-law 60-94 requires a minimum lot area of 270 square metres (2,906.35 sq. ft.) and minimum rear yard depth of 7.5 metres (24.6 ft.) for single detached dwellings in the R2 (Residential) Zone. The Applicant proposes lot areas ranging from 251.6 square metres to 257 square metres (2,708.3 sq. ft. to 2,776.1 sq. ft.) and a minimum rear yard depth of 6.5 metres (21.3 ft.) for the proposed single detached dwellings. These reductions are minor in nature and do not materially impact the character of the nearby homes or the general neighbourhood. There is sufficient rear yard area for each lot to manage drainage and provide amenity space for each home's occupants. There will also be a minimum 21.49 metres (70.5 ft.) separation distance between the proposed new single detached dwellings and the place of worship. The front yard depths and side yard depths of the proposed single detached dwellings, which will be publicly visible, will comply with the standard R2 (Residential) Zone regulations.

The lot areas and yard depths of the proposed semi-detached dwellings will exceed the requirements of the R2 (Residential) Zone.

3.2.2 Parking

Comment:

Comments were made about whether there was sufficient parking for the proposed new homes and the existing place of worship.

Staff Response:

Zoning By-law 60-94 requires a minimum of two (2) parking spaces per unit for single detached dwellings and semi-detached dwellings. Each new single detached dwelling and semi-detached dwelling will have 2 parking spaces.

Based on the size of the place of worship, 55 parking spaces are required. The site currently contains 113 parking spaces. The Owner and Applicant intend to reconfigure the parking lot for the place of worship to provide 91 parking spaces, which exceeds the minimum parking requirement.

3.2.3 Accessibility

Comment:

Comments were made about whether the units could be designed to be accessible.

Staff Response:

The City cannot compel a builder of single detached dwellings and semi-detached dwellings, through zoning or otherwise, to be accessible or designed to be “visitable”. Initial purchasers can request that the builder incorporate features into the home if they desire or require them.

4.0 Analysis

4.1 Background

The Subject Site and Retained Lands are generally located south of Olive Avenue between Farewell Street to the east and Guelph Street to the west. The existing property as a whole is municipally known as 374 Farewell Street (see Attachment 1).

The Subject Site has frontage on the east side of Guelph Street and the south side of Crerar Avenue. The Retained Lands have frontage on the west side of Farewell Avenue with a small portion having frontage on the east side of Guelph Street.

The following is background information concerning the subject applications for the Subject Site:

Item	Existing	Requested/Proposed
Durham Regional Official Plan (Envision Durham) Designation	Community Area	No change
Oshawa Official Plan Designation	Residential	No change
Zoning By-law 60-94	R2/CIN (Residential/Community Institutional)	An appropriate site specific R2 (Residential) Zone to permit the proposed semi-detached dwellings in accordance with standard R2 Zone regulations and the proposed single detached dwellings in accordance with site specific regulations to permit certain performance standards such as, but not necessarily limited to, reduced lot area and rear yard depth and increased lot coverage

Item	Existing	Requested/Proposed
Use	Parking lot for the place of worship on the Retained Lands	Eight (8) single detached dwellings fronting Guelph Street and two (2) semi-detached dwellings fronting Crerar Avenue

The following land uses are adjacent to the Subject Site:

- **North** Single detached dwellings fronting onto Guelph Street and Olive Avenue
- **South** Canadian Pacific Kansas City Limited (“C.P.K.C.”) mainline and single detached dwellings, beyond which are low-rise apartment buildings
- **East** Existing place of worship on the Retained Lands, beyond which is Farewell Street and single detached dwellings and semi-detached dwellings fronting Farewell Street
- **West** Guelph Street and single detached dwellings fronting Guelph Street and Crerar Avenue

The following are the proposed development details for the Subject Site and Retained Lands:

Site Statistics Item	Measurement
Lot Frontage	Guelph Street – 74.29m (243.73 ft.) Crerar Avenue – 16.88m (55.38 ft.)
Gross Area of Draft Plan (equivalent to Net Area as no conveyances are required)	0.2762 ha (0.68 ac.)
Number of Proposed Dwelling Units	8 Single Detached Dwellings 2 Semi-detached Dwellings Total: 10 dwelling units
Net Residential Density	36.2 units per hectare (14.7 u/ac.)
Minimum Lot Frontage Required by R2 Zone	Single Detached Dwellings: 9m (29.5 ft.) Semi-detached Dwellings: 7.5m (24.6 ft.)
Minimum Lot Frontages of Proposed Single Detached Dwelling Lots	Lot 1: 9.16m (30.05 ft.) Lots 2 to 7: 9.29m (30.48 ft.) Lot 8: 9.39m (30.81 ft.)
Minimum Lot Frontage of Proposed Semi-detached Dwelling Lots	Lots 9 and 10: 8.44m (27.69 ft.)
Minimum Lot Area Required by the R2 Zone	Single Detached Dwellings: 270 sq. m. (2,906.35 sq. ft.) Semi-detached Dwellings: 225 sq. m. (2,421.96 sq. ft.)
Minimum Lot Area of Proposed Single Detached Dwelling Lots	Lot 1: 251.6 sq. m. (2,708.3 sq. ft.) Lots 2 to 7: 255.2 sq. m. (2,747.0 sq. ft.) Lot 8: 257.9 sq. m. (2,776.1 sq. ft.)

Site Statistics Item	Measurement
Minimum Lot Area of Proposed Semi-detached Dwelling Lots	Lots 9 and 10: 360.5 sq. m. (3,880.5 sq. ft.)
Minimum Rear Yard Depth Required by the R2 Zone	Single Detached Dwellings: 7.5m (24.6 ft.) Semi-detached Dwellings: 7.5m (24.6 ft.)
Minimum Rear Yard Depth Proposed	Single Detached Dwellings: 6.5m (21.3 ft.) Semi-detached Dwellings: 21m (68.9 ft.)
Maximum Lot Coverage Permitted in the R2 Zone	40%
Maximum Lot Coverage Proposed	Single Detached Dwellings: 43% Semi-detached Dwellings: 32%
Parking Spaces Required for Proposed Single Detached Dwellings and Semi-detached Dwellings	2 spaces per single detached dwelling and semi-detached dwelling Total: 20
Parking Spaces Required for Place of Worship	55 spaces (1 parking space per 6 fixed seats or 4.0m of bench space, or 1 parking space for each 6 sq. m. of assembly floor area, whichever is the greater)
Parking Spaces Provided for Proposed Single Detached Dwellings and Semi-detached Dwellings	2 spaces per single detached dwelling and semi-detached dwelling Total: 20
Parking Spaces Provided for Place of Worship	91 spaces

4.2 Envision Durham

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 Community Area in Envision Durham. Community Areas are intended to offer a complete living environment for Durham’s residents. They are comprised of housing, commercial uses such as retail shopping and personal service uses, offices, institutional uses, community uses, and public service facilities such as schools, libraries and hospitals, as well as an array of cultural and recreational uses.

Community Areas shall be planned for a variety of housing types, sizes and tenures within connected neighbourhoods that include population-serving uses such as commercial, retail (including major retail), personal service uses, home businesses, recreational uses, public service facilities, institutional uses and office uses, provided such uses are appropriately located and compatible with their surroundings.

The subject applications conform to Envision Durham.

4.3 Oshawa Official Plan

The Subject Site and Retained Lands are designated as Residential in the Oshawa Official Plan (the "O.O.P.").

The O.O.P. specifies, in part, that areas designated as Residential shall be predominately used for residential dwellings. In addition, subject to the relevant policies of the O.O.P., other land uses may be permitted in areas designated Residential including schools and places of worship.

The O.O.P. contains policies which establish various residential density types and provide general locational criteria for such densities. Table 2, Residential Density Classification, has five (5) density categories including Medium Density I Residential. The proposed residential development would have a net residential density of 36.2 units per hectare (14.7 u/ac.) which is classified as the Medium Density I Residential density type.

The general representative housing type/form within the Medium Density I Residential category generally consists of single detached dwellings, semi-detached dwellings, duplexes and townhouse dwellings with a density of 30 to 60 units per hectare (12 to 24 u/ac.), subject to general locational criteria as follows:

- (i) Generally located at the periphery of neighbourhoods in proximity to arterial and collector roads, or located within the Main Central Areas, Sub-Central Areas, Community Central Areas, Local Central Areas or Regional and Local Corridors, or generally located in areas that are undergoing transition, such as neighbourhoods containing a range of land uses, in which higher density residential uses could be developed without generating undue adverse impacts on adjacent land uses.
- (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.

Policy 2.3.3.1 of the O.O.P. reads as follows:

"2.3.3.1 The location and design of residential areas shall have regard for the adverse audio, olfactory, visual and pollution effects emanating from institutional, commercial or industrial land uses, railways or freeways. In addition, proposed residential areas adjacent to such uses shall be planned and designed in accordance with any applicable federal and provincial guidelines or regulations."

The C.P.K.C. mainline to the south of the Subject Site is designated on Schedule 'B-1', Transit Priority Network, of the O.O.P. as the Metrolinx Environmental Assessment Approved Rail Alignment for the extension of GO Train service through central Oshawa to Bowmanville.

Schedule 'B', Road Network, of the O.O.P. designates Olive Avenue as a Type "C" Arterial Road. Farewell Street, Guelph Street, and Crerar Avenue are local roads.

The subject applications conform to the O.O.P.

4.4 Zoning By-law 60-94

The Subject Site and Retained Lands are currently zoned R2/CIN (Residential/Community Institutional).

The R2 Zone permits single detached dwellings, semi-detached dwellings and duplexes subject to compliance with various regulations.

The CIN Zone permits the following uses:

- (a) Assembly hall
- (b) Children's shelter
- (c) Place of worship
- (d) Club, excluding a nightclub
- (e) Day care centre
- (f) Elementary school
- (g) Private school
- (h) Secondary school

No change is proposed to the R2/CIN zoning of the Retained Lands.

While the semi-detached dwellings being proposed are permitted in the R2 Zone and comply with the applicable zoning regulations, the single detached dwelling lots in the proposed plan of subdivision do not comply with a number of the R2 zoning regulations.

As a result, the Applicant proposes to amend Zoning By-law 60-94 to implement the proposed draft plan of subdivision. The proposed zoning amendment would rezone the Subject Site from R2/CIN to an appropriate R2 (Residential) Zone to permit eight (8) single detached dwellings and two (2) semi-detached dwellings with site specific regulations to permit certain performance standards for the single detached dwellings. The site specific R2 (Residential) Zone regulations requested by the Applicant are as follows:

- Reduced minimum lot area for single detached dwellings of 251 square metres (2,701.7 sq. ft.) instead of a minimum of 270 square metres (2,906.3 sq. ft.);
- Reduced minimum rear yard depth of 6.5 metres (21.33 ft.) instead of a minimum of 7.5 metres (24.61 ft.); and,
- Increased lot coverage of 43% for single detached dwellings instead of a maximum of 40%.

This Department has no objection to the approval of the subject application to amend Zoning By-law 60-94, as amended, which would rezone the Subject Site from R2/CIN (Residential/Community Institutional) to an appropriate R2 (Residential) Zone to implement the proposed draft plan of subdivision together with site specific zoning regulations to facilitate the proposed site and building designs, including the establishment of certain performance standards for the proposed single detached dwellings related to such matters as reduced minimum rear yard depth and lot area, and increased maximum lot coverage.

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

- Appropriate arrangements have been made for the provision of adequate sanitary, water, storm and transportation services and facilities to serve this development and included in a subdivision agreement which is executed;
- Noise and vibration mitigation is implemented in an appropriate development agreement(s); and,
- The rail safety report is implemented in an appropriate development agreement(s).

While the holding symbol is in place, the only uses that would be permitted are CIN (Community Institutional) Zone uses and model homes.

Section 4.6 of this Report sets out the rationale for this position.

4.5 Subdivision Design/Land Use Considerations

The proposed draft plan of subdivision consists of eight (8) lots for single detached dwellings and one (1) block for two (2) semi-detached dwellings (see Attachment 2). The single detached dwellings will have frontage on the east side of Guelph Street and the semi-detached dwellings will have frontage on the south side of Crerar Avenue (see Attachment 3).

The Retained Lands are not subject to the applications, but will retain the existing place of worship with a reconfigured parking lot. Driveway access to the place of worship will be limited to Farewell Street only, whereas the place of worship currently has driveways to both Farewell Street and Guelph Street. The Applicant has submitted an application for site plan approval (File: SPA-2024-01) in order to reconfigure the parking lot.

The document entitled “Railway Guidelines for New Development in Proximity to Railway Operations” dated May 2013, prepared for the Railway Association of Canada and the Federation of Canadian Municipalities, recommends a minimum building setback of 30 metres (98.43 ft.) from the mutual property line with a railway property and the nearest residential building face. This setback provides a horizontal buffer for railway operations and provides space for a safety barrier. The guideline states that reductions in the setback may be achieved through implementation of earth berms between the buildings and the railway. According to the guideline, safety barriers reduce the risks associated with railway incidents by intercepting or deflecting derailed rail cars in order to reduce or eliminate potential loss of life and damage to property, as well as to minimize the lateral spread or

width in which the rail cars and their contents can travel. The standard safety barrier is an earthen berm, which is intended to absorb the energy of derailed cars, slowing them down and limiting the distance they travel outside of the railway right-of-way. The guideline recommends that adjacent to principal main lines, berms should be a minimum 2.5 metres (8.20 ft.) above grade with side slopes not steeper than 2.5:1 (i.e. a horizontal run of 2.5 metres for every vertical rise of 1 metre). Uses such as roads, parking and outdoor recreational space are permitted within the setback.

The Applicant retained Intuitive, an engineering consulting company with rail infrastructure expertise, to prepare a railway safety report in support of the applications. Intuitive reviewed the proposed development and railway guidelines and recommended that a berm be constructed at the south end of the two (2) semi-detached dwelling lots to protect the two (2) dwellings from potential train derailments. Accordingly, the proposal includes a berm that will be between 2.6 metres (8.5 ft.) and 3.6 metres (11.8 ft.) above the railway tracks in this location. In addition to the berm, the proposed plan includes a 21.5 metre (70.5 ft.) setback between the property line abutting the railway and the semi-detached dwellings.

Conversely, a berm is not recommended for any of the eight (8) single detached dwellings as they are all setback greater than 30 metres (98.43 ft.) from the rail corridor.

The subject applications, including the railway safety report, were circulated to C.P.K.C. and Metrolinx. Neither agency expressed objections to the approval of the applications. C.P.K.C. requested that a warning clause be inserted in all development agreements advising purchasers and residents of the proximity of the railway corridor and its corresponding railway operations.

The Applicant hired HGC Engineering, a professional noise and vibration consultant, to investigate the potential impact of noise and railway vibration on the proposed development. This study was required by the City and Region due to the proximity of the proposed development to the railway mainline. The study recommends the installation of a 3.0 metre (9.8 ft.) high acoustic wall through the rear yards of the semi-detached dwellings on top of the proposed berm and along the west side lot line in order to mitigate the impact of railway noise on the rear yards of these homes. It also recommends extending the noise fence east onto the church property, and erecting another 3.0 metre (9.8 ft.) high acoustic wall adjacent to the rear yards of Lots 5 to 8 to mitigate noise in the rear yards of these homes (see Attachment 3). The remainder of the fencing proposed between the new dwellings and the church property consists of a 1.8 metre (5.9 ft.) high wood privacy fence, with the exception of the fence along the north side of Lot 1, which would be a 1.5 metre (4.9 ft.) high chain link fence.

In support of the proposed development, the Applicant has submitted a variety of plans and documents including a draft plan of subdivision, a site plan, floor plans, elevations, a tree inventory and preservation plan report, a tree protection plan, a landscape plan, a planning justification report, a planning addendum letter, a grading plan, a servicing plan, an erosion and sediment control plan, a civil profile plan, a stormwater management and functional servicing report, a geotechnical report, a lighting plan, a traffic impact brief, a rail safety report, a noise and vibration study, a site screening questionnaire, and an archeological assessment.

Detailed design matters will be reviewed during the further processing of the draft plan of subdivision application to ensure compliance with the City's Landscaping Design Policies, engineering standards and other policies if the applications are approved.

This Department has no objection to the proposed draft plan of subdivision subject to the recommended conditions of draft approval as generally contained in Attachment 4. Section 4.6 of this Report sets out the rationale for this position.

4.6 Basis for Recommendation

This Department has no objection to the approval of the subject applications submitted by the Applicant to amend Zoning By-law 60-94 and for approval of a draft plan of subdivision for the following reasons:

- (a) Redeveloping an under-utilized property at this location within an established neighbourhood is consistent with the Provincial Planning Statement, 2024.
- (b) The proposed development conforms to the Durham Regional Official Plan and the O.O.P.
- (c) The proposed development contributes to a range of housing types in the area.
- (d) The proposed development has been designed to meet the minimum parking requirements of Zoning By-law 60-94 for single detached and semi-detached dwellings.
- (e) The place of worship will continue to provide sufficient parking to comply with the minimum parking requirements of Zoning By-law 60-94.
- (f) The increased traffic as a result of the proposed development will have a negligible impact on the adjacent local roads and the existing road network can accommodate the additional vehicle trips.
- (g) The proposed development has been designed to be compatible with surrounding land uses and provides an appropriate interface with the adjacent residential and community institutional uses.
- (h) The proposed development will help the City's efforts to achieve the delivery of 23,000 new housing units in Oshawa by 2031, as targeted by the Province.
- (i) Through the use of a holding symbol, appropriate conditions can be implemented in the zoning of the Subject Site to ensure matters related to noise and vibration mitigation, rail safety, servicing, storm water management, foundation drainage, landscaping, fencing, and transportation services are appropriately addressed to the satisfaction of the City prior to construction.
- (j) The proposed development will make efficient use of existing municipal services such as water and sanitary services.
- (k) 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:

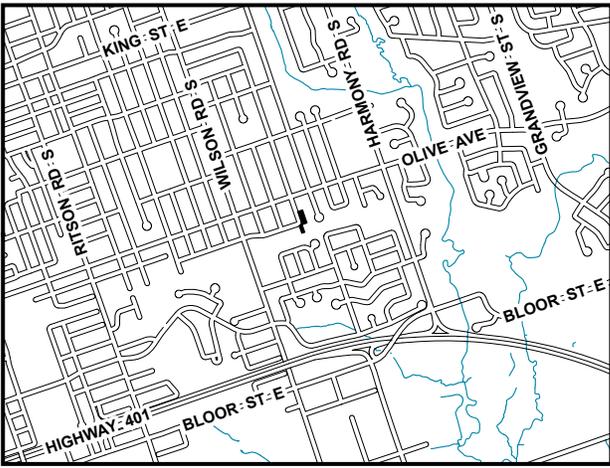
“Belong: Inclusive and Healthy Community” with the goal to support and encourage diverse housing options.



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



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



**Item: ED-25-70
Attachment 1**

Economic and Development Services

Subject: Applications to Amend Zoning By-law 60-94 and for Approval of a Draft Plan of Subdivision, 11373846 Canada Corp.,

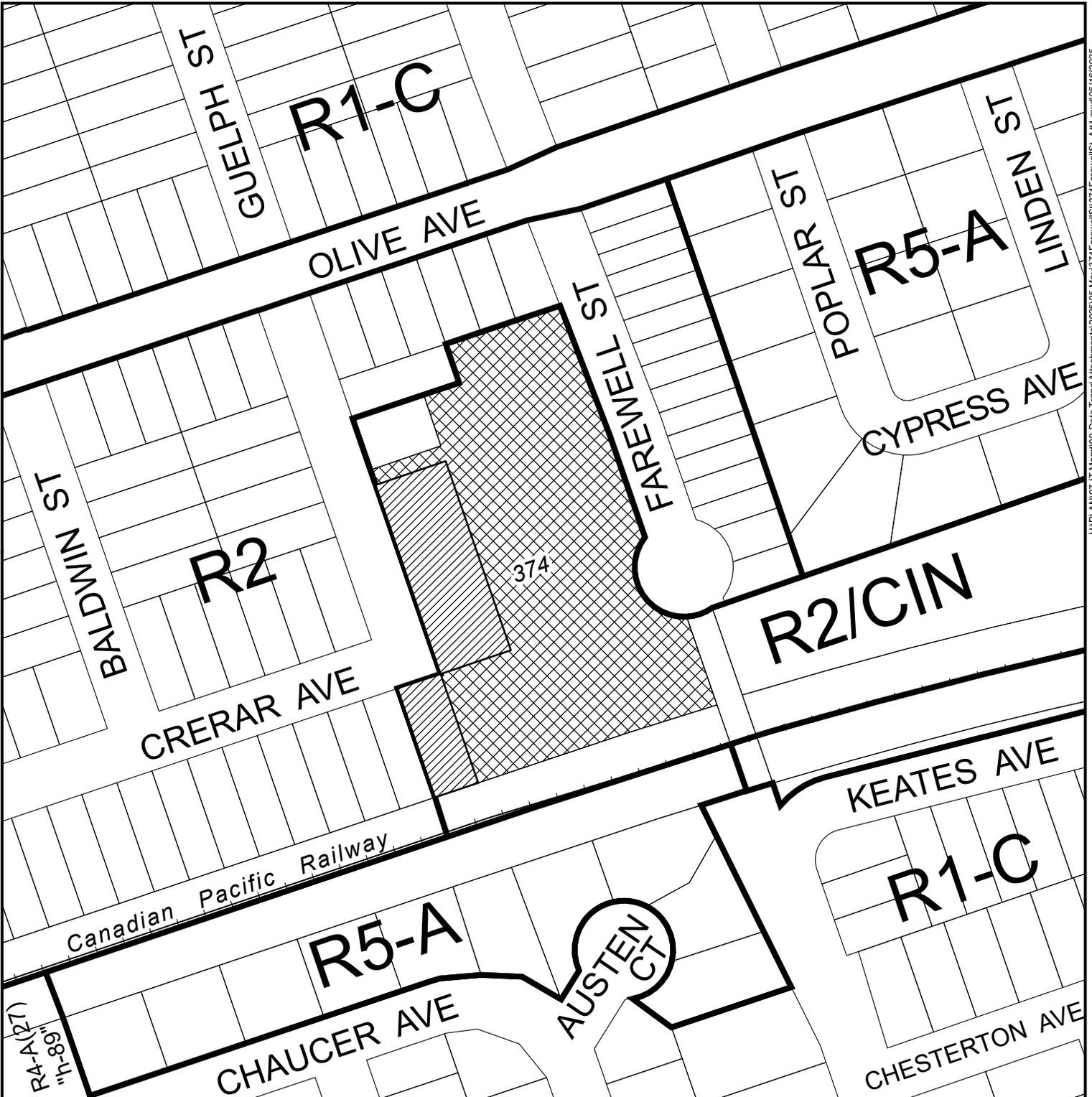
Address: 374 Farewell Street

Ward: Ward 5

File: S-O-2024-01, Z-2024-09

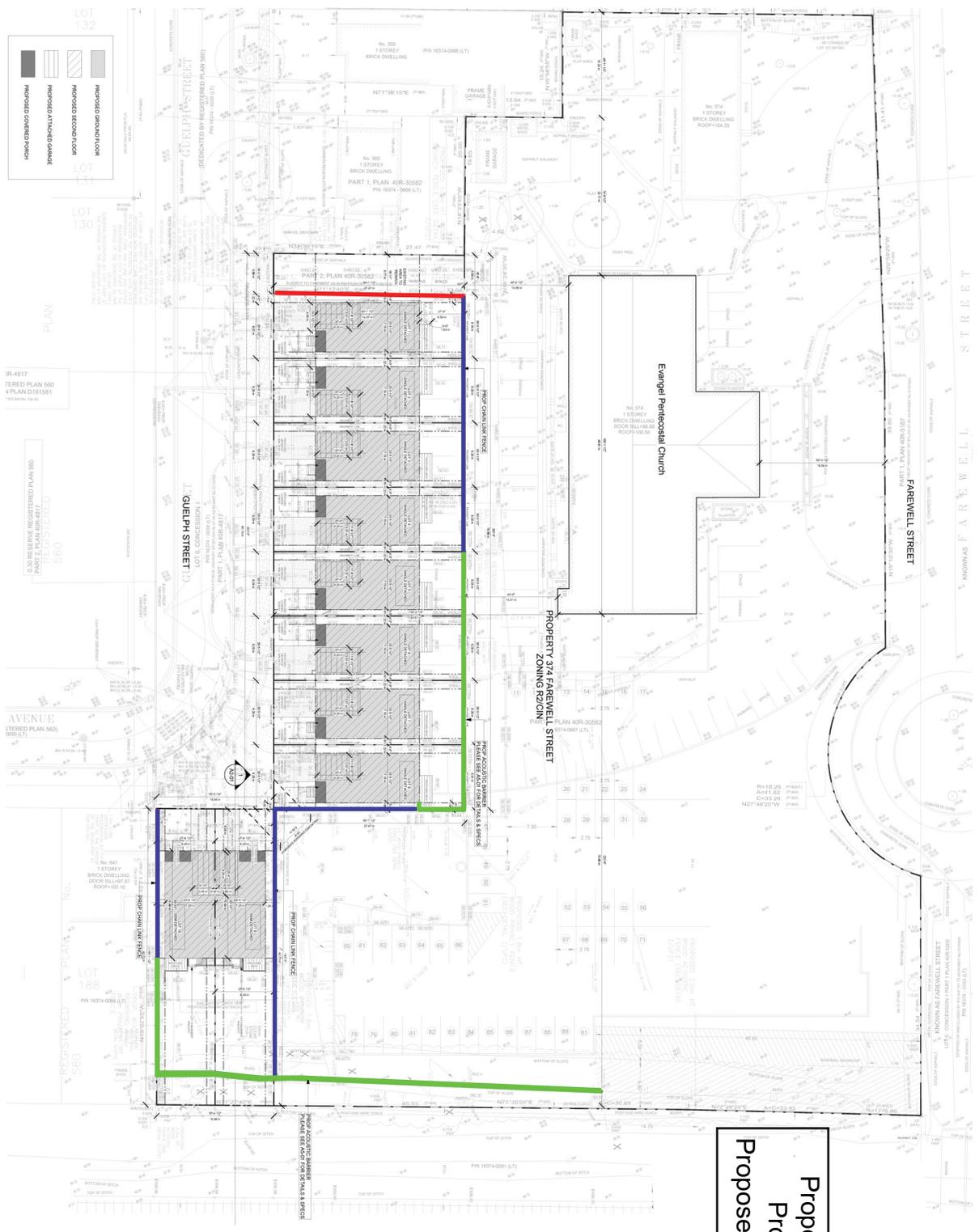
Subject Site 

Lands to be Retained by Pentecostal Assemblies of Canada 



Title: Proposed Site Plan Submitted by the Applicant
Subject: Applications to Amend Zoning By-law 60-94 and for Approval of a Draft Plan of Subdivision, 11373846 Canada Corp.,
Address: 374 Farewell Street
Ward: Ward 5
File: S-O-2024-01, Z-2024-09

City of Oshawa
 Economic and Development Services



Proposed Chain Link Fence
Proposed Acoustic Fence
Proposed Wood Privacy Fence

**City of Oshawa Conditions of Approval for Draft Plan of Subdivision S-O-2024-01
(Last date of revision January 16, 2024) by 11373846 Canada Corp.**

A. General

1. The final 40M plan for registration shall show the following:
 - (a) All single detached lots shall have a minimum frontage of nine (9) metres measured at the street line. This may be varied by the Director of Planning Services as appropriate.
 - (b) All semi-detached lots shall have a minimum frontage of six (6) metres measured at the street line. This may be varied by the Director of Planning Services as appropriate.
 - (c) Some reconfiguration of lots or blocks may be required if final engineering for the stormwater management facility(ies) or stormwater quality control devices determines that the lands for this/these facility(ies) must be increased in area or reconfigured in shape to accommodate the volume of post development runoff.
 - (d) Some reconfiguration of lots or blocks may be required due to the proposed overland flow block. The subdivider shall demonstrate that the overland flow block has a sufficient width to convey the major overland flow and that the subdivider is prepared to reduce or reconfigure the number of residential building lots as determined necessary. In this regard, any abutting lots or blocks shall not be developed until such time that an adequate width of the overland block has been confirmed via the detailed engineering submissions and reviews.
 - (e) Some reconfiguration of lots or blocks may be required if final engineering for the lot grading determines that there is a need for rear yard catchbasins.
2. The subdivider shall enter into a subdivision agreement with the City to ensure the fulfillment of the City's requirements, financially or otherwise.
3. The subdivider hereby acknowledges that the current City funding practices may change prior to plan registration or development and that the timing of the registration shall be at the City's discretion based on the City's financial ability to fund projects.
4. Any approvals which are required from the Region of Durham, Central Lake Ontario Conservation Authority, Enbridge, Oshawa Power, Bell Canada, Rogers Communications Inc., Canada Post, C.P.K.C. Rail and any other regulatory authority for the development of this plan be obtained by the subdivider and written confirmation be provided to Engineering Services.
5. A draft of the final 40M plan for registration shall be submitted to Planning Services for review and comment by all agencies and departments.
6. A draft of the 40R Plans related to engineering matters shall be submitted to Engineering Services with the engineering submission for review and comment.
7. The subdivider shall implement all requirements of the Rail Safety Report.

8. The subdivider shall pay for a peer review of any study, report or guideline, if/as required by the City.

B. Engineering Plans/Drawings Required

9. Engineering drawings, including Traffic Management Plans, shall be prepared in accordance with City policies and requirements. Prior to the preparation of the subdivision agreement, the plans and drawings are to be submitted to and approved by Engineering Services. The engineering drawings shall include Utility Co-ordination Plans which illustrate and establish the final design and location of all above-ground and below-ground utility plant and structures that service the plan. Further, the landscape plans, streetscape/architectural control guidelines and urban design guidelines shall be coordinated with engineering drawings and, further, the engineering plans shall co-ordinate the driveways, street utility hardware and street trees in order to ensure that conflicts do not exist and street trees are accommodated.
10. In the event that the subdivision agreement is not executed within one (1) calendar year from the date of approval of the engineering drawings, they shall be resubmitted to Engineering Services for approval again prior to execution of the subdivision agreement.

C. Servicing

11. The subdivider acknowledges that authority to provide any subdivision pre-servicing approval, prior to execution of a subdivision agreement, is delegated to the Director of Engineering Services. Pre-servicing, in accordance with the City's design guidelines and standards, will only be considered where it is not possible to execute and register the subdivision agreement in the time frame required to commence servicing for approved engineered services that has otherwise been found to be acceptable with confirmation from all agencies and authorities involved in the conditions set out in the conditions of draft plan approval.
12. The subdivider shall arrange for, and pay the cost of all services required to service the plan, in accordance with the City policies and requirements.
13. Satisfactory arrangements shall be made for financing the City's share of servicing before the final plan is released for registration.
14. Any Construction activities, including service connections, that impact the existing pavement of the surrounding road network will require full restoration to the satisfaction of the City or the City's Engineer, and be identified on the engineering drawings.
15. The subdivider shall pay the full cost of the City's services within this plan, including those that may be sized to accommodate the servicing requirements of privately owned property outside the limits of this plan. In addition, any payment received from the subdivider for the services covered by the City's Development Charge By-law, for which this subdivider has paid shall be used to reimburse this subdivider for such services to the extent of this subdivider's cost provided a front-ending agreement is executed in accordance with the requirements of the Development Charges Act.
16. The cost of any City services outside of the plan, including the Guelph Street sidewalk, necessitated by this development to be installed, extended, relocated or

altered to provide services to service this plan shall be the responsibility of the subdivider. The subdivider will be required to provide cash-in-lieu payment through the eventual subdivision agreement for the subdivider's portion of the costs for the future construction of the sidewalk by the City.

D. Stormwater

17. This development shall comply with City policies and by-laws with respect to stormwater management.
18. A final storm drainage scheme for the lands within and abutting this plan shall be submitted to Engineering Services for approval prior to preparation of the engineering drawings for this subdivision. The engineering design for this plan shall generally follow the storm drainage scheme as described in the submitted Functional Servicing Plan and Stormwater Management Reports, prepared by N&N Engineers Ltd., dated November 7, 2024.
19. The land within the draft plan shall not be unreasonably graded, filled or stripped except in compliance with the City's Site Alteration By-law 85-2006 or in advance of building activity, so as not to cause dust and increased stormwater runoff from the lands resulting in erosion and silting of roads, services, valley lands, creeks and privately owned property. The subdivider shall undertake their work in compliance with Ontario Regulation 406/19 regarding excess fill.

E. Road Design & Details

20. All streets shall be designed to City standards.
21. The final plan for registration shall be revised to incorporate the City's minimum road geometric design criteria. The subdivider shall reduce the number of residential building lots or reconfigure some of the lot structure as determined necessary to meet the geometric design criteria.
22. The minimum spacing between driveways and between driveways and sidewalk ramps shall be 1.30 metres and the minimum clear distance between the edge of driveway and a utility structure, hydrant or tree shall be 1.00 metre. These requirements should be reflected on the proposed sidewalk location plan.
23. Reserves, as may be required by Engineering Services, shall be shown on draft 40M plans and conveyed to the City.
24. A reserve is to be provided along the frontage of the portion of the church property immediately north of proposed Lot 1 to restrict driveway access to Guelph Street. The reserve is to be shown on the 40M plan and conveyed to the City.
25. The City will close, convey or dedicate any reserves, road allowances or road widenings necessitated by the development of this plan or any road allowance abutting this plan, provided the subdivider has met all of the requirements of the City, financially or otherwise, subject to the determination of the Commissioner, Economic and Development Services Department, in their sole discretion.
26. The subdivider shall pay for all traffic management features as may be determined necessary by the City during the review of the engineering submission for this

development. These features will be designed and constructed to the satisfaction of Engineering Services.

27. The subdivider shall provide the City with a cash-in-lieu payment, as per the General Fees Bylaw 109-2024, for the future construction of a new 1.5m wide sidewalk in Guelph Street in front of Lots 1 to 8 and Block 1 and extending 25 metres north of the plan.
28. The engineering drawings shall include the design of the 1.5m sidewalk in Guelph Street in front of Lots 1 to 8 and Block 1 and extending to connect to the sidewalk in the south boulevard of Olive Avenue.
29. The Subdivider shall be responsible to pay the cost of the design of the 1.5m sidewalk in Guelph Street in front of lots 1 to 8 and Block 1 and extending to connect to the sidewalk in the south boulevard of Olive Avenue.

F. Studies/Reports/Guidelines Required

Stormwater Report/Functional Servicing Report

30. The subdivider is required to submit for approval a detailed stormwater management report and/or functional servicing report, completed by a water resource engineer, that must address, but is not limited to, the following issues:
 - (a) Major and minor flow routes, their conveyance capacity, including cross-sectional details of roads;
 - (b) Erosion and sediment controls;
 - (c) Foundation drain discharge points and flow rates;
 - (d) Infiltration potential of the lands using Low Impact Development (LID) Technologies;
 - (e) Additional stormwater management features/devices to deal with storm flows from the development to the east of this plan to the existing storm sewers; and,
 - (f) Water ponding depth within the roadways.

Furthermore, the subdivider is required to implement and bear the cost of all the necessary stormwater features/works recommended in the said report.

Soils/Geotechnical

31. The subdivider shall complete a soils/geotechnical report and the recommendations of said report shall be implemented as appropriate with the subdivision agreement including those related to municipal services and road structure, and any requirement that development on engineered fill be certified by a licensed geotechnical engineer. This report shall be submitted to Engineering Services for review and acceptance in conjunction with the first engineering submission, together with soils profiles plotted on a separate set of the engineered construction drawings. The report must also include an orientation map illustrating the lots affected by any proposed engineered fill recommendations.

Soil Management

32. The subdivider shall complete a soil management report for implementation by a licensed geotechnical engineer. This report shall be submitted to Engineering Services for review and acceptance in conjunction with the Site Alteration Permit or other grading approvals.

Noise and Vibration

33. Prior to the preparation of the subdivision agreement and as part of the first engineering submission the subdivider agrees to retain a licensed acoustical engineer to complete and submit to Planning Services for review and acceptance a noise and vibration impact study which addresses the impact of noise and vibration generated from rail traffic and is based on the detailed grading of the site to the satisfaction of Planning Services. Further, the subdivider shall implement the recommendations for noise and vibration controls at no cost to the City, confirm that the implemented noise and vibration mitigation features(s) is/are in compliance with the MECP standards and provide the necessary warning clauses.

Streetscape/Architectural Control Guidelines

34. Prior to offering any model/property for sale, the subdivider shall engage a control architect, satisfactory to Planning Services. This control architect will complete and submit to Planning Services for review and acceptance streetscape/architectural control guidelines which are satisfactory to Planning Services, approve all models offered for sale and certify that all building permits plans comply with the City approved guidelines.

Tree Inventory and Assessment

35. Prior to issuance of a site alteration permit, the subdivider shall engage a certified arborist to complete a tree inventory and assessment to the satisfaction of Parks Services and Planning Services. The tree inventory and assessment shall be submitted to Planning Services.

G. Phasing

36. If this subdivision is to be developed by more than one registration, an overall development and phasing plan must be submitted and approved by Planning Services and Engineering Services prior to the first submission of engineering drawings, to ensure an adequate street pattern and servicing scheme prior to preparation of the engineering drawings. Engineering drawings will not be accepted until the phasing plan has been submitted and approved.
37. The use of temporary emergency access locations is discouraged. The need for temporary emergency access locations shall be reviewed to determine alternative phasing and inclusion of other portions of the approved road network of the draft plan.

H. Utility Easement & Blocks

38. The City will grant any easements required for utilities, stormwater management and servicing on City-owned lands necessitated by the development of the plan and

relinquish any redundant easements, provided the subdivider has met all the requirements of the City, financially or otherwise.

39. The subdivider shall grant free of charge any easements or blocks required for servicing and the conveyance of overland flows. Easements shall be in a location and of a width as determined by Engineering Services and/or the Region of Durham and be granted upon request at any time after draft approval of the plan.
40. The final plan for registration shall include and accommodate Block(s) and easement(s) required to facilitate the installation of any utility services which cannot be accommodated in any City right-of-way to the satisfaction of Engineering Services.

I. Driveways

41. The location of all driveways shall maintain the minimum clearances as per City of Oshawa standard drawing OS-211 from all above ground utility structures or other like apparatus where practical to the satisfaction of Engineering Services.

J. Landscaping

42. Landscape plans shall be submitted to Planning Services no later than the second submission of engineering plans (detail design) for each phase.
43. This development shall comply with the City's Landscaping Design Policies and requirements. Without limiting the generality of the foregoing, the subdivider shall prepare and coordinate the landscape plans with the engineering drawings to the satisfaction of Planning Services and Engineering Services. The following shall be submitted to Planning Services:
 - (a) The landscape submission shall include, but is not limited to:
 - (i) Overland flow route;
 - (ii) Preservation/protection of existing site features and vegetation;
 - (iii) Street tree planting; and,
 - (iv) Fencing.
 - (b) A statement from a Landscape Architect shall certify that the measures employed to promote the preservation of existing site features and vegetation are appropriate.
44. The subdivider will undertake to the satisfaction of Planning Services and Engineering Services and at no cost to the City the installation of street trees, in accordance with the City standards and requirements.

K. Parkland

45. The subdivider shall provide an appraisal to determine the cash-in-lieu of parkland payment to the satisfaction of the Commissioner, Economic and Development Services Department. Such payment shall be provided through the subdivision agreement to satisfy the parkland dedication requirements of the Planning Act. The appraisal shall be at the expense of the subdivider.

L. Zoning

46. The Zoning By-law shall be appropriately amended in order to implement the draft plan.

M. Construction Access and Haul Route

47. The heavy construction access and haul route shall be approved by Engineering Services. Details regarding the proposed location of the construction access and haul route shall be submitted to Engineering Services prior to the first submission of the engineering drawings. Engineering drawings will not be accepted until the heavy construction access and haul route has been approved.

Excerpts from the Minutes of the Economic and Development Services Committee Meeting held on November 4, 2024

Application ED-24-119

Presentation

Batory Urban Planning and Project Management - Applications to Amend Zoning By-law 60-94 and for Approval of a Draft Plan of Subdivision, 11373846 Canada Corp., 374 Farewell Street (Ward 5)

Paul Demczak, Batory Urban Planning and Project Management provided a presentation concerning Applications to Amend Zoning By-law 60-94 and for Approval of a Draft Plan of Subdivision at 374 Farewell Street.

The Committee questioned Paul Demczak, Batory Urban Planning and Project Management.

Delegations

Luke Scott - ED-24-119

Luke Scott addressed the Economic and Development Services Committee concerning the applications to amend Zoning By-law 60-94 and for Approval of a Draft Plan of Subdivision at 374 Farewell Street stating concerns with the lot sizes, parking and accessibility.

Correspondence

None

Reports

ED-24-119 - Applications to Amend Zoning By-law 60-94 and for Approval of a Draft Plan of Subdivision, 11373846 Canada Corp., 374 Farewell Street (Ward 5)

Moved by Councillor Chapman

That pursuant to Report ED-24-119 dated October 30, 2024, concerning the applications submitted by 11373846 Canada Corp. to amend Zoning By-law 60-94 (File: Z-2024-09) and for approval of a draft plan of subdivision (File: S-O-2024-01) to permit the development of eight (8) single detached dwellings and two (2) semi-detached dwellings at 374 Farewell Street, 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