

To: Economic and Development Services Committee

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

Report Number: ED-25-89

Date of Report: September 3, 2025

Date of Meeting: September 8, 2025

Subject: Applications to Amend the Oshawa Official Plan, Pinecrest Part II Plan and Zoning By-law 60-94, KLM Planning Partners Inc. on behalf of 1619321 Ontario Limited, 1251 Taunton Road East

Ward: Ward 3

File: OPA-2024-05, Z-2024-07

1.0 Purpose

The purpose of this Report is to provide a recommendation on the applications submitted by KLM Planning Partners Inc. on behalf of 1619321 Ontario Limited (the “Applicant”) to amend the Oshawa Official Plan, the Pinecrest Part II Plan (File: OPA-2024-05) and Zoning By-law 60-94 (File: Z-2024-07), to permit a 10-storey, 74-unit apartment building on the lands municipally known as 1251 Taunton Road East (the “Subject Site”).

The Applicant intends to register the proposed residential development as a condominium. If the subject applications are approved, the Applicant will be required to submit an application for approval of a draft plan of condominium at the appropriate time.

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

Attachment 2 is a copy of Schedule “A”, Pinecrest Land Use and Road Plan, from the Pinecrest Part II Plan showing the location of the Subject Site.

Attachment 3 is an air photo showing the location of the Subject Site and surrounding land uses.

Attachment 4 is a copy of the proposed site plan submitted by the Applicant.

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.

The complete application was submitted on September 18, 2024 and a public meeting was held on November 4, 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 January 16, 2025.

Comments from City staff and external agencies were provided to the Applicant on December 2, 2024. The key outstanding matters outlined in the City's comments were with respect to encroachments into the Taunton Road East right-of-way, building setbacks, certain design elements relating to snow and waste storage, underground parking configuration, fencing, amenity space, landscaping and signage. The Applicant has not indicated to City staff any intention on their part to advance these applications on a priority basis or according to a specified schedule.

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 land use and design matters that are supported by this Department.

Any outstanding zoning matters or changes to the final site and building designs can be appropriately dealt with during the processing of the future site plan application for the development and through a minor variance application to the Committee of Adjustment, if necessary. Outstanding design, landscaping, noise and stormwater matters can be managed through the site plan approval application.

2.0 Recommendation

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

1. That, pursuant to Report ED-25-89 dated September 3, 2025, the application submitted by KLM Planning Partners Inc. on behalf of 1619321 Ontario Limited to amend the Oshawa Official Plan and the Pinecrest Part II Plan (File: OPA-2024-05) to permit a 10-storey, 74-unit apartment building on the lands municipally known as 1251 Taunton Road 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-25-89 dated September 3, 2025, the application submitted by KLM Planning Partners Inc. on behalf of 1619321 Ontario Limited to amend Zoning By-law 60-94 (File Z-2024-07) to permit a 10-storey, 74-unit apartment building on the lands municipally known as 1251 Taunton Road 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.
3. That, in accordance with Section 34(17) of the Planning Act and notwithstanding that the Zoning By-law amendment proposed in Report ED-24-121 dated October 30, 2024 presented at the public meeting of November 4, 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 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 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. Several public delegations were made during the meeting. In addition, several letters were received from members of the public with respect to the subject applications containing comments and expressing objections to the applications.

Key concerns raised by the members of the public through their delegations and in the written correspondence are set out below together with a staff response.

3.2.1 Traffic and Safety

Comment:

Concerns were raised regarding increased traffic and pedestrian safety since Taunton Road East is a busy road.

Staff Response:

Taunton Road East is designated as a Type 'A' Arterial Road on Schedule "B", Road Network, of the Oshawa Official Plan (the "O.O.P."). Taunton Road East is also identified as a Regional Transit Spine on Schedule "B-1", Transit Priority Network, of the O.O.P.

Taunton Road East is under the jurisdiction of the Region of Durham. The Region has no objection to the applications subject to certain design measures such as, but not limited to, restricting the driveway access on Taunton Road East to a right-in/right-out only configuration with a raised centre median to prevent left turns and potentially securing a cross-access easement to the south to allow site traffic to use Glenbourne Drive and Benson Street as alternative outlets in the future if/when the lands to the south are redeveloped.

A Traffic Impact Study was prepared by Tranplan Associates, a professional traffic consultant, on behalf of the Applicant in support of the proposed development for review by the City and Region.

The study examined traffic levels along Taunton Road East and the intersection of Taunton Road East and Arborwood Drive as well as the proposed driveway entrance to the Subject Site.

The study concluded that no additional mitigation measures (aside from the assumed improvements, i.e. right-in/right-out driveway and raised centre median) will be necessary for the adjacent intersections and the driveway entrance to the Subject Site on Taunton Road East is appropriate to support the proposed apartment building.

Additionally, the Applicant will be required to construct a multi-use path in the boulevard of Taunton Road East across the frontage of the Subject Site and extended to Benson Street.

The Region and City have no objection to the key conclusions and recommendations of the Traffic Impact Study.

3.2.2 Land Use Compatibility

Comment:

Some residents were concerned they would lose their privacy and sunlight if the proposed 10-storey building were built.

Staff Response:

The proposed building will be 29.6 metres (97.1 ft.) tall and will be separated from surrounding low density homes by the wide arterial road. It will be approximately 45 metres (147.6 ft.) or greater from the closest existing homes north of Taunton Road East.

Additionally, it is very common in a built-up urban area to have developments of various heights in proximity to other residential uses, particularly in areas that transition from higher density areas such as Regional Corridors to lower density residential areas.

Shadows cast by the building would only impact any given nearby property for a short period of time.

3.2.3 Lighting

Comment:

Some residents commented that lighting from the Subject Site could create a nuisance to nearby residences.

Staff Response:

Taunton Road East is a well-lit arterial road that separates the Subject Site from the low density homes to the north. A lighting plan, prepared by a qualified professional, is required to be submitted as part of the site plan approval process. The plan would ensure that the lighting on the Subject Site complies with the City's lighting policy (e.g. full cut-off fixtures) and does not create an unacceptable light "spill-over" onto adjacent residential properties. An approved lighting plan will be implemented during any site plan approval process.

3.2.4 Noise

Comment:

Some residents commented that the proposed development could create a noise nuisance to nearby residences.

Staff Response:

Taunton Road East is a wide arterial road that separates the Subject Site from the low density homes to the north, and experiences high traffic volumes. It is very common in a built-up urban area to have various forms of residential (and non-residential) uses in reasonable proximity to other residential uses.

The redevelopment of any vacant or underutilized land will likely result in some additional noise. Noises typically associated with residential land uses may be experienced at nearby properties.

A noise study, prepared by a qualified acoustical engineer, is required as part of any site plan approval process. The study would identify any potential noise sources, such as air conditioning mechanical units and loading areas, and recommend, if necessary, mitigation measures to ensure the development complies with the Ministry of the Environment, Conservation and Parks' noise guidelines/criteria. The recommendations of any approved study will be implemented during any site plan approval process.

4.0 Analysis

4.1 Background

The Subject Site is generally located on the south side of Taunton Road East, west of Townline Road North, and is municipally known as 1251 Taunton Road East (see Attachment 1).

The following is background information concerning the subject applications:

Item	Existing	Requested/Proposed
Durham Regional Official Plan (Envision Durham Designation)	Community Area along a Regional Corridor	No change
Oshawa Official Plan Designation	Residential along a Regional Corridor	Residential along a Regional Corridor, subject to a site-specific policy to permit a maximum residential density of 350 units per net hectare (141.7 u/ac.) (up to 86 units)
Pinecrest Part II Plan Designation	Medium Density II Residential	High Density II Residential subject to a site-specific policy to permit a maximum residential density of 350 units per net hectare (141.7 u/ac.) (up to 86 units)
Zoning By-law 60-94	R1-A (Residential)	An appropriate site specific R6-D (Residential) 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 density and building encroachments, reduced front yard and interior side yard depths, landscaped open space and parking, and to permit tandem parking
Use	Vacant (a single detached dwelling was recently demolished)	10-storey apartment building containing 74 apartment units

The following land uses are adjacent to the Subject Site:

- **North** Taunton Road East, beyond which are single detached dwellings
- **South** Agricultural lands, beyond which are single detached dwellings
- **East** Agricultural lands, beyond which are single detached dwellings and a veterinary clinic

- **West** Retirement home and long-term care facility buildings, beyond which is Benson Street and a movie theatre

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

Site Statistics Item	Measurement
Lot Frontage on Taunton Road East	45.7m (149.9 ft.)
Gross Lot Area (inclusive of road widening)	0.255 ha (0.63 ac.)
Net Lot Area (exclusive of road widening)	0.245 ha (0.61 ac.)
Number of Proposed Apartment Units as per Site Plan	74 units: - 15 studio units - 22 one-bedroom units - 15 one-bedroom plus den units - 15 two-bedroom units - 7 three-bedroom units
Proposed Net Residential Density as per Site Plan	302 units per hectare (122.3 u/ac.) (74 units)
Requested Net Residential Density	350 units per hectare (141.7 u/ac.) (which would accommodate 86 units on the Subject Site)
Proposed Building Height	29.6m (97.1 ft.) (10 storeys)
Parking Spaces Required for a 74 unit Condominium Apartment Building	130 (1.45 spaces per unit for residents plus 0.3 spaces per unit for visitors)
Parking Spaces Required for a 74 unit Rental Apartment Building	98 (1 space per unit for residents plus 0.3 spaces per unit for visitors)
Parking Spaces Required for an 86 unit Condominium Apartment Building	151 (1.45 spaces per unit for residents plus 0.3 spaces per unit for visitors)
Parking Spaces Required for an 86 unit Rental Apartment Building	112 (1 space per unit for residents plus 0.3 spaces per unit for visitors)
Parking Spaces Provided for 74 apartment units (based on a net residential density of 302 units per hectare/122.3 u/ac.)	106 (1.17 spaces per unit for residents plus 0.25 spaces per unit for visitors)
Parking Rate Requested for up to 86 apartment units (based on a net residential density of 350 units per hectare/141.7 u/ac.)	106 (1.0 space per unit for residents plus 0.25 spaces per unit for visitors)
Number of Bicycle Parking Stalls Proposed	48 (40 long-term, 8 short-term)

4.2 Durham Regional Official Plan (Envision Durham)

The 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, as amended (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 along 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 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 those noted directly above, provided such uses are appropriately located and compatible with their surroundings.

Regional Corridors such as Taunton Road are intended to be recognized as appropriate locations for higher density, mixed-use development. The built form along Regional Corridors is encouraged to be multi-storey, compact, pedestrian-friendly and transit supportive, and reflect the relevant transit-oriented development design principles.

Taunton Road is also identified as part of the Region's High Frequency Transit Network on Map 3a, "Transit Priority Network", of Envision Durham. The High Frequency Transit Network consists of buses in planned High Occupancy Vehicle (H.O.V.) lanes, or buses in mixed traffic, with transit signal priority at major intersections and other measures to ensure fast and reliable transit service. Development proposals along a High Frequency Transit Network corridor should achieve a minimum density target of 80 people and jobs per hectare (32 units per acre). The requested residential density of 350 units per hectare and the proposed residential density of 302 units per hectare exceed the planned minimum density for developments along a High Frequency Transit Network corridor.

The subject applications conform to Envision Durham.

4.3 Oshawa Official Plan

The Subject Site is designated Residential in the O.O.P.

The O.O.P. specifies, in part, that areas designated as Residential shall be predominately used for residential dwellings.

The O.O.P. contains policies which establish various density types and provide general locational criteria for such densities. Table 2, Residential Density Classification, has five density categories, with the highest density being the High Density II Residential category. This category permits 150 to 300 units per hectare (60 to 120 u/ac.) for locations other

than within the Downtown Oshawa Urban Growth Centre, subject to general locational criteria as follows:

- (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 Areas, Sub-Central Areas, Community Central Areas or within Intensification Areas along Regional Corridors; and;
- (b) Generally located in such a manner that the scale, form and impacts of this type of housing are generally compatible with adjacent land uses.

The proposed development would have a net residential density of approximately 302 units per hectare (122.3 u/ac.) and the Applicant is requesting a permitted maximum residential density of 350 units per hectare (141.7 u/ac.). The proposed development does not meet the above locational criteria and the proposed density exceeds the maximum allowed under the O.O.P. Accordingly, an amendment to the O.O.P. and Pinecrest Part II Plan is required to permit the proposed development by adding a site-specific policy to permit the proposed increased residential density.

The Subject Site is located on Taunton Road East which is identified as a Regional Corridor on Schedule 'A-2', Corridors and Intensification Areas, in the O.O.P.

The O.O.P. specifies, in part, that Regional Corridors shall be planned and developed as mixed-use areas in accordance with the principles outlined in Policy 2.1.6.2 of the O.O.P. and the relevant policies of the underlying land use designation(s), with the objectives of achieving higher density, intensive and compact built form and complementary mixed uses. Development within Regional Corridors shall facilitate and complement higher order transit services, walking and cycling with an emphasis on pedestrian-oriented design that is focused upon and reinforces the public realm. In this regard, development shall facilitate efficient multi-modal transportation links between, and connections to, the Downtown Main Central Area, the Windfields Main Central Area, Sub-Central Areas and Community Central Areas in Oshawa, as well as Regional Centres and other Centres in adjacent municipalities.

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.

Policy 2.1.6.2(q) of the O.O.P. stipulates that where a difference in scale exists between new development proposed on Corridors and existing stable neighbourhoods, the new development shall utilize transition strategies through adequate spatial relationships, massing and built form, including by creating appropriate setbacks and implementing strategies such as stepbacks and 45 degree angular planes.

Taunton Road East is designated as a Type 'A' Arterial Road on Schedule "B", Road Network, of the O.O.P. Taunton Road East is also identified as a Regional Transit Spine on Schedule "B-1", Transit Priority Network, of the O.O.P.

Section 3.3.3 of the O.O.P. stipulates that development adjacent to Transit Spines shall provide for new buildings that are oriented towards the street, facilities that support non-auto modes of transportation, limited surface parking, and a broad mix of uses whose nature lends themselves to more intensive, compact development at higher densities, which are complementary in terms of scale, design and context to the support of transit services, and which are compatible with surrounding stable, established development.

This Department has no objection to the approval of the application to amend the Oshawa Official Plan to permit a maximum residential density of 302 units per hectare. Sections 4.5 and 4.7 of this Report set out the rationale for this position.

4.4 Pinecrest Part II Plan

The Subject Site is designated as Medium Density II Residential in the Pinecrest Part II Plan. The Medium Density II Residential designation permits a maximum net residential density of 60 to 85 units per hectare (24.3 to 34.4 u/ac.). Policy 8.4.6.12 is also applicable to the Subject Site. This policy states, in part, that lands designated as Medium Density II Residential may be developed for residential purposes at the Medium Density I Residential density range in accordance with Section 2.3 of the Part I Plan and for uses in accordance with Policies 8.4.6.3 and 8.4.6.4 of the Pinecrest Part II Plan.

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

- (a) 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.

- (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 general representative housing type/form within the Medium Density II Residential category generally consists of townhouses, low rise apartment buildings and medium rise apartment buildings with a density between 60 to 85 units per hectare (24 to 34 u/ac.), subject to general locational criteria as follows:

- (a) Generally located at the periphery of neighbourhoods along arterial roads, or within or at the periphery of the Downtown Oshawa Urban Growth Centre, or in proximity to arterial roads within the Main Central Areas, Sub-Central Areas, Community Central Areas 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.
- (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.

In accordance with the Pinecrest Part II Plan, a residential development containing between 7 and 21 units would generally be permitted at the Subject Site.

The proposed development includes 74 apartment units which results in a net residential density of 302 units per hectare (122.3 u/ac.). Accordingly, the Applicant has submitted an application to amend the Pinecrest Part II Plan to permit the proposed development by redesignating the Subject Site to High Density II Residential with a site specific policy to permit the proposed density.

This Department has no objection to the approval of the application to amend the Pinecrest Part II Plan of the Oshawa Official Plan to change the land use designation from Medium Density II Residential to High Density I Residential subject to a site specific policy to permit up to 302 units per hectare. Sections 4.5 and 4.7 of this Report set out the rationale for this position.

4.5 Zoning By-law 60-94

The Subject Site is currently zoned R1-A (Residential) (see Attachment 1) which permits single detached dwellings subject to compliance with various regulations.

The Applicant proposes to amend Zoning By-law 60-94 by rezoning the Subject Site to an appropriate R6-D (Residential) Zone to permit a 10-storey apartment building containing between 74 and 86 apartment units with site specific conditions to permit certain

performance standards to implement the proposed design. The site specific R6-D Zone regulations requested by the Applicant are as follows:

- Increased residential density of 350 units per hectare whereas a maximum of 300 units per hectare is permitted under the standard high density II residential category for locations other than within the Downtown Oshawa Urban Growth Centre;
- Reduced front yard depth of 1.9 metres (6.23 ft.) whereas a minimum of 6 metres (19.69 ft.) is required;
- Reduced interior side yard depth of 4.5 metres (14.76 ft.) whereas a minimum of 15 metres (49.21 ft.) is required;
- Reduced landscaped open space of 17%, whereas a minimum of 25% is required;
- Reduced parking at a rate of 1.0 parking space per dwelling unit plus 0.25 spaces per dwelling unit for visitors, whereas 1.45 parking spaces per dwelling unit plus 0.3 spaces per dwelling unit for visitors is required for a condominium apartment building;
- To permit eight (8) sets of two (2) parking spaces in tandem;
- To permit certain building features that project from the main walls of the building (e.g. roof projections, balconies, eaves, gutters, etc.) to encroach beyond the front lot line onto the Taunton Road East road allowance; and,
- The Applicant has requested that a provision be included in the amendment to treat the lands that make up the current Subject Site as one lot, regardless of the number of buildings constructed thereon, the creation of separate units and/or lots by the way of plans of condominium, consent, conveyance or private or public roads, strata title arrangements, or other permissions, and any easements or registrations that are granted.

This Department has no objection to rezoning the Subject Site to an appropriate R6-D (Residential) Zone subject to a special condition to permit the apartment building with regulations to generally implement the proposed building and site design.

However, staff do not support certain proposed regulations requested by the Applicant. These include the following items followed by an explanation:

- Maximum density of 350 units per hectare (86 units):
 - o The Applicant is currently proposing a 74 unit apartment building, but has requested zoning permissions to allow flexibility to allow up to 86 units. However, the plans and reports submitted by the Applicant do not justify any more units than 74. For example, the traffic impact study was based on 74 units, and the parking study provided justification for 1.1 parking spaces per unit for residents, not 1.0 parking space per unit. Therefore, at this time, insufficient information and analysis has been provided to support a density beyond 302 u/ha (74 units).

- Reduced parking to 1.0 space per unit:
 - o The Applicant's parking study only assessed the provision of 87 parking spaces for the residents of the 74 apartment units (1.17 spaces per unit) (visitor parking assessed separately).
 - o The City has, in other circumstances, approved the following alternative parking rates:
 - 1.0 space per one bedroom apartment,
 - 1.25 spaces per two bedroom apartment, and,
 - 1.5 spaces per three bedroom apartment.

In the case of the proposed 74 unit apartment building, 82 parking spaces would be required based on this alternative rate formula, therefore the provision of 87 spaces is sufficient.

- o Staff recommend implementing the parking rate noted above, rather than the Applicant's requested rate of 1.0 space per unit.
- Reduced landscaped open space of 17%:
 - o The R6-D Zone's minimum landscaping requirement of 25% is already considerably low. There are opportunities to enhance the landscaping in the site design to improve the functionality of the amenity area and walkways, provide improved landscape buffers, and provide more appropriate snow storage areas. There are areas of landscaping in the site design that are covered by the overhang of upper sections of the building, and are therefore not considered "landscaped open space". The matter of landscaping can be addressed during the future site plan approval application and, if necessary, at the Committee of Adjustment.
- Building encroachments over the front lot line:
 - o The Region of Durham requires a road widening of 7.28 metres (23.88 ft.) across the frontage of the Subject Site be conveyed to the Region. Portions of the north-facing balconies and roof overhang part of the Taunton Road East road allowance that is required to be conveyed to the Region. Taunton Road East is under the jurisdiction of the Region. Property owners do not have the authority to encroach over road allowances unless granted permission by the Region or the City with respect to their respective roads. The Region has denied the proposed encroachment request. Therefore, the Applicant will need to revise the plans to remove the building encroachments from the road allowance.
- Treatment of the entire Subject Site as one lot regardless of any division of the land:
 - o At this point in time there is no rationale for this zoning provision. The Applicant is only proposing one building, and there would be no reason to divide the property into more than one lot. If, through the future site plan approval application or

condominium application, there are matters related to this, it can be dealt with at the Committee of Adjustment, if necessary.

It is recommended that an “h” holding symbol be applied to the zoning of the Subject Site, in order to ensure site plan approval is granted, and matters such as transportation, landscaping, lighting, servicing and noise mitigation are implemented to the satisfaction of the City. While the holding symbol is in place, R1-A Zone uses would continue to be permitted. Section 4.7 of this Report sets out the rationale for this position.

4.6 Site Design/Land Use Considerations

The Applicant proposes to develop a new 10-storey apartment building containing 74 apartment units (see Attachment 4).

The proposed building includes parking primarily within the underground parking garage. A total of 48 bicycle parking spaces are also proposed as part of the building design. One driveway access to the site is proposed along Taunton Road East. The Applicant intends that the driveway access will be a right-in/right-out driveway by extending the medians in Taunton Road East between Benson Street and Arborwood Drive to prevent left turns.

Eight (8) sets of two (2) resident parking spaces are proposed to be provided in a tandem parking configuration.

The proposed building also includes the following features:

- A rooftop garden/amenity area and an outdoor amenity area at grade;
- Private balconies along the north and south elevations for each apartment unit; and,
- An indoor communal amenity space.

In support of the proposed site design/development the Applicant has submitted a variety of plans and documents including a site plan, floor plans, elevation plans, landscape plans, a servicing plan, a grading plan, erosion and sediment control plans, a functional servicing and stormwater management report, a noise study, a planning justification report, vehicle maneuvering plans, a parking study and a traffic impact study.

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

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

- (a) Site/building design matters including driveway access, parking configuration, refuse storage and collection, loading, building architecture, landscaping, building setbacks and fire access;
- (b) Multi-use path construction in the south boulevard of Taunton Road East;
- (c) Servicing and stormwater management matters;

- (d) Lighting;
- (e) Transportation considerations including traffic impacts, vehicular access and parking;
- (f) Noise attenuation;
- (g) Crime Prevention Through Environmental Design matters; and,
- (h) Construction management.

4.7 Basis for Recommendation

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

- (a) Redeveloping an under-utilized property at this location along a Regional Corridor and Transit Spine 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 contributes to a range of housing types in the area;
- (e) The proposed building has suitable separations from surrounding low rise residential properties;
- (f) The increased traffic as a result of the proposed development will have a negligible impact on the adjacent road network. The existing road network can accommodate the additional vehicle trips;
- (g) The proposed development is transit supportive given its density and proximity to Durham Region Transit bus route Pulse 915 and the Harmony Terminal with connections to bus routes 410, 419, 423, N1 and Pulse 916. Additionally, its location is on an arterial road that is part of the High Frequency Transit Network described in the Durham Regional Official Plan (Envision Durham), which includes future multi-use path infrastructure on Taunton Road East;
- (h) The proposed development has been designed to be compatible with surrounding land uses and provides an appropriate interface with surrounding existing residential development;
- (i) The proposed residential parking supply for a 74 unit apartment building 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 a rate of 1.0 space per unit plus 0.25 spaces per unit for every bedroom beyond the first, plus 0.25 spaces per unit for visitors. The parking supply is acceptable given the location on an arterial road with frequent transit and each unit will have one or more parking spaces.

- (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) Through the use of a holding symbol, matters related to noise mitigation, servicing, storm water management, foundation drainage, landscaping, fencing, lighting, amenity area design, tree preservation, and transportation services will be appropriately addressed to the satisfaction of the City prior to construction;
- (l) The proposed development will make more efficient use of existing municipal services such as water and sanitary services; and,
- (m) The proposed development represents good planning.

5.0 Financial Implications

The Applicant will be required to construct a multi-use path in a portion of the south boulevard of Taunton Road East. However the City is responsible for the cost of the multi-use path. The capital cost will be covered by the City's development charge reserves. There will be long term maintenance costs related to the multi-use path, similar to any other sidewalk or path in the City.

6.0 Relationship to the Oshawa Strategic Plan

This Report responds to the Oshawa Strategic Plan Priority Area:

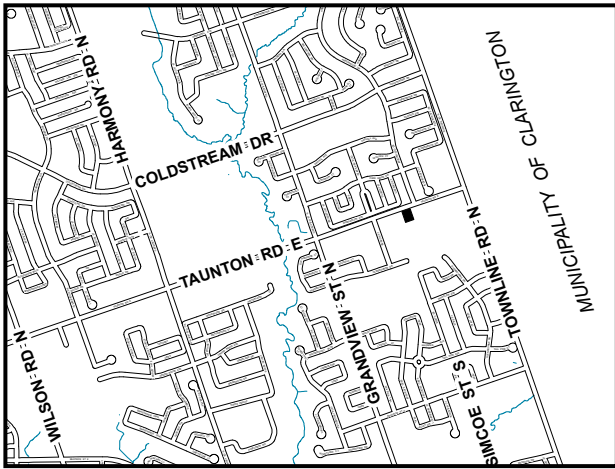
"Belong: Inclusive and Healthy Community" with the goal to support and encourage diverse housing options.



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



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



Item: ED-25-89
Attachment 1

Economic and Development Services

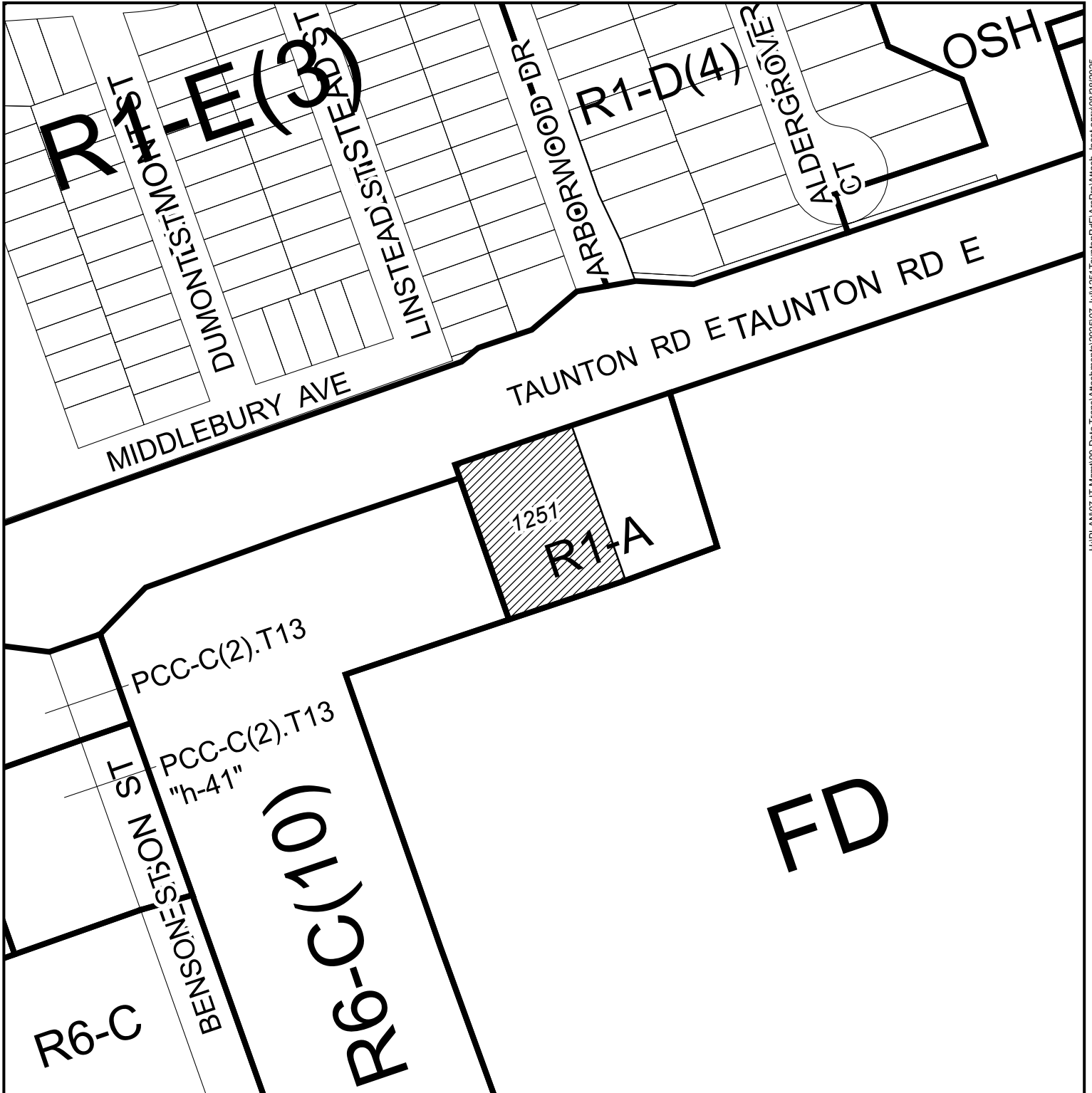
Subject: Applications to Amend the Oshawa Official Plan,
Pinecrest Part II Plan and Zoning By-law 60-94,
KLM Planning Partners Inc. on behalf of 1619321
Ontario Limited, 1251 Taunton Road East

Ward: Ward 3

File: OPA-2024-05, Z-2024-07



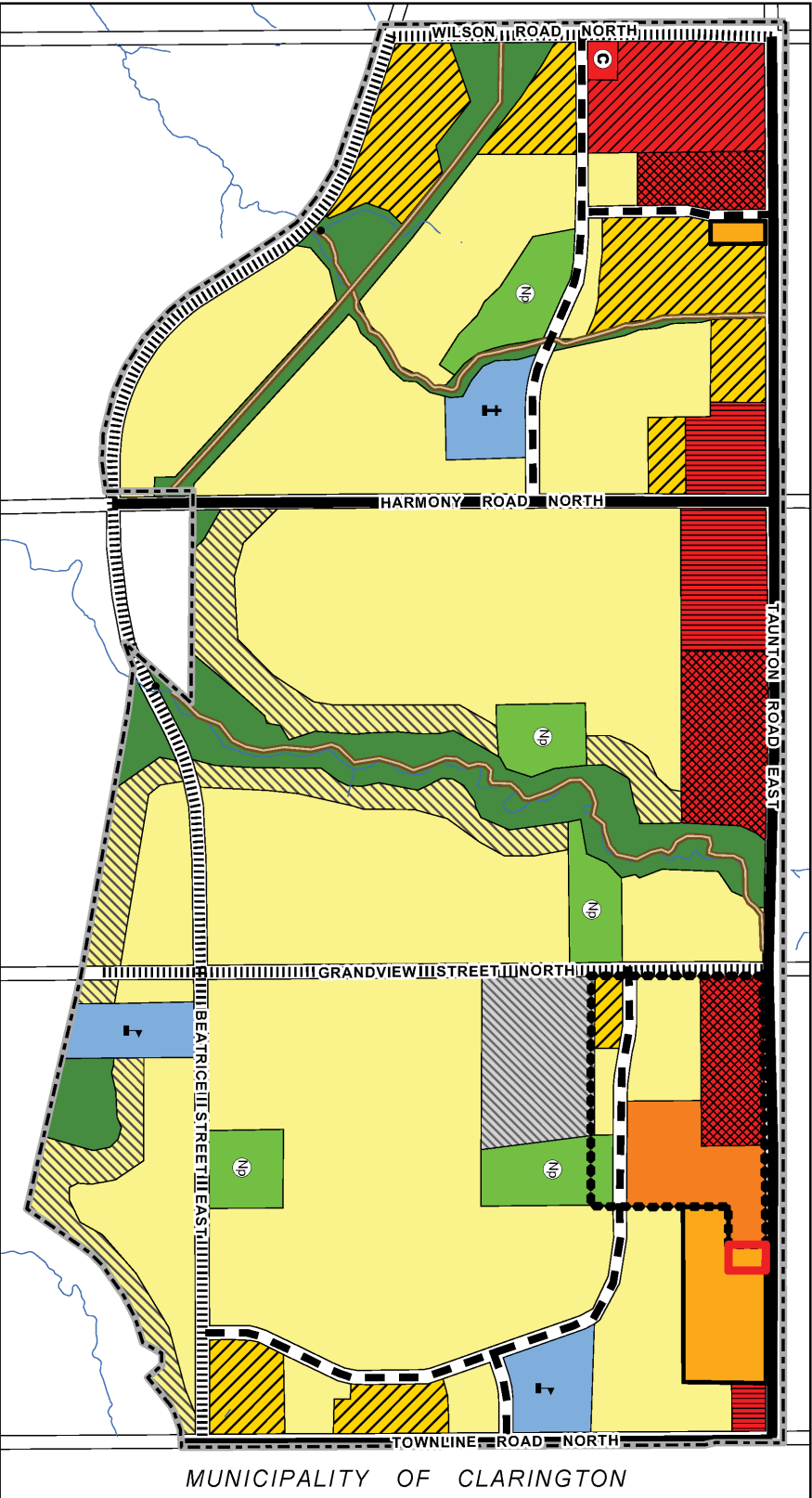
Subject Site



Title: Schedule "A", Pinecrest Land Use and Road Plan, from the Pinecrest Part II Plan Showing the Location of the Subject Site
Subject: Applications to Amend the Oshawa Official Plan, Pinecrest Part II Plan and Zoning By-law 60-94,
KLM Planning Partners Inc. on behalf of 1619321 Ontario Limited, 1251 Taunton Road East
Ward: Ward 3
File: OPA-2024-05, Z-2024-07

City of Oshawa
Economic and Development Services

Subject Site



Schedule 'A'
Pinecrest Land Use and Road Plan
Part II Plan for the Pinecrest Planning Area

March 2021
Economic and Development Services

0 50 100 200 300 Meters

Legend

Residential	Commercial	Transportation
Low Density Residential	Convenience Commercial Centre	Type A Arterial Road
Medium Density I Residential	Special Purpose Commercial	Type B Arterial Road
Medium Density II Residential	Planned Commercial Strip	Type C Arterial Road
High Density I Residential	Planned Commercial Centre	Collector Road
Large Lot Single Detached Dwellings	Community Use	Recreational Trail
Subject to Policy 8.4.6.12 in the Pinecrest Part II Plan	Public Elementary School	Pinecrest Planning Area Boundary
Open Space and Recreation	Separate Elementary School	Pedestrian Underpass
Neighbourhood Park	Utilities	Planned Development Area
Open Space and Recreation		

Subject: Applications to Amend the Oshawa Official Plan, Pinecrest Part II Plan and Zoning By-law 60-94, KLM Planning Partners Inc. on behalf of 1619321 Ontario Limited, 1251 Taunton Road East

Item: **ED-25-89**
Attachment **3**

Ward: Ward 3

File: OPA-2024-05, Z-2024-07



 Subject Site

City of Oshawa
Economic and Development Services 



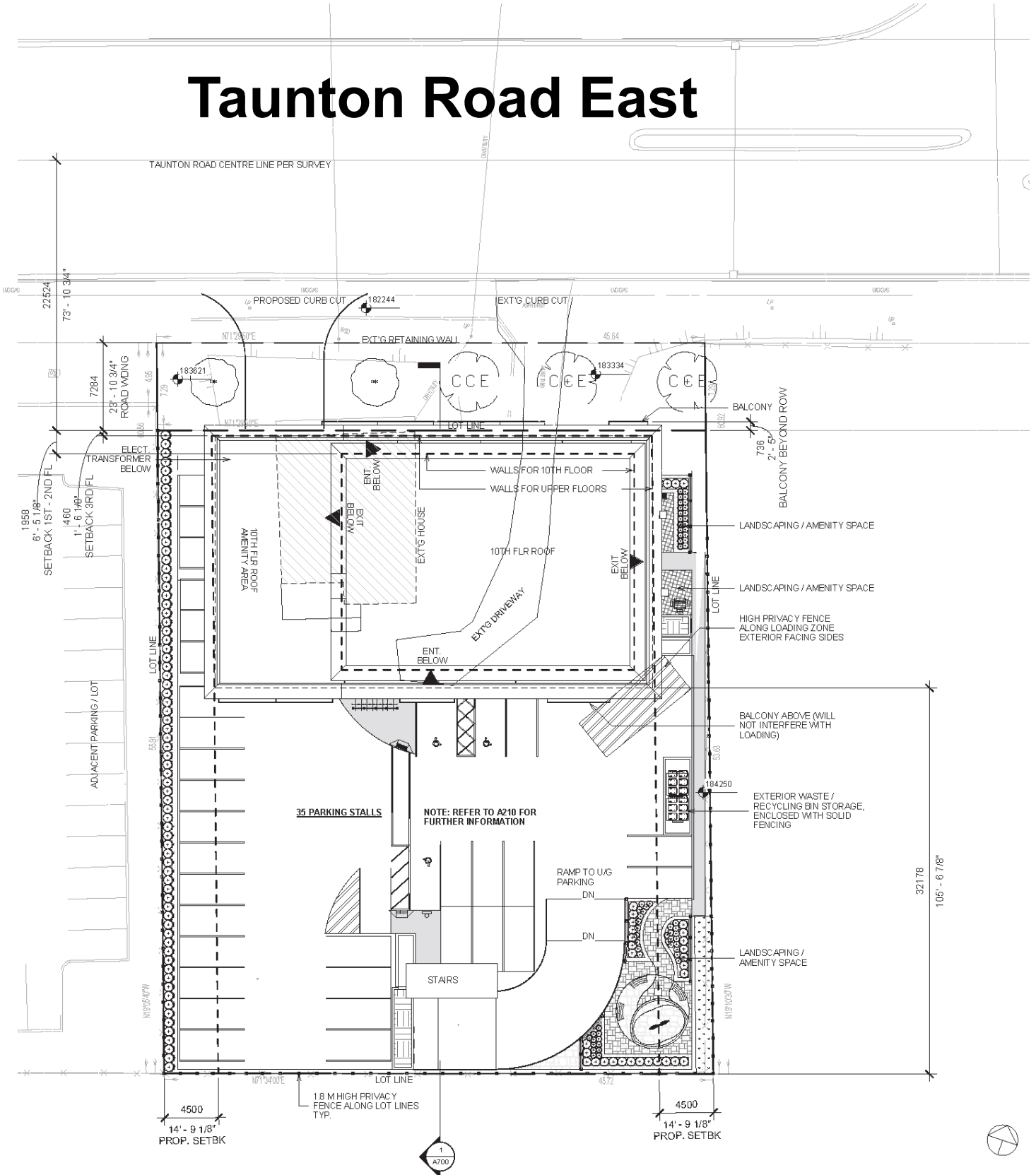
Title: Proposed Site Plan Submitted by the Applicant
 Subject: Applications to Amend the Oshawa Official Plan, Pinecrest Part II Plan and Zoning By-law 60-94, KLM Planning Partners Inc. on behalf of 1619321 Ontario Limited, 1251 Taunton Road East
 Ward: Ward 3
 File: OPA-2024-05, Z-2024-07

Item: ED-25-89
 Attachment 4

City of Oshawa
 Economic and Development Services



Taunton Road East



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

Application ED-24-121

Presentation

KLM Planning – Applications to Amend the Oshawa Official Plan, Pinecrest Part II Plan and Zoning By-law 60-94, KLM Planning Partners Inc. on behalf of 1619321 Ontario Limited, 1251 Taunton Road East (Ward 3)

Aya Omar, KLM Planning provided a presentation concerning Applications to Amend the Oshawa Official Plan, Pinecrest Part II Plan and Zoning By-law 60-94 at 1251 Taunton Road East.

The Committee questioned Aya Omar, KLM Planning.

Delegations

Anshut Yadar – Report ED-24-121

Anshut Yadar addressed the Economic and Development Services Committee concerning applications to amend the Oshawa Official Plan, Pinecrest Part II Plan and Zoning By-law 60-94 at 1251 Taunton Road East stating concerns with the height of the proposed development, noise, privacy and traffic patterns.

Luke Scott – ED-24-121

Luke Scott addressed the Economic and Development Services Committee concerning applications to amend the Oshawa Official Plan, Pinecrest Part II Plan and Zoning By-law 60-94 at 1251 Taunton Road East stating concerns with the height of the proposed development and traffic patterns.

Correspondence

ED-24-123 – Various Residents Submitting Comments in Opposition to Report ED-24-121 (Ward 3)

Moved by Councillor Chapman

That Correspondence ED-24-123 from various residents submitting comments in opposition to Report ED-24-121 regarding applications to amend the Oshawa Official Plan, Pinecrest Part II Plan and Zoning By-law 60-94 at 1251 Taunton Road East be referred to Report ED-24-121.

Motion Carried