



Economic and Development Services Committee (1:30 p.m.) and Planning Act Public (6:30 p.m.) Meeting Agenda

Monday, March 2, 2026, 1:30 p.m.

Council Chamber

Members of the Committee:

Councillor Marimpietri, Chair
Councillor Chapman, Vice-Chair
Councillor Giberson
Councillor Gray
Councillor Kerr
Mayor Carter, Ex Officio

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Pages

Public Meeting

Land Acknowledgement

The City of Oshawa is situated on lands within the traditional and treaty territory of the Michi Saagiig and Chippewa Anishinaabeg and the signatories of the Williams Treaties, which include the Mississaugas of Scugog Island, Curve Lake, Hiawatha and Alderville First Nations, and the Chippewas of Georgina Island, Rama and Beausoleil First Nations.

We are grateful for the Anishinaabeg who have cared for the land and waters within this territory since time immemorial.

We recognize that Oshawa is steeped in rich Indigenous history and is now present day home to many First Nations, Inuit and Métis people. We express gratitude for this diverse group of Indigenous Peoples who continue to care for the land and shape

and strengthen our community.

As a municipality, we are committed to understanding the truth of our shared history, acknowledging our role in addressing the negative impacts that colonization continues to have on Indigenous Peoples, developing reciprocal relationships, and taking meaningful action toward reconciliation.

We are all Treaty people.

Additional Agenda Items

(As may be presented at the meeting)

Declarations of Pecuniary Interest

(As may be presented by Council Members)

Presentations

None

Delegations

None

Referrals from Council

None

Reports from Advisory Committees

None

Items Requiring Direction

None

Public Consent Agenda

Correspondence with recommendations

None

Staff Reports/Motions with recommendations

ED-26-17 - Economic and Development Services Committee Outstanding Items List Status Report - First Quarter Outstanding Items List (All Wards)

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Recommendation

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

That Report ED-26-17 dated March 2, 2026 being the Economic and Development Services Committee's Outstanding Items Status Report for the First Quarter of 2026 be received for information.

Recommendation

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

That, based on Report ED-26-19 dated February 25, 2026, the Economic and Development Services Department be authorized to initiate the statutory public process under the Planning Act for Council to consider proposed City-initiated amendments to the Oshawa Official Plan and Zoning By-law 60-94, generally in accordance with Attachments 1 and 2 to this Report.

ED-26-20 - Revised Applications to Amend Zoning By-law 60-94 and for Approval of a Draft Plan of Subdivision, 671, 685, 699, 709 and 723 Conlin Road East, Greycrest Homes (Oshawa) Inc. and Greycrest Homes (Conlin) Inc. (Ward 1)

Recommendation

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

1. That, based on Report ED-26-20 dated February 25, 2026, the revised application submitted by D.G. Biddle and Associates Limited on behalf of Greycrest Homes (Oshawa) Inc. and Greycrest Homes (Conlin) Inc. to amend Zoning By-law 60-94 (File: Z-2020-05) in order to implement the revised draft plan of subdivision (File: S-O2020-01) on lands located at 671, 685, 699, 709 and 723 Conlin 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; and
2. The revised application submitted by D.G. Biddle and Associates Limited on behalf of Greycrest Homes (Oshawa) Inc. and Greycrest Homes (Conlin) Inc. for approval of a draft plan of subdivision (File: S-O-2020-01), to permit the development of two (2) blocks for four (4) semi-detached dwellings, 14 development blocks for 74 street townhouse dwellings, a stormwater management pond block, an open space block, a road widening block and new local roads 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, generally in the form set out in Attachment 6 of said Report; and
3. That, in accordance with Section 34(17) of the Planning Act and notwithstanding that the Zoning By-law amendment proposed in Reports

DS-20-85 and ED-25-29 dated September 9, 2020 and February 26, 2025 presented at the public meetings of September 14, 2020 and March 3, 2025, respectively, differs to some degree from the proposed amendment recommended to be approved by City Council pursuant to Part 1 of this Recommendation, such differences are not substantial enough to require further notice and another public meeting.

ED-26-22 - Proposed Revision to Draft Approved Plan of Subdivision (S-O-2016-02) – Jeffery Homes – west of Harmony Road North, south of Britannia Avenue East (Ward 1)

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Recommendation

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

Whereas, based on Council's June 20, 2022 direction related to Report DS-22-131 dated June 1, 2022, the Director, Planning Services, approved, subject to conditions, a draft plan of subdivision (File: S-O-2016-02) submitted by Jeffery Homes featuring a mix of single detached dwellings, street townhouses, back-to-back street townhouses, a high density block, a mixed-use block, a portion of a public elementary school block to be added to lands within draft plan of subdivision S-O-2014-01, a parkette block, open space blocks, a walkway block, a landscape strip block, future development blocks, a road widening block, and new arterial, collector and local roads on lands formerly municipally addressed as 2160 Harmony Road North [see Attachment 1 (location of Phase 2A) and Attachment 2 (draft approved plan)]; and,

Whereas, on January 21, 2026, D.G. Biddle and Associates on behalf of Jeffery Homes requested that the City approve a revised draft plan for Phase 2A of draft approved plan of subdivision S-O-2016-02 to feature a 49 single detached dwellings and 25 street townhouse dwellings, whereas the draft approved plan showed lots for 51 single detached dwellings and 25 street townhouse dwellings in Phase 2A; and,

Whereas, Jeffery Homes has reduced the number of single detached dwelling lots with lot frontages of 9 metres (29.5 ft.) from 47 to 34 and increased the number of lots with lot frontages of 11 metres (36.1 ft.) or more from 4 to 15, achieved by reducing the number of single detached dwellings on the south side of Lorne Goodman Square (Street I) by one (1) and reducing the number of single detached dwelling lots on the north side of John Richardson Avenue (Street J) by one (1) (see Attachment 3); and,

Whereas, although the proposed revision to the draft plan results in a decrease in the number of dwelling units the draft plan, the revision to the draft plan conforms to/complies with the Kedron Part II Plan and Zoning By-law 60-94; and,

Whereas, the Planning Act, R.S.O. 1990, c. P.13 specifies that an approval

authority is not required to give written notice of a change to the conditions of approval if, in the opinion of the approval authority, the changes are minor in nature; and,

Whereas, the proposed changes are minor in nature and do not affect the overall intent of the draft approval issued for draft plan of subdivision S-O-2016-02;

Therefore be it resolved, based on Item ED-26-22 dated March 2, 2026, the proposed revisions to Phase 2A of Draft Approved Plan of Subdivision S-O-2016-02 to reduce the number of single detached dwelling lots from 51 to 49 be approved, and that the proposed revisions be shown on the final 40M-Plan for registration to the satisfaction of the Director, Planning Services.

Public Discussion Agenda

Matters Excluded from the Consent Agenda

Items Introduced by Council Members

Items Pulled from the Information Package

None

Closed Consent Agenda

Closed Correspondence with recommendations

None

Closed Staff Reports/Motions with recommendations

None

Closed Discussion Agenda

Matters Excluded from the Consent Agenda

Items Requiring Direction

None

Matters Tabled

None

Recess

Planning Act Public Meeting (6:30 p.m.)

Additional Agenda Items

(As may be presented at the meeting)

Declarations of Pecuniary Interest

(As may be presented by Council Members)

Application - ED-26-18

Presentation

Applications to Amend Zoning By-law 60-94 and for Approval of a Draft Plan of Subdivision, 2860 Thornton Road North, RG Consulting Inc. on behalf of 407 AT7 Centre Inc. (Ward 1)

Ralph Grittani, RG Consulting Inc., to provide a presentation concerning Applications to Amend Zoning By-law 60-94 and for Approval of a Draft Plan of Subdivision for lands located at 2860 Thornton Road North submitted by RG Consulting Inc. on behalf of 407 AT7 Centre Inc.

Delegations

(As requested)

Correspondence

None

Reports

ED-26-18 - Applications to Amend Zoning By-law 60-94 and for Approval of a Draft Plan of Subdivision, 2860 Thornton Road North, RG Consulting Inc. on behalf of 407 AT7 Centre Inc. (Ward 1)

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Recommendation

That, based on Report ED-26-18 dated February 25, 2026, concerning the applications submitted by RG Consulting Inc. on behalf of 407 AT7 Centre Inc. to amend Zoning By-law 60-94 (File: Z-2025-05) and for approval of a draft plan of subdivision (File: S-O-2025-03) to permit the development of seventeen (17) blocks consisting of twelve (12) employment blocks, a stormwater management pond block, four (4) open space blocks, and one (1) new arterial road and two (2) new local roads on lands located at 2860 Thornton Road North, 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.

Adjournment

Economic and Development Services Committee's Outstanding Items Status Report ED-26-17

Item	Subject	Origin	Last Direction Date and Item #	Direction/Comments	Branch Responsible	Expected Response
1.	Offer to Purchase Land at the Oshawa Executive Airport North Field	DSC-Dec 9/19 DS-19-238	ED - Sep 11/23 ED-23-152	Staff report back at the appropriate time	Planning Services	TBD
2.	Marlene Grass Requesting Designation of 310 Columbus Road East Oshawa	September 13/21 DS-21-146	September 13/21 DS-21-146 HTG - Sept 23/21 HTG-21-55	Referred to Heritage Oshawa and property owner for input Tabled at Heritage Oshawa	Planning Services	TBD
3.	Community Park and Community Centre in Northwest Oshawa	June 21/21 CS-21-66	CNCL - June 21/21 CS-21-66	Staff be directed to review the planning and zoning of the area surrounding the proposed community centre and consider and report on a possible planning strategy that will lead to mixed use and mixed density neighbourhoods surrounding the future Community Park and Community Centre.	Planning Services	TBD
4.	Environmental Assessment Study - Windfields Farm Drive Connection	DSC Feb 7/22 DS-22-28	CNCL Feb 22/22 DS-22-28	Staff initiate the property acquisitions and report back	Planning Services	TBD
5.	Proposed Temporary Closure of the existing Albert Street Road Bridge in the City of Oshawa	DSC Apr 11/22 DS-22-86	CNCL – Nov 20/23 ED-23-202	Proceed as outlined in Report ED-23-202 and report back	Planning Services	TBD

Economic and Development Services Committee's Outstanding Items Status Report

Item	Subject	Origin	Last Direction Date and Item #	Direction/Comments	Branch Responsible	Expected Response
6.	Francis and Marea Taylor submitting correspondence concerning a request for an exemption to the CIP requirements for 82-84 Simcoe Street South (Ward 4)	ED - May 6/24 ED-24-60	CNCL – May 27/24 ED-24-60	Referred back to staff for report	Business and Economic Development Services	TBD
7.	Request by Medallion Developments (Tanglewood) Limited to retract previous proposal to fully develop the parkette in Block 168 of Registered Plan of Subdivision 40M-2727, north of Conlin Road East and east of Harmony Road North (Ward 1)	ED-Apr 7/25 ED-25-44	CNCL-Apr 28/25 ED-25-44	Referred to staff for further discussions with the developer and report back to Committee.	Planning Services	TBD

Economic and Development Services Committee’s Outstanding Items Status Report

Item	Subject	Origin	Last Direction Date and Item #	Direction/Comments	Branch Responsible	Expected Response
8.	2024-2025 Plan 20Thirty Annual Update (Ward 4)	ED-June 2/25 ED-25-73	CNCL-June 23/25 ED-25-73	Referred back to staff to: <ol style="list-style-type: none"> 1. Develop reportable metrics and key performance indicators to existing action items in Plan 20Thirty where applicable; and, 2. Explore and evaluate new recommendations for inclusion in Plan 20Thirty; and, 3. Consider the proposal of items to be referred to future, as applicable, Mayor's Budget to support initiatives in the Downtown area. 	Business and Economic Development Services	T.B.D.

Economic and Development Services Committee's Outstanding Items Status Report

Item	Subject	Origin	Last Direction Date and Item #	Direction/Comments	Branch Responsible	Expected Response
9.	Potential Disposition of Certain City-owned Lands at Oshawa Executive Airport	CNCL-Dec15/25 CNCL-25-88	CNCL-Dec15/25 CNCL-25-88	That based on Closed Item CNCL-25-88 dated December 15, 2025, staff be directed to initiate discussions and investigations involving the potential disposition of certain City-owned lands at the Oshawa Executive Airport as generally outlined in said Closed Item, and report back on the results of said discussions and investigations.	Planning Services	Q1/Q2 2026

Economic and Development Services Committee's Outstanding Items Status Report

Item	Subject	Origin	Last Direction Date and Item #	Direction/Comments	Branch Responsible	Expected Response
10.	Update Regarding the Growth Management Study Component of Imagine Oshawa: The Official Plan Review	EDSC-Jan12/26 ED-26-06	CNCL-Jan27/26 ED-26-06	<ol style="list-style-type: none"> 1. That staff be authorized to consult with the public and all stakeholders to obtain feedback on the preliminary framework for the phasing strategy component of the Growth Management Study as identified in Attachment 1, to assist with the finalization of the Growth Management Study; and, 2. That upon concluding the public consultation process, staff be directed to report back to the Economic and Development Services Committee with the results of the public consultation and the final Growth Management Study. 	Planning Services	T.B.D.

To: Economic and Development Services Committee

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

Report Number: ED-26-19

Date of Report: February 25, 2026

Date of Meeting: March 2, 2026

Subject: City-initiated Amendments to the Oshawa Official Plan and
Zoning By-law 60-94

Ward: All Wards

File: 12-12-5252

1.0 Purpose

The purpose of this Report is to obtain Council authorization to initiate the public process under the Planning Act for Council to consider various proposed City-initiated amendments to the Oshawa Official Plan and Zoning By-law 60-94.

2.0 Recommendation

That the Economic and Development Services Committee recommend to City Council that, based on Report ED-26-19 dated February 25, 2026, the Economic and Development Services Department be authorized to initiate the statutory public process under the Planning Act for Council to consider proposed City-initiated amendments to the Oshawa Official Plan and Zoning By-law 60-94, generally in accordance with Attachments 1 and 2 to this Report.

3.0 Input From Other Sources

3.1 Public

In the event Council approves the Recommendation, a public meeting will be advertised and held, pursuant to the Planning Act, on the proposed amendments as generally set out in Attachments 1 and 2. Advertising of the notice for the public meeting will be provided in accordance with the City's Public Notice Policy GOV-23-02.

3.2 Other Departments and Agencies

In the event Council approves the Recommendation, other departments and agencies will be circulated the proposed amendments as generally set out in Attachments 1 and 2 for review and comment as part of the formal amendment process.

4.0 Analysis

On June 6, 1994, Council adopted Comprehensive Zoning By-law 60-94 for the City of Oshawa. During the process which led to the adoption of Zoning By-law 60-94, Council was advised that this Department would regularly review and update the by-law to address any problems, keep the by-law current, user-friendly and able to expedite appropriate development.

As a result of these regular reviews and updated, Council has approved a number of City-initiated, technical and housekeeping amendments to the Oshawa Official Plan and Zoning By-law 60-94.

It is now appropriate to consider another round of City-initiated amendments to address issues which have been identified since the last update. The proposed amendments are generally set out in Attachments 1 and 2 to this Report.

The proposed amendments are intended to improve customer service, maintain the currency and effectiveness of the Oshawa Official Plan and Zoning By-law 60-94 and reduce the number of Committee of Adjustment applications.

5.0 Financial Implications

Anticipated costs to the City are included in the appropriate 2026 Departmental budgets and relate primarily to the passing of any by-laws.

6.0 Relationship to the Oshawa Strategic Plan

This Report responds to the Oshawa Strategic Plan Priority Area:

“Lead: Governance and Service Excellence” with the goal to offer community engagement activities that enhance transparency and bring diverse voices and perspectives into decision-making processes.



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



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

1. Oshawa Official Plan Section 2 and Zoning By-law 60-94 Sections 1 and 4

Issue:

On June 1, 2021, the Local Planning Appeal Tribunal (L.P.A.T.) was amalgamated with four other provincial-level tribunals, namely the Board of Negotiation, the Conservation Review Board, the Environmental Review Tribunal, and the Mining and Lands Tribunal, to form the Ontario Land Tribunal (O.L.T.).

It is appropriate to replace references to the Local Planning Appeal Tribunal with the Ontario Land Tribunal throughout the Oshawa Official Plan (O.O.P.) and Zoning By-law 60-94.

Policy 2.4.2.6 of the O.O.P. reads as follows:

“2.4.2.6 Decisions of City Council to refuse applications, or non-decisions of City Council on applications, for the redesignation of industrial areas to another designation or to permit an otherwise non-conforming use in an Industrial area shall not be subject to appeal to the Local Planning Appeal Tribunal, pursuant to the Planning Act.”

This policy of the O.O.P. is advisory in nature and has no effect since it is strictly the Planning Act and Provincial Planning Statement, 2024 which govern who can appeal, not the O.O.P. itself. Further, in the time since this policy was introduced into the O.O.P., the Planning Act and Provincial Planning Statement, 2024 have undergone changes to more broadly allow appeals on official plan amendment applications related to the redesignation of industrial areas and employment areas. Therefore, it is recommended that Policy 2.4.2.6 be deleted.

Proposed Amendment:

(a) Amend the Oshawa Official Plan by deleting Policy 2.4.2.6.

(b) Amend Article 1.14.1 of Zoning By-law 60-94 to delete the text “Local Planning Appeals” and replace with the text “Ontario Land” such that it reads as follows:

“1.14.1 A provision of this By-law implementing an Oshawa Official Plan Amendment that has not been approved either by the Minister of Municipal Affairs and Housing or the Ontario Land Tribunal before the date of passage of this By-law does not come into force or take effect until the related Oshawa Official Plan Amendment is approved.”.

(c) Amend Article 4.2.1 of Zoning By-law 60-94 to delete the text “Local Planning Appeal” and replace with the text “Ontario Land” such that it reads as follows:

“4.2.1 No enlargement or addition is permitted to a building or structure which is lawfully non-conforming without the approval of the Committee of Adjustment or the Ontario Land Tribunal, as set out in the Planning Act.”.

2. Kedron Part II Plan and Zoning By-law 60-94 Schedule “A”: Map B4

Issue:

Nideva Properties is in the process of registering Phase 1 of their draft plan of subdivision (File: S-O-2014-02) located north of Conlin Road East, east of Ritson Road North. This phase includes 89 single detached dwellings, 8 semi-detached dwellings, 33 street townhouse dwellings, and two blocks for medium density residential development.

Nideva Properties is pursuing a long term care facility for the block in this phase located at the northeast corner of Ritson Road North and Britannia Avenue East. Currently this block is zoned to permit only block townhouses up to a density of 60 units per hectare (24 u/ac.) pursuant to the Kedron Part II Plan.

To facilitate the introduction of a long term care facility in this part of the City, which is a housing form much in demand, it is recommended that the Kedron Part II Plan and Zoning By-law 60-94 be amended to permit High Density I Residential uses at these lands.

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, one of which is the High Density I Residential category. This category generally permits 85 to 150 units per hectare (34 to 60 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 or along 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 general representative housing type/form for High Density I Residential sites is low rise and medium rise apartments.

Land uses surrounding the site include:

- North: a future local road, beyond which will be future street townhouses in the Nideva subdivision
- South: Britannia Avenue East, beyond which is a storm water management pond in the Nideva subdivision

- East: a future local road, beyond which will be future single detached dwellings in the Nideva subdivision
- West: Ritson Road North, beyond which are single detached dwellings fronting Britannia Avenue East and the Kedron Dells Golf Course

The proposed high density residential development is appropriate for these lands given the site's corner location adjacent to two arterial roads (Ritson Road North and Britannia Avenue East) and is sitting at the periphery of the surrounding neighbourhood.

The current R4-A(19).DBR40-60 "h-14" "h-38" (Residential) zoning of this land permits block townhouses at a density between 40 and 60 units per hectare in accordance with the current Medium Density I Residential density category of the O.O.P.

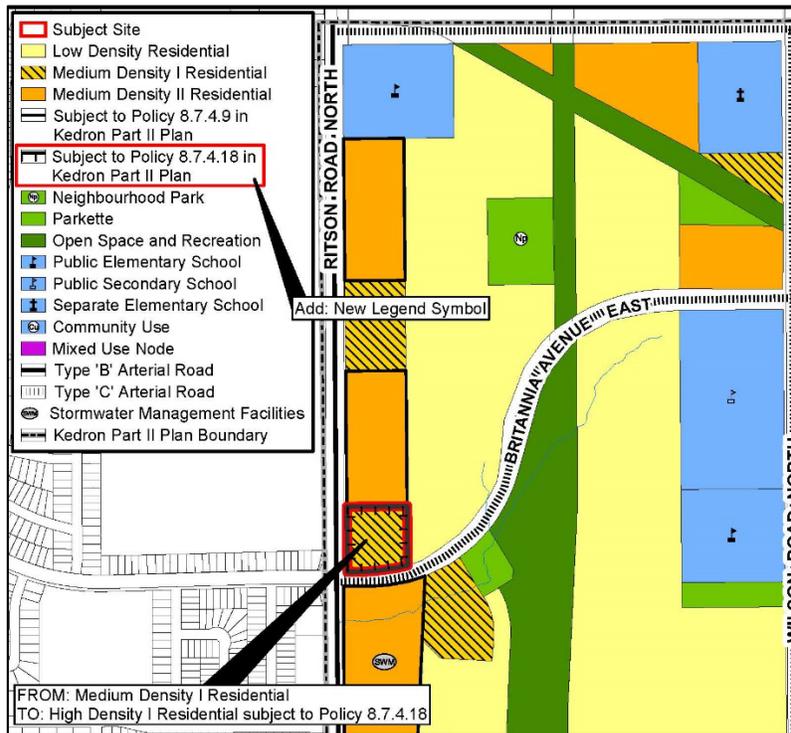
It is recommended that the zoning of the site be amended to R4-A(19).DBR40-85/R6-C.DBR40-160 "h-14" "h-38" (Residential).

The proposed zoning would continue to permit block townhouses. However, the zoning would be amended to allow block townhouses at a density range of 40 to 85 units per hectare (60 to 34 u/ac.) to correlate with the Medium Density I Residential and Medium Density II Residential density categories of the O.O.P. The introduction of the R6-C.DBR40-160 (Residential) Zone would permit long term care facilities, nursing homes, retirement homes and apartment buildings with a density between 40 and 160 units per hectare (16 to 65 u/ac.) and a maximum height of 25 metres (82 ft.).

Proposed Amendment:

- (a) Amend Kedron Part II Plan Schedule 'A', Kedron Land Use and Road Plan, by redesignating the lands at the northeast corner of Ritson Road North and Britannia Avenue East from Medium Density I Residential to High Density I Residential subject to

Policy 8.7.4.18 as shown on the map below, and adding a new legend symbol to identify lands “Subject to Policy 8.7.4.18 in Kedron Part II Plan”.



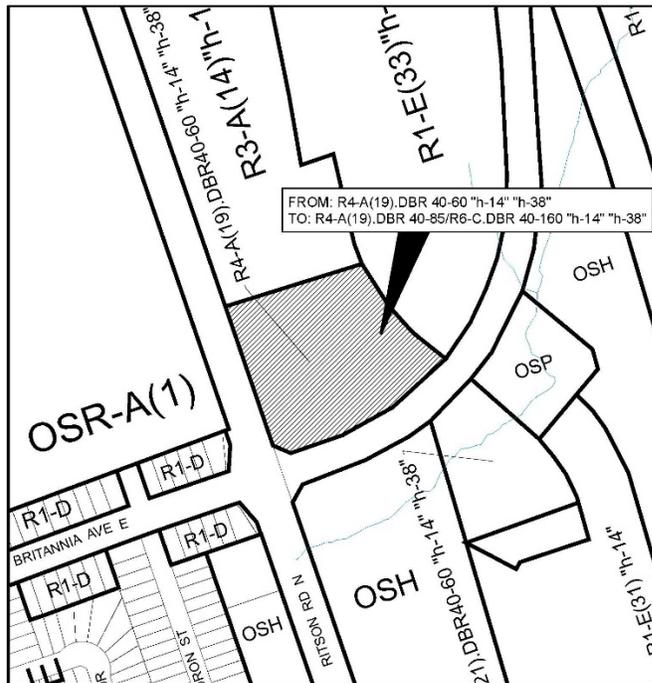
(b) Amend the Kedron Part II Plan by adding a new Policy 8.7.4.18 as follows:

“8.7.4.18 Notwithstanding any other policy of this Part II Plan to the contrary, the following lands designated as High Density I Residential may also be developed with Medium Density I Residential uses or Medium Density II Residential uses, in accordance with Section 2.3 of the Part I Plan:

- Lands at the northeast corner of Ritson Road North and Britannia Avenue East.”.

(c) Amend Schedule “A” – Map B4 of Zoning By-law 60-94 to rezone the lands at the northeast corner of Ritson Road North and Britannia Avenue East as shown in hatching

on the map below from R4-A(19).DBR40-60 "h-14" "h-38" (Residential) to R4-A(19).DBR40-85/R6-C.DBR40-160 "h-14" "h-38" (Residential).



3. Kedron Part II Plan and Zoning By-law 60-94 Section 9 R4 Residential Zones and Schedule "A" Maps A4 and North Half

Issue:

Minto is in the process of registering Phase 2 of their draft plan of subdivision (File: S-O-2017-07) located east of Harmony Road North, south of the planned extension of Nancy Diamond Boulevard. Phase 2 will include the construction of a 300m (984 ft.) portion of Nancy Diamond Boulevard extending east of Harmony Road North. This phase includes 79 street townhouse dwellings, two (2) medium density blocks and one (1) mixed-use block.

Minto is pursuing a long term care facility for the mixed-use block and one of the two medium density blocks. The mixed-use block is designated Mixed Use II in the Kedron Part II Plan and is zoned MU-C(3) (Mixed Use) in Zoning By-law 60-94 which permits a range of commercial and residential uses including retirement homes up to a maximum residential density of 150 units per hectare (60 u/ac.) and a maximum height of 8 storeys or 30m (98.4 ft.). The medium density block is designated Medium Density II Residential in the Kedron Part II Plan and is zoned R4-A(25).DBR60-85 which permits block townhouses and apartment buildings with a permitted density range of 60 and 85 units per hectare (24 to 34 u/ac.) and a maximum height of 6 storeys or 25m (82 ft.).

To facilitate the introduction of a retirement home in this part of the City, which is a housing form much in demand, it is recommended that the Kedron Part II Plan and Zoning By-law 60-94 be amended to permit High Density I Residential uses at the medium density block (Block 132 in draft plan S-O-2017-07), in order that both the medium density block and the

abutting mixed use block (Block 137 in draft plan S-O-2017-07) have consistent density permissions allowing a maximum of 150 units per hectare (60 u/ac.).

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, one of which is the High Density I Residential category. This category generally permits 85 to 150 units per hectare (34 to 60 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 or along 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 general representative housing type/form for High Density I Residential sites is low rise and medium rise apartments.

Land uses surrounding the site include:

- North: future residential development beyond Nancy Diamond Boulevard
- South: a branch of the Oshawa Creek, beyond which is land intended for street townhouses in the Minto subdivision
- East: a branch of the Oshawa Creek, beyond which is another medium density block in the Minto subdivision
- West: Harmony Road North, beyond which are block townhouses and a block for planned stacked townhouses

The proposed high density residential development is appropriate for these lands given the site's corner location adjacent to two arterial roads (Harmony Road North and Nancy Diamond Boulevard), its sitting at the periphery of the surrounding neighbourhood, and the natural buffer to surrounding development provided by the Oshawa Creek natural heritage system.

It is recommended that the zoning of Block 132 be amended from R4-A(25).DBR60-85“h-14”“h-30” (Residential) to a new site specific R4-A(32).DBR60-150“h-14”“h-30” (Residential) Zone. This new zone will continue to have regulations similar to those of the R4-A(25) Zone but will include retirement homes, nursing homes and long term care facilities as permitted uses in addition to block townhouses and apartment buildings, and will permit a density of 60 to 150 units per hectare. No changes to the zoning of the mixed-use block are required.

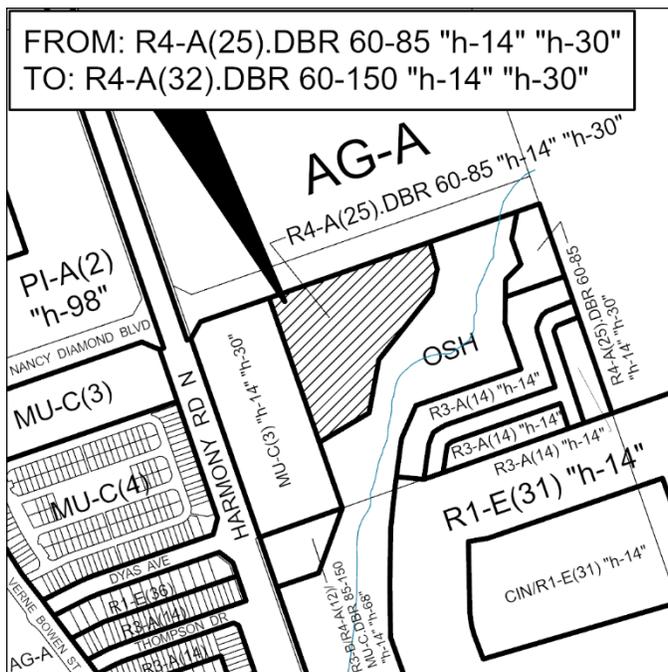
Proposed Amendment:

(a) Amend the Kedron Part II Plan by adding a new Policy 8.7.4.19 as follows:

“8.7.4.19 Notwithstanding any other policy of this Part II Plan to the contrary, the following lands designated as Medium Density II Residential may also be developed with High Density I Residential uses, in accordance with Section 2.3 of the Part I Plan:

- Lands on the south side of Nancy Diamond Boulevard between Harmony Road North and the Oshawa Creek.”

(b) Amend Schedule “A” – Maps C4 and North Half of Zoning By-law 60-94 to rezone the lands on the south side of Nancy Diamond Boulevard, east of Harmony Road North and west of the Oshawa Creek, as shown in hatching on the map below from R4-A(25).DBR60-85 “h-14” “h-30” (Residential) to R4-A(32).DBR60-150 “h-14” “h-30” (Residential).



(c) Amend Zoning By-law 60-94 by adding a new Article 9.3.33 which reads as follows:

“9.3.33 **R4-A(32) Zone (south of Nancy Diamond Boulevard, between Harmony Road North and Oshawa Creek)**

9.3.33(1) Notwithstanding any other provisions of Subsection 9.1 of this By-law to the contrary, in any R4-A(32) Zone, as shown on Schedule “A” to this By-law, an apartment building, long term care facility, nursing home and retirement home are also permitted uses.

9.3.33(2) Notwithstanding the provisions of Subsection 9.2 of this By-law to the contrary, in any R4-A(32) Zone, as shown on Schedule “A” to this By-law, the following regulations shall apply:

- (a) A minimum front yard depth of 3.0m shall be provided.
- (b) A minimum exterior side yard depth of 3.0m shall be provided.
- (c) A minimum rear yard depth of 3.0m shall be provided.
- (d) A minimum landscaped open space of twenty percent (20%) shall be provided.
- (e) A minimum height of 8.0m and 2 storeys shall be provided.
- (f) A maximum height of 25m shall be provided.

9.3.33(3) A block townhouse building in a R4-A(32) Zone shall contain no more than ten (10) dwelling units, except that a back-to-back block townhouse building shall contain no more than twenty (20) dwelling units.”

4. Zoning By-law 60-94 Section 2: Definitions

Issue:

Outdoor storage is defined in Section 2 of Zoning By-law 60-94 as follows:

“**“OUTDOOR STORAGE”** means the storage of raw materials, machinery, equipment, unlicensed vehicles, or other goods or materials, in an area not enclosed within a building or structure but this shall not include a parking lot, an outdoor retail display area, mineral aggregate extraction operations, a transport terminal, a salvage yard, the temporary storage of refuse in accessory bulk containers or receptacles or other similar uses.”

Subsection 5.5 regulates the location and size of outdoor storage. A key regulation in Subsection 5.5 is that outdoor storage is not permitted in front yards or exterior side yards (i.e. between a building and the street).

The definition of outdoor storage specifies that outdoor retail display areas are not considered outdoor storage. However, outdoor retail display area is not a defined term in the zoning by-law. The definition also specifies that the storage of unlicensed vehicles outdoors is considered outdoor storage.

Automobile sales establishments and vehicles sales establishments often have unlicensed vehicles for sale on display in their front and exterior side yards.

To provide clarity, it is appropriate to amend the definition of Outdoor Storage to specify that the outdoor display of unlicensed vehicles for sale is not outdoor storage and is not prohibited in front yards and exterior side yards.

Proposed Amendment:

- (a) Amend the definition of “Outdoor Storage” in Section 2 of Zoning By-law 60-94 by adding the text “that are not on display for sales purposes” after the text “unlicensed

vehicles” and the text “including outdoor display of unlicensed vehicles for sale” after the text “outdoor retail display area” such that the definition reads as follows:

“**“OUTDOOR STORAGE”** means the storage of raw materials, machinery, equipment, unlicensed vehicles that are not on display for sales purposes, or other goods or materials, in an area not enclosed within a building or structure but this shall not include a parking lot, an outdoor retail display area including outdoor display of unlicensed vehicles for sale, mineral aggregate extraction operations, a transport terminal, a salvage yard, the temporary storage of refuse in accessory bulk containers or receptacles or other similar uses.”

5. Zoning By-law 60-94 Section 2: Definitions and Section 5: Uses Permitted in Certain Zones

Issue:

The short-term rental, home occupation and bed and breakfast establishment regulations of Zoning By-law 60-94 require the dwelling unit where the short-term rental, home occupation or bed and breakfast takes place to be the person’s “principal residence” as defined in the Income Tax Act. It is more appropriate for the zoning by-law to have its own definition for “Principal Residence” for ease of use by staff and members of the public.

Proposed Amendment:

- (a) Amend Section 2 of Zoning By-law 60-94 by adding the following definition for Principal Residence in Section 2: Definitions, after the definition for “Post-Secondary School” and before the definition for “Printing Establishment”:

“**“PRINCIPAL RESIDENCE”** means the dwelling unit where an individual lives, makes their home and conducts their daily affairs, including, without limitation, paying bills and receiving mail, and is generally the dwelling unit with the residential address used on documentation related to billing, identification, taxation and insurance purposes, including, without limitation, income tax returns, driver’s licenses, personal identification vehicle registration, and utility bills.”.

- (b) Amend Article 5.3.5 of Zoning By-law 60-94 to delete the text “, as defined in the Income Tax Act,” such that Article 5.3.5 reads as follows:

“5.3.5 The dwelling unit in which the home occupation is located shall be the principal residence of the person or persons engaged in the home occupation use.”.

- (c) Amend Article 5.9.3 of Zoning By-law 60-94 to delete the text “, as defined in the Income Tax Act,” such that Article 5.9.3 reads as follows:

“5.9.3 The dwelling unit in which the bed and breakfast establishment is located shall be the principal residence of the person or persons operating the bed and breakfast establishment.”.

(d) Amend Article 5.16.3 of Zoning By-law 60-94 to delete the text “, as defined in the Income Tax Act,” such that Article 5.16.3 reads as follows:

“5.16.3 The dwelling unit in which the short-term rental is located shall be the principal residence of the person or persons operating and residing in the short-term rental.”.

6. Zoning By-law 60-94 Section 2: Definitions and Subsection 5.12: Accessory Apartments

Issue:

Zoning By-law 60-94 has a definition for the term “Surfaced” which is intended to refer to various hard surface treatments (e.g. asphalt, concrete, crushed stone, etc.) for driveways, driveway aisles, parking spaces, parking areas and loading spaces. The definition of “surfaced” is as follows:

“**SURFACED**” means, when used to describe a driveway, aisle, parking space, parking area or loading space, an area covered with asphalt, concrete, interlocking brick or block, crushed stone, gravel, slag or other material capable of providing and maintaining a hard dust free surface.”

The definition does not include a reference to walkways or pathways. The accessory apartment regulations require a “hard surface treated pathway” between the exterior entrance of the accessory apartment and a street; however, there is no definition or description of what qualifies as “hard surface treated pathway”. To provide clarity to the accessory apartment regulation, it is recommended the definition of “Surfaced” be amended to include walkways and pathways, and the term “surfaced” be used in the accessory apartment regulations.

Proposed Amendment:

(a) Amend the definition of “Surfaced” in Section 2 of Zoning By-law 60-94 by adding the text “walkway, pathway,” after the text “when used to describe a” so that the definition reads as follows:

“**SURFACED**” means, when used to describe a walkway, pathway, driveway, aisle, parking space, parking area or loading space, an area covered with asphalt, concrete, interlocking brick or block, crushed stone, gravel, slag or other material capable of providing and maintaining a hard dust free surface.”.

(b) Amend Sentence 5.12.1(p) of Zoning By-law 60-94 by deleting the text “hard surface treated” and replacing it with the text “surfaced” such that the sentence reads as follows:

“(p) The exterior entrance to an accessory apartment shall be accessed by a minimum 0.81m wide unobstructed walkway provided from a street line or 0.3m reserve. For the purpose of this sentence, a walkway is defined as a surfaced pathway that provides pedestrian access. Unobstructed means free of obstacles such as, but not limited to, fences without a gate, hedges, trees, heat pumps, air

exchangers, air conditioners, downspouts, chimney breasts, bay windows, porches, vent pipes or ramps, steps or stairs not intended to provide pedestrian access between the street line or 0.3m reserve and the accessory building, up to a height of 2.3m. This provision shall not prevent the establishment of a gate to access the side yard or rear yard, or the establishment of parking spaces or a driveway.”.

7. Zoning By-law 60-94 Subsection 3.5: Holding “h” Zones

Issue:

In 2023, a site-specific zoning by-law amendment was approved by Council for 70 King Street East (the site of the now-converted former Genosha Hotel) to permit a new high rise apartment building on the northerly unoccupied portion of the property. The new zoning of the property included a holding symbol, “h-86”. The purpose of the holding symbol is to prevent the development of a new apartment building until site plan approval for the new building is obtained from the City, a noise study is completed, and appropriate arrangements are made for the provision of adequate parking on-site or off-site.

The “h-86” holding symbol reads as follows:

“3.5.2(86) h-86 Zone (70 King Street East)

Purpose: To ensure that:

- (a) Site plan approval is obtained from the City.
- (b) Appropriate arrangements shall be made for the provision of adequate parking spaces on-site and/or off-site to serve the development.
- (c) A noise study is completed that addresses implementation of mitigation of noise from adjacent stationary noise sources, to the satisfaction of the City.

Permitted Interim Uses:

- (a) Existing uses.”

The permitted interim uses component of the holding symbol specifies that only existing uses are permitted until the holding symbol has been lifted. This wording inadvertently prevents new uses from being introduced in the existing building occupying the balance of the site (i.e. the former Genosha Hotel building). It is appropriate to amend the holding symbol to specify that any use permitted by the UGC-A Zone is permitted in the existing building while the holding symbol is in place.

Proposed Amendment:

(a) Amend the Permitted Interim Uses component of Sentence 3.5.2(86) of Zoning By-law 60-94 by deleting item (a) and replacing with a new item (a) that reads as follows:

“(a) Any use permitted in the UGC-A Zone in a building existing as of October 30, 2023.”

8. Zoning By-law 60-94 Subsection: 3.8: Determining Zone Boundaries, Section 33: Airport Zones and Schedule “A”: Map A3

Issue:

The lands subject to this proposed amendment are owned by the City and generally located on the south side of Taunton Road West, between Keith Ross Drive and Thornton Road North, adjacent to the Oshawa Executive Airport. The subject lands are designated Open Space and Recreation and Airport in the Oshawa Official Plan, and zoned OSU (Urban Open Space) in Zoning By-law 60-94.

On May 27, 2024, City Council endorsed the 2024 Oshawa Executive Airport Action Plan contained in Report SF-24-24 dated May 8, 2024. The 2024 Oshawa Executive Airport Action Plan is comprised of eight action items. The third action item is to market the airport as an executive airport. Recognizing the airport as a vital economic asset, it is important to leverage its high-quality aviation infrastructure to attract corporate investment and stimulate regional growth.

Consequently, it is appropriate to amend the Zoning By-law by rezoning the subject lands as follows:

- (a) For the northwesterly portion of the subject lands generally associated with the component of the City’s Natural Heritage System located to the west: from OSU (Urban Open Space) to OSH (Hazard Lands Open Space);
- (b) For the southerly portion of the subject lands generally located within the security perimeter of the Oshawa Executive Airport: from OSU (Urban Open Space) to AP-C (Airport); and,
- (c) For the balance of the subject site available to accommodate expanded Airport-related activities: from OSU (Urban Open Space) to a site specific AP-A (Airport) Zone with an appropriate holding symbol.

This proposed zoning is consistent with the current land use designations in the Oshawa Official Plan and facilitates the City’s ongoing strategic efforts to market the Airport as an Executive Airport which aligns with the 2024 Oshawa Executive Airport Action Plan.

In addition, it is important to note the proposed zoning conforms to those schedules and policies within the Oshawa Official Plan that relate to environmental management. In this regard, Schedule ‘D-1’, Environmental Management, Schedule ‘D-2’, Environmental Management, Schedule ‘F1-A’, Natural Heritage System Components (Excluding High

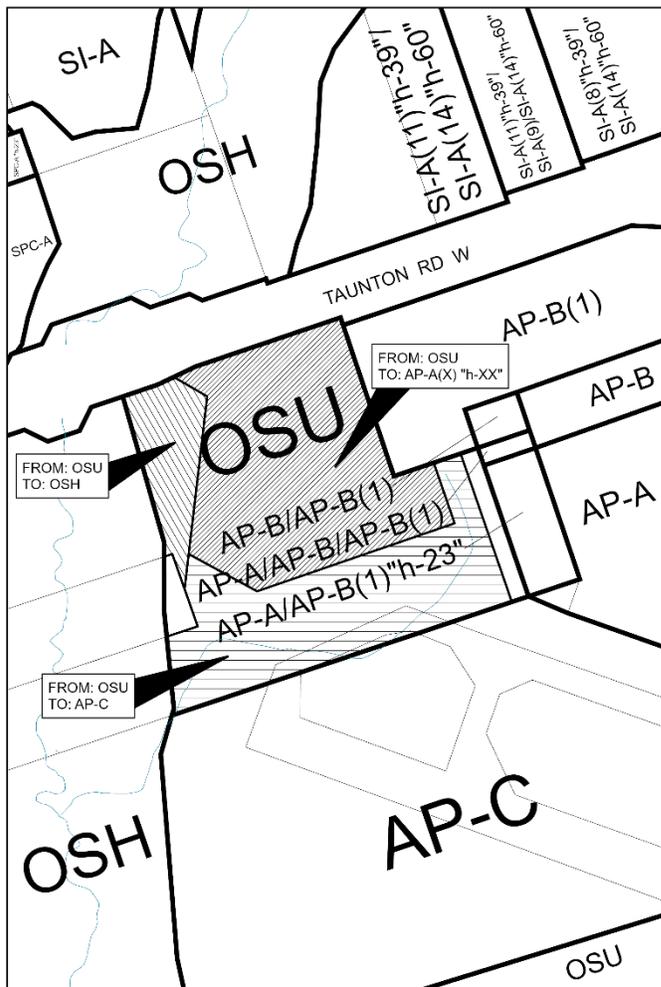
Volume Recharge Areas), and Schedule 'F1-B', High Volume Recharge Areas and Greenbelt Natural Heritage System, of the Oshawa Official Plan show the subject lands as a component of the City's Natural Heritage System as a High Volume Recharge Area, as a Natural Cover Regeneration/Restoration Area, and having a Natural Heritage and/or Hydrologic Feature Outside of the Natural Heritage System. However, Policy 10.1.2(b) of the Oshawa Official Plan states that where an Environmental Impact Study further defines the limits of the Natural Heritage System within the area of a development application, corresponding adjustments to boundaries of any related portion the Open Space and Recreation designation shall also be permitted without an amendment to the Oshawa Official Plan. Accordingly, staff will undertake an appropriately scoped Environmental Impact Study in consultation with the Central Lake Ontario Conservation Authority, in accordance with Policies 5.5.5 and 5.5.6 of the Oshawa Official Plan, prior to any potential development taking place on the subject lands to ensure that the actual extent of the natural heritage feature is determined. Policy 5.3.7 of the Oshawa Official Plan also provides the flexibility to not have to amend the Oshawa Official Plan based on the results of the Environmental Impact Study.

To reciprocate the same type of flexibility that is currently contained in the Oshawa Official Plan pursuant to the above noted policies, it is appropriate that similar clarity regarding this type of boundary interpretation be included in Subsection 3.8 of the zoning by-law, consistent with past practices in dealing with similar circumstances.

Proposed Amendment:

- (a) Amend Schedule "A" – Map A3 of Zoning By-law 60-94 to rezone the lands generally located on the south side of Taunton Road West, between Keith Ross Drive and Thornton Road North, as shown in hatching on the map below, from OSU (Urban Open

Space) to AP-A(X) "h-XX" (Airport) in part, AP-C (Airport) in part and OSH (Hazard Lands Open Space) in part.



(b) Amend Subsection 33.3, Special Conditions, of Zoning By-law 60-94 by adding the following new Article:

“33.3.X AP-A(X) Zone (lands along the south side of Taunton Road West, adjacent to the northwest portion of the Oshawa Executive Airport)

33.3.X(1) Notwithstanding Subsection 33.1 to the contrary, in any AP-A(X) Zone, as shown on Schedule “A” to this By-law, only the following uses are permitted:

- (a) Airport
- (b) Aviation related commercial uses
- (c) Aviation related institutional uses
- (d) Aviation related manufacturing, processing, or assembly industry
- (e) Aviation related transport terminal
- (f) Aviation related warehouse
- (g) Outdoor storage accessory to any use permitted in the AP-A Zone”

- (c) Add a new holding zone provision under Article 3.5.2 of Zoning By-law 60-94 for the portion of the subject lands proposed to be rezoned from OSU (Urban Open Space) to AP-A(X) (Airport), to ensure that certain specific requirements are addressed to the City's satisfaction prior to any future development on the site proceeding, that generally reads as follows:

“3.5.2(XX) h-XX Zone (lands along the south side of Taunton Road West, adjacent to the northwest portion of the Oshawa Executive Airport)

Purpose: To ensure that:

- (a) Site plan approval is granted by the City;
- (b) Appropriate arrangements are made for servicing, including storm water management;
- (c) An archaeological study is completed to the satisfaction of the City, if necessary;
- (d) The site design is compatible with the operation of the Oshawa Executive Airport; and
- (e) Verification has been provided to the satisfaction of the City that the site is suitable for the proposed uses in accordance with the relevant Provincial guidelines in effect immediately prior to the issuance of any building permit or use of the site. A Record of Site Condition, if necessary, must be submitted to the Ministry of the Environment, Conservation and Parks.

Permitted Interim Uses:

- (a) All uses permitted in the FD Zone.”

- (d) Amend Subsection 3.8 of the Zoning By-law 60-94 by introducing a new Article 3.8.15 to read as follows:

“3.8.15 Notwithstanding any Article in Subsection 3.8 to the contrary, the westerly boundary of the AP-A(X) Zone affecting the area on the south side of Taunton Road West, adjacent to the northwest portion of the Oshawa Executive Airport, may be adjusted following the preparation of either or both of an Environmental Impact Study or Engineering Study to the satisfaction of the City and the Central Lake Ontario Conservation Authority.”

9. Zoning By-law 60-94 Section 4: General Provisions

Issue:

TransCanada Pipelines Limited (“TransCanada”) has asked the City to include a regulation in Zoning By-law 60-94 requiring new buildings to be located not less than 7.0m (23 ft.)

from the limits of their high-pressure natural gas pipeline corridors (which typically take the form of a right-of-way or easement) that traverse east-west through the City. Federal regulations allow pipeline companies to regulate development within 30m (98.4 ft.) of the centreline of the pipeline (referred to as the “Prescribed Area”). The Prescribed Area often extends beyond the corridor limits of TransCanada’s right-of-way/easement, which means it usually extends onto private property. TransCanada can prevent certain development taking place on private properties within the Prescribed Area, but often the enforcement is reactive where the only municipal approval required is a building permit, or no building permit is required. TransCanada has requested the City (and other municipalities) to include zoning regulations for the following reasons:

- Such regulations would help provide clarity to property owners regarding their ability to build adjacent to the pipeline corridor;
- Such regulations would help TransCanada implement safe setbacks to the pipelines proactively; and,
- Maintenance and upgrade activities on pipelines require TransCanada to excavate diagonally around the pipeline. Permanent buildings and structures located within this 7m area impacts TransCanada’s ability to undertake maintenance and upgrade activities and results in loss of buildings/structures on private property.

As development has started to take place and continues to take place around the TransCanada pipeline in the Kedron and Windfields planning areas and, in the future, the Columbus planning area, it is appropriate to stipulate setbacks to pipeline corridors.

Amendment:

(a) Amend Zoning By-law 60-94, as amended, by repurposing Subsection 4.12 (currently identified as “not in use” for the following:

“4.12 Setbacks to Pipelines

4.12.1 Notwithstanding any other provision of this By-law to the contrary, the following shall be located not less than 7.0m from the outer limits of a TransCanada Pipeline right-of-way/easement:

- (a) Buildings
- (b) Structures
- (c) Parking areas
- (d) Loading spaces
- (e) Driveways”.

10. Zoning By-law 60-94 Subsection 4.1: Non-Complying Uses

Issue:

Article 4.1.4 recognizes that all non-complying yard depths existing prior to January 1, 2015 for any building which is a permitted use in the zone in which it is located, shall be deemed to comply with the minimum requirements of this By-law. This date is

routinely updated every few years. The most recent update was in 2018 to reflect the January 1, 2015 date. As per past practice, it is appropriate that this provision be updated by changing the date to January 1, 2023.

Proposed Amendment:

(a) Amend Article 4.1.4 by deleting the year “2015” and replacing with the year “2023” such that Article 4.1.4 reads as follows:

“4.1.4 Notwithstanding any other provision of this By-law to the contrary, all yard depths existing prior to January 1, 2023 for any building which is a permitted use in the zone in which it is located, shall be deemed to comply with the minimum requirements of this By-law. In addition, such buildings may be enlarged, repaired or rebuilt in accordance with Subsection 4.1 of this By-law as if the building is considered lawfully non-complying.”

11. Zoning By-law 60-94 Subsection 4.6: Permitted Yard Encroachments

Issue:

Zoning By-law 60-94 contains provisions that permit encroachments of structure or building features into required front, side and rear yards (e.g. eaves, windowsills, etc.). Bay windows are not defined in Section 2 of the zoning by-law, but Subsection 4.6 permits bay windows to encroach a maximum of 0.6m into any required yard.

Traditional bay windows project from the exterior wall of the building and essentially “float”, i.e. the projecting feature does not extend to the exterior ground level and include a foundation. Some recent designs of bay windows include a projection from the exterior building wall and extend to the ground and form part of the foundation of the building. The existing standard is unclear whether a bay window with a foundation is permitted to encroach into a required yard. It is recommended that the regulations for bay windows be refined for a “bay window with a foundation” and a “bay window without a foundation”. It is recommended that bay windows without a foundation continue to be permitted to encroach a maximum of 0.6m into any required yard, and that bay windows with a foundation only be permitted to encroach a maximum of 0.6m into required front, rear and exterior side yards (not interior side yards).

Proposed Amendment:

(a) Amend the first column of Table 4.6 item (a) of Zoning By-law 60-94 by adding the text “without a foundation” after the text “bay window” such that the item reads as follows:

“(a) Window sills, cornices, pilasters, cantilevered canopies or roofs, eaves, gutters, bay windows without a foundation, chimney breasts and vent pipes”.

(b) Amend Table 4.6 by adding a new row following item (p) that appears as follows:

(q) Bay window with a foundation	Front, rear and exterior side	0.6m
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12. Zoning By-law 60-94 Subsection 5.1: Accessory Uses, Buildings and Structures

Issue:

On November 28, 2022, the Provincial government passed Bill 23, More Homes Built Faster Act, 2022, which amended the Planning Act to stipulate that municipalities must permit an accessory apartment to be located in an accessory building that is accessory to a detached house, semi-detached house or rowhouse. Since then, several accessory buildings have been built in Oshawa containing an accessory apartment or have been modified to accommodate an accessory apartment.

In 2025, the Canada Mortgage and Housing Corporation (C.M.H.C.) released a housing design catalogue. The catalogue offers tailored designs for residential buildings, including accessory buildings containing accessory apartments, also referred to as accessory dwelling units (“A.D.U.s”). The purpose of the catalogue is to help municipalities, builders and homeowners build more homes, faster, by having pre-approved building designs that comply with regional building codes. The catalogue includes two designs for A.D.U.s for Ontario. These have the following design features:

- A.D.U. 01:
 - Building footprint: 58.9 square metres (634 sq. ft.)
 - Building height: 4.0 metres (13.1 ft.)
 - Number of storeys: 1
 - Rooms: 1 bedroom and 1 bathroom

- A.D.U. 02:
 - Building footprint: 59.5 square metres (640 sq. ft.)
 - Building height: 6.0 metres (19.7 ft.)
 - Number of storeys: 2
 - Rooms: 3 bedrooms and 1 bathroom

Depending on the size of the residential lot and the size of the main house on the lot, the design for A.D.U. 01 would comply with the lot coverage and height regulations for accessory buildings outlined in Subsection 5.1 of the City’s Zoning By-law 60-94. Depending on the size of the residential lot and the size of the main house on the lot, the design for A.D.U. 02 would comply with the lot coverage regulations contained in Subsection 5.1 but not the height regulation for A.D.U.s on lots in residential urban areas [6.0 metres (19.7 ft.) whereas Subsection 5.1 generally permits a maximum height of 4.5 metres (14.7 ft.) or 5.0 metres (16.4 ft.) in residential urban areas].

The current height and size regulations for accessory buildings were introduced to the Zoning By-law in 2007. Since then, the Committee of Adjustment has dealt with numerous minor variance applications to permit proposed accessory buildings that are taller and/or larger than permitted by the regulations. This is particularly the case in mature parts of the City (e.g. neighbourhoods built in the mid-1900s). Since the enactment of Bill 23, the Committee has also dealt with several minor variance applications for accessory buildings containing accessory apartments that are taller and/or larger than otherwise permitted.

Considering the time that has passed, the minor variances that have been considered by the Committee of Adjustment, and the growing trend to accommodate accessory apartments in accessory buildings, it is appropriate to consider changes to accessory building regulations. It is recommended that several changes be made to the regulations to allow slightly larger accessory buildings, as well as greater combined coverage for accessory buildings, and that the regulations continue to ensure that accessory buildings are: (a) not larger than the main building (in height or area), and; (b) clearly secondary and incidental to the main house on the property. More specifically, it is recommended that:

- The maximum height of accessory buildings be up to 6.0 metres (19.7 ft.) where the accessory building is located not less than 6.0 metres from the rear lot line in urban areas or in any OSR (Rural Open Space) Zone (but in no instance greater than the height of the main dwelling). This change would continue to accommodate A.D.U. 01 from the C.M.H.C. catalogue but would only accommodate the height of A.D.U. 02 where the accessory building is setback 6.0 metres or more from the rear lot line;
- The maximum combined lot coverage of accessory buildings be increased from 8% to 10% of the area of the lot in urban areas; and,
- The maximum combined footprint of all accessory buildings be increased from 50% of the footprint of the main house to 100% of the footprint of the main house in urban areas, but in no case shall any individual accessory building be larger than 75% of the footprint of the main house.

Attachment 2 to this Report is a copy of Subsection 5.1 generally showing all of the proposed changes described herein.

Proposed Amendment:

(a) Amend Sentence 5.1.2(1) of Zoning By-law 60-94 by deleting the text “eight percent (8%)” and replacing with the text “ten percent (10%)” such that it reads as follows:

“5.1.2(1) Subject to Sentences 5.1.2(2) and 5.1.2(3), the total combined lot coverage of all accessory buildings on a lot in any Residential Zone shall not exceed ten percent (10%) of the lot area.”.

(b) Amend Sentence 5.1.2(2) of Zoning By-law 60-94 by:

- (i) Amending item (a) by deleting the text “Eight percent (8%) of the lot area” and replacing with the text “Ten percent (10%) of the lot area; however, in no case shall any individual accessory building exceed a lot coverage of eight percent (8%)”; and,
- (ii) Amending item (b) by deleting the text “Fifty percent (50%) of the lot coverage of the main building on the lot” and replacing it with the text “One hundred percent (100%) of the lot coverage of the main building on the lot; however, in no case shall any individual accessory building exceed seventy-five percent (75%) of the lot coverage of the main building”,

such that Sentence 5.1.2(2) reads as follows:

“5.1.2(2) Notwithstanding Sentence 5.1.2(1), the total combined lot coverage of all accessory buildings on a lot in any R1-A, R1-B, R1-C, R1-D, R1-E, R1-F, R2, R3 and R5 Residential Zone, excluding accessory buildings associated with apartment buildings in R5 Zones, shall not exceed the most restrictive of the following:

- (a) Ten percent (10%) of the lot area; however, in no case shall any individual accessory building exceed a lot coverage of eight percent (8%);
- (b) One hundred percent (100%) of the lot coverage of the main building on the lot; however, in no case shall any individual accessory building exceed seventy-five percent (75%) of the lot coverage of the main building; and
- (c) 60m² of ground floor area.”.

(c) Amend Sentence 5.1.3(1) item (a) of Zoning By-law 60-94 by adding after the first sentence a new sentence that reads “Notwithstanding the foregoing, the maximum height may be up to 6.0m if the building is setback a minimum of 6.0m from the rear lot line, provided it does not exceed the height of the main building on the lot.”, such that it reads as follows:

“(a) The lesser of 4.5m or the actual height of the main building on a lot in any R1-A, R1-B, R1-C, R1-D, R1-E, R1-F, R2, R3 and R5 Residential Zone, excluding accessory buildings or structures associated with apartment buildings in R5 Zones. Notwithstanding the foregoing, the maximum height may be up to 6.0m if the building is setback a minimum of 6.0m from the rear lot line, provided it does not exceed the height of the main building on the lot.”.

(d) Amend Sentence 5.1.3(1) item (b) of Zoning By-law 60-94 by adding after the first sentence a new sentence that reads “Notwithstanding the foregoing, the maximum height may be up to 6.0m if the building is setback a minimum of 6.0m from the rear lot line, provided it does not exceed the height of the main building on the lot.”, such that it reads as follows:

“(b) The lesser of 4.5m or the actual height of the main building on a lot in any R1-G and R1-H Residential Zone. Notwithstanding the foregoing, the maximum height may be up to 6.0m if the building is setback a minimum of 6.0m from the rear lot line, provided it does not exceed the height of the main building on the lot.”.

(e) Amend Sentence 5.1.3(1) item (c) of Zoning By-law 60-94 by adding after the first sentence a new sentence that reads “Notwithstanding the foregoing, the maximum height may be up to 6.0m if the building is setback a minimum of 6.0m from the rear lot

line, provided it does not exceed the height of the main building on the lot.”, such that it reads as follows:

“(c) 5.0m in all other Residential Zones not listed in Item (a), including accessory buildings and structures associated with apartment buildings in R5 Zones. Notwithstanding the foregoing, the maximum height may be up to 6.0m if the building is setback a minimum of 6.0m from the rear lot line, provided it does not exceed the height of the main building on the lot.”.

(f) Amend Sentence 5.1.3(1) item (d) of Zoning By-law 60-94 by adding after the first sentence a new sentence that reads “Notwithstanding the foregoing, the maximum height may be up to 6.0m if the building is setback a minimum of 6.0m from the rear lot line, provided it does not exceed the height of the main building on the lot.”, such that it reads as follows:

“(d) 5.0m for any accessory building or structure accessory to a single detached dwelling in any OSR Rural Open Space Zone. Notwithstanding the foregoing, the maximum height may be up to 6.0m if the building is setback a minimum of 6.0m from the rear lot line, provided it does not exceed the height of the main building on the lot.”.

13. Zoning By-law Subsection 5.12: Accessory Apartments

Issue:

In June 2014 the City of Oshawa passed an amendment to the Official Plan and Zoning By-law 60-94 to reflect changes to the Planning Act requiring municipalities to permit two unit dwellings as of right. The City of Oshawa refers to the additional dwelling unit as an accessory apartment. Included in the 2014 Zoning By-law amendment was wording allowing an accessory apartment that existed on the date the by-law was passed (June 23, 2014) that did not have the additional required parking space and/or did not have a minimum lot frontage of 11m (36 ft.) to be legalized.

On November 28, 2022, the Provincial government passed Bill 23, More Homes Built Faster Act, 2022, which made further amendments to the Planning Act to stipulate that municipalities must permit up to two (2) accessory apartments in detached houses, semi-detached houses and rowhouses. As a consequence, municipalities could no longer stipulate a minimum lot frontage requirement specific to accessory apartments.

As part of the City’s annual City-initiated amendments to Zoning By-law 60-94 in 2023, the City passed a zoning by-law amendment to update the zoning regulations for accessory apartments to implement the above noted permissions in a manner appropriate for the Oshawa context, addressing such matters as parking requirements and the size and setbacks of accessory buildings containing accessory apartments.

Article 5.12.6 of the Zoning By-law notes that the minimum lot frontage and additional parking requirement for accessory apartments shall not apply to accessory apartments which existed prior to June 23, 2014 and were registered with the City on or after June 23, 2014. However, there is no longer a minimum lot frontage required for accessory

apartments. Removal of the reference to minimum lot frontage requirements for accessory apartments will update the by-law to reflect the current standards.

When the City first introduced regulations to permit accessory apartments in 2014, the City included a regulation that permitted property owners that owned a single detached dwelling or semi-detached dwelling with an accessory apartment that may not have been legal and may not have complied with the minimum parking requirements to legalize their unit, provided it complies with applicable Building Code, Fire Code and Property Standards By-law regulations, and subject to the accessory apartment being registered with the City on or after June 23, 2014. This provided property owners a path to legalization despite not meeting all zoning requirements and ensured as many existing accessory apartments were made safe for their occupants despite not complying with the zoning standards. This regulation is set to expire on June 23, 2026. However, there may be additional accessory apartments in single detached dwellings and semi-detached dwellings that have not yet been registered. It is recommended that the date to demonstrate compliance and get registered be extended to June 23, 2028. This would only apply to accessory apartments in a single detached or semi-detached dwelling that existed before June 23, 2014 and are not yet registered with the City.

Proposed Amendment:

(a) Amend the heading of Article 5.12.6 to delete the text “Lot Frontage and” such that it reads as follows:

“5.12.6 **Parking Exemption**”.

(b) Amend Sentence 5.12.6(1) of Zoning By-law 60-94 by deleting the text “minimum lot frontage and” preceding the text “additional parking requirements” such that the provision reads as follows:

“5.12.6(1) The additional parking requirements for accessory apartments in Articles 5.12.1, 5.12.2, 5.12.4 shall not apply to the following.”.

(c) Amend Sentence 5.12.6(2) by deleting the text “2026” and replacing it with the text “2028” such that it reads as follows:

“5.12.7(2) The provisions of Sentence 5.12.6(1) shall only apply until June 23, 2028.”.

14. Zoning By-law 60-94 Section 6: R1 – Residential Zones and Schedule “A”: Maps A2 and B2

Issue:

In June 2020, a building permit was issued by Building Services for construction of a basement apartment at 300 Golf Street. As part of that application a zoning review was completed to ensure zoning standards were met.

Recently a complaint was received about a parking concern at 300 Golf Street. This complaint was closed with no violations. As part of the investigation the issued building

permit was reviewed and staff determined that while the application was originally noted as complying with Zoning By-law 60-94, the driveway length provided was in fact deficient.

The minimum driveway length leading to a private garage should be 6.0m as required by Article 4.19.1 of Zoning By-law 60-94. A site-specific zoning amendment applied to 300 Golf Street will legalize the existing 5.5m driveway length leading to a private garage.

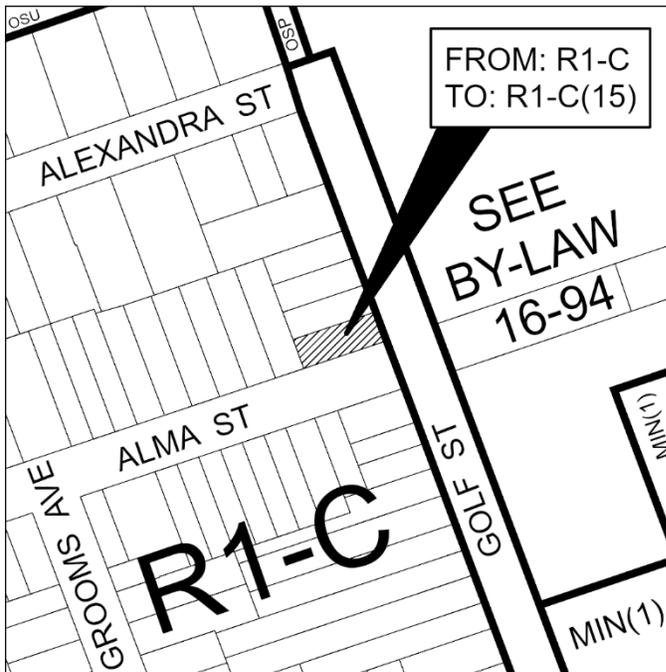
Amendment:

(a) Amend Subsection 6.3 of Zoning By-law 60-94 by adding a new Article 6.3.80 which reads as follows:

“6.3.80 R1-C(15) Zone (300 Golf Street)

6.3.80(1) Notwithstanding the provisions of Subsection 6.2 of this By-law to the contrary, in any R1-C(15) Zone, as shown in Schedule “A” to this By-law, a minimum driveway length of 5.5m leading to a private garage shall be permitted.”

(b) Amend Schedule “A” – Maps A2 and B2 of Zoning By-law 60-94 to rezone 300 Golf Street as shown in hatching on the map below from R1-C (Residential) to R1-C(15) (Residential).



15. Zoning By-law 60-94 Section 24: CIN – Community Institutional Zones

Issue:

Subsection 1.7 of the zoning by-law describes the numbering system and appropriate terminology to be used throughout the document.

Sentence 24.3.9(2) of the zoning by-law makes reference to “Subsection 39.4.5” whereas the correct terminology should be “Article” instead of “Subsection”. It is recommended that the language be corrected to align with the numbering system described in Subsection 1.7 of Zoning By-law 60-94.

Proposed Amendment:

(a) Amend Sentence 24.3.9(2) of Zoning By-law 60-94 by deleting the word “Subsection” and replacing it with the word “Article” such that Sentence 24.3.9(2) reads as follows:

“24.3.9(2) Notwithstanding Article 39.4.5 to the contrary, in any CIN(8) Zone, as shown on Schedule “A” to this By-law, a place of worship in a building existing as of June 24, 2019 shall provide a minimum aisle width of 6.0m for two-way traffic movement on the north side of the building.”

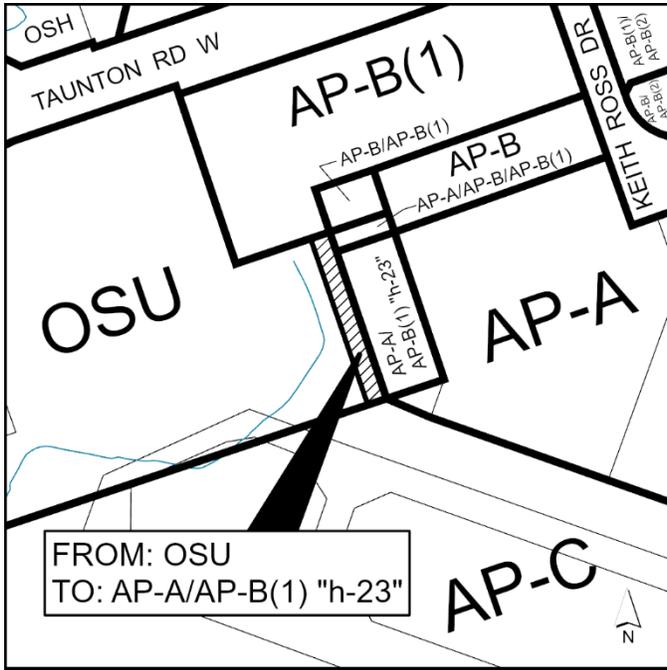
16. Zoning By-law 60-94 Schedule “A”: Map A3

Issue:

On January 27, 2025, Oshawa City Council declared a 4,330 square metre (46,607 sq. ft.) area of City-owned land adjacent to the Oshawa Executive Airport (the “Subject Site”) as surplus to municipal needs. The westernmost portion of these lands is currently zoned OSU in Zoning By-law 60-94. The balance of the lands are zoned AP-A/AP-B(1) “h-23”, AP-A/AP-B/AP-B(1) and AP-A (Airport). In order to facilitate the future disposition of the lands and ultimately the development of the lands, it is appropriate to change the OSU zoning currently applying to the westernmost portion of the City-owned lands to AP-A/AP-B(1) “h-23” to generally match the zoning of the remainder of the surplus lands.

Proposed Amendment:

- (a) Amend Schedule "A" – Map A3 of Zoning By-law 60-94 to rezone the western portion of 1190 Keith Ross Drive as shown in hatching on the map below from OSU (Urban Open Space) Zone to AP-A/AP-B(1) "h-23" (Airport).



Proposed Amendments to Subsection 5.1 of Zoning By-law 60-94

Black text represents existing text. Red text represents text proposed to be added (i.e. **text**). Black struck out text represents text to be deleted (i.e. ~~text~~).

5.1 Accessory Uses, Buildings and Structures

5.1.1 Accessory Uses Permitted In All Zones

5.1.1(1) Where this By-law permits a lot to be used or a building or structure to be erected or used for a purpose, that purpose shall include any building, structure or use accessory thereto.

5.1.1(2) Notwithstanding any other provision of this By-law to the contrary, trailers, including any truck bodies, and school portables are prohibited from being used as accessory buildings to residential uses in any Residential Zone.

5.1.2 Lot Coverage

5.1.2(1) Subject to Sentences 5.1.2(2) and 5.1.2(3), the total combined lot coverage of all accessory buildings on a lot in any Residential Zone shall not exceed ~~eight percent (8%)~~ **ten percent (10%)** of the lot area.

5.1.2(2) Notwithstanding Sentence 5.1.2(1), the total combined lot coverage of all accessory buildings on a lot in any R1-A, R1-B, R1-C, R1-D, R1-E, R1-F, R2, R3 and R5 Residential Zone, excluding accessory buildings associated with apartment buildings in R5 Zones, shall not exceed the most restrictive of the following:

- (a) ~~Eight percent (8%) of the lot area~~ **Ten percent (10%) of the lot area; however, in no case shall any individual accessory building exceed a lot coverage of eight percent (8%);**
- (b) ~~Fifty percent (50%) of the lot coverage of the main building on the lot~~ **One hundred percent (100%) of the lot coverage of the main building on the lot; however, in no case shall any individual accessory building exceed seventy-five percent (75%) of the lot coverage of the main building; and**
- (c) 60m² of ground floor area.

5.1.2(3) Notwithstanding Sentence 5.1.2(1), the total combined lot coverage of all accessory buildings on a lot in any R1-G and R1-H Residential Zone shall not exceed the most restrictive of the following:

- (a) Eight percent (8%) of the lot area;

(b) One hundred percent (100%) of the lot coverage of the main building on the lot; and

(c) 90m² of ground floor area.

5.1.2(4) The total combined lot coverage of all accessory buildings accessory to a single detached dwelling on a lot in any OSR Rural Open Space Zone shall not exceed the most restrictive of the following:

(a) Eight percent (8%) of the lot area; and

(b) 60m² of ground floor area.

5.1.2(5) The total combined lot coverage of all accessory buildings accessory to a single detached dwelling on a lot in any AG Agricultural Zone shall not exceed the most restrictive of the following:

(a) Eight percent (8%) of the lot area; and

(b) 150m² of ground floor area.

5.1.2(6) The lot coverage of accessory buildings is included in the total maximum lot coverage permitted on a lot.

5.1.2(7) The total combined lot coverage of all accessory buildings accessory to a single detached dwelling on a lot in an AG-ORM Oak Ridges Moraine Agricultural Zone shall not exceed the most restrictive of the following:

(a) Eight percent (8%) of the lot area; and

(b) 150m² of the ground floor area.

5.1.2(8) The total combined lot coverage of all accessory buildings accessory to a single detached dwelling on a lot in any OS-ORM Oak Ridges Moraine Open Space Zone shall not exceed the most restrictive of the following:

(a) Eight percent (8%) of the lot area; and

(b) 150m² of the ground floor area.

5.1.3 Height Restrictions

5.1.3(1) No accessory building or structure shall exceed the following height:

(a) The lesser of 4.5m or the actual height of the main building on a lot in any R1-A, R1-B, R1-C, R1-D, R1-E, R1-F, R2, R3 and R5 Residential Zone, excluding accessory buildings or structures associated with apartment buildings in R5 Zones. **Notwithstanding the foregoing, the maximum height may be up to 6.0m if the building is setback a minimum of 6.0m from the rear lot line, provided it does not exceed the height of the main building on the lot.**

(b) The lesser of 5.0m or the actual height of the main building on a lot in any R1-G and R1-H Residential Zone. **Notwithstanding the foregoing, the maximum height may be up to 6.0m if the building is setback a**

minimum of 6.0m from the rear lot line, provided it does not exceed the height of the main building on the lot.

- (c) 5.0m in all other Residential Zones not listed in Item (a), including accessory buildings and structures associated with apartment buildings in R5 Zones. **Notwithstanding the foregoing, the maximum height may be up to 6.0m if the building is setback a minimum of 6.0m from the rear lot line, provided it does not exceed the height of the main building on the lot.**
- (d) 5.0m for any accessory building or structure accessory to a single detached dwelling in any OSR Rural Open Space Zone. **Notwithstanding the foregoing, the maximum height may be up to 6.0m if the building is setback a minimum of 6.0m from the rear lot line, provided it does not exceed the height of the main building on the lot.**
- (e) 6.0m in all Office, Commercial, Mixed Use and Institutional Zones.
- (f) 6.0m for any accessory building or structure accessory to a single detached dwelling in any Agricultural Zone.
- (g) 12.0m in all other zones and for all other uses in any Agricultural Zone and any OSR Rural Open Space Zone not mentioned in Items (d) and (f).
- (h) 6.0m for any accessory buildings or structures accessory to a single detached dwelling in an Oak Ridges Moraine Open Space Zone.
- (i) 6.0m for any accessory buildings or structures accessory to a single detached dwelling in any Oak Ridges Moraine Agricultural Zone.

5.1.3(2) Notwithstanding the definition of the word “height” in Section 2 of this By-law, for the purposes of Items (a) and (d) only, the height is to be measured from grade to the highest point of the building or structure.

5.1.4 **Lot Requirements or Location**

5.1.4(1) Accessory buildings or structures are permitted in any yard, subject to the provisions of this Article.

5.1.4(2) In any AG, OSR, HMC or HI Zone, no accessory building or structure shall be permitted within a required minimum front yard or a required minimum exterior side yard or within any portion of an actual front yard which is closer to a street line than the minimum exterior side yard depth for that zone.

5.1.4(3) No accessory building or structure shall be closer than 0.6m to an interior side lot line or rear lot line.

5.1.4(4) When an accessory building or structure is located wholly or partially in a rear yard abutting a street or a 0.3m reserve, the minimum distance between

the accessory building or structure and the street line or 0.3m reserve shall not be less than the required minimum exterior side yard depth for the zone in which the lot is located.

- 5.1.4(5) No accessory building or structure greater than 0.9m in height shall be erected or maintained in that part of any front yard, rear yard or exterior side yard within any triangular area which is bounded by the street line, the side of a driveway leading from that street, and a straight line joining the points in the street line and the side of the driveway line which are a distance of 3.0m from the point of intersection of the side of the driveway with the street line.
- 5.1.4(6) When an accessory building or structure is a gate house or guard house, it may be located in the front yard or the exterior side yard in an Industrial Zone.
- 5.1.4(7) No accessory building or structure shall be permitted within a front yard or within a required minimum exterior side yard within any zone. The provisions of this sentence shall not apply to the AG, OSR, HMC or HI Zones.
- 5.1.4(8) Notwithstanding the provisions of Articles 5.1.4(2), 5.1.4(4) and 5.1.4(7) to the contrary, an accessory building or structure not exceeding a ground floor area of 10m² and 2.0m in height, may be located in a required minimum exterior side yard or that portion of a rear yard which extends from an abutting street or 0.3m reserve to a depth equal to or less than the required minimum exterior side yard depth, provided it shall be no closer than 0.6m to any lot line.

To: Economic and Development Services Committee

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

Report Number: ED-26-20

Date of Report: February 25, 2026

Date of Meeting: March 2, 2026

Subject: Revised Applications to Amend Zoning By-law 60-94 and for
Approval of a Draft Plan of Subdivision, 671, 685, 699, 709 and
723 Conlin Road East, Greycrest Homes (Oshawa) Inc. and
Greycrest Homes (Conlin) Inc.

Ward: Ward 1

File: Z-2020-05, S-O-2020-01

1.0 Purpose

The purpose of this Report is to provide a recommendation on the revised applications submitted by D.G. Biddle and Associates Limited on behalf of Greycrest Homes (Oshawa) Inc. and Greycrest Homes (Conlin) Inc. (the “Applicant”) to amend Zoning By-law 60-94 (File: Z-2020-05) and for approval of a draft plan of subdivision (File: S-O-2020-01), to permit the development of two (2) blocks for four (4) semi-detached dwellings, 14 development blocks for 74 street townhouse dwellings, a stormwater management pond block, an open space block, a road widening block and new local roads on lands municipally known as 671, 685, 699, 709 and 723 Conlin Road East (collectively referred to as the “Subject Site”).

671, 699 and 723 Conlin Road East are owned by Greycrest Homes (Oshawa) Inc. 685 and 709 Conlin Road East are owned by Greycrest Homes (Conlin) Inc. Both Greycrest Homes (Oshawa) Inc. and Greycrest Homes (Conlin) Inc. are controlled by Greycrest Homes.

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

Attachment 2 is a copy of the original proposed draft plan of subdivision S-O-2020-01 submitted by the Applicant and considered at the initial public meeting held on September 14, 2020.

Attachment 3 is a copy of the revised proposed draft plan of subdivision S-O-2020-01 submitted by the Applicant and presented at a subsequent public meeting held on March 3, 2025.

Attachment 4 is a copy of the latest revised proposed draft plan of subdivision S-O-2020-01 submitted by the Applicant.

Attachment 5 is a copy of Schedule 'A', Samac Land Use and Street Plan, from the Samac Secondary Plan showing the location of the Subject Site.

Attachment 6 is a copy of the recommended conditions of draft approval for the latest revised proposed draft plan of subdivision S-O-2020-01.

Public meetings were previously held on September 14, 2020, and subsequently on March 3, 2025, owing to the length of time that had passed since the initial public meeting which necessitated a new Planning Act public meeting concerning the subject applications.

At the conclusion of the initial meeting, the then-Development Services Committee adopted a recommendation to refer the subject applications back to the then-Development Services Department for further review and the preparation of a subsequent report and recommendation. The minutes of the initial September 14, 2020 public meeting form Attachment 7 to this Report.

At the conclusion of the second 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 March 3, 2025 public meeting form Attachment 8 to this Report.

Subsequent to the September 14, 2020 public meeting, the Applicant revised the subject development proposal. The key differences between the proposal considered at the September 14, 2020 public meeting (see Attachment 2) and the revised proposal considered at the March 3, 2025 public meeting (see Attachment 3) are as follows:

- The number of street townhouse dwellings was reduced from 76 to 74;
- Two (2) blocks for a total of four (4) semi-detached dwellings were introduced into the proposed draft plan of subdivision. This increased the total number of proposed units from 76 to 78;
- The proposed storm pond outfall was relocated from being directed in a south-west direction towards the Oshawa Creek tributary to a southeast direction, although still towards the Oshawa Creek tributary;
- The encroachments of Block 4 (formerly Block 3) into the dripline and 10 metre (32.8 ft.) dripline setback boundaries were increased in order to accommodate the newly proposed semi-detached dwelling blocks (Blocks 2 and 9); and,

- The size of the stormwater management pond block was increased from 0.26 hectares (0.64 ac.) to 0.29 hectares (0.72 ac.). The revised design of the pond accommodated a combined pond maintenance access road and trail connection to facilitate an active transportation connection between the subdivision and future trails. Staff advised that the Applicant will be required to provide cash-in-lieu for the portion of the trail to be constructed within the stormwater management block as the precise location and design of the trail coming from the west has not been determined.

Subsequent to the March 3, 2025 public meeting, the Applicant further revised the subject development proposal. The key difference between the proposal considered at the March 3, 2025 public meeting (see Attachment 3) and the further revised proposal (see Attachment 4) is a rearrangement of the design of the semi-detached buildings on Blocks 2 and 9 in order to better address Conlin Road East from a streetscape and massing perspective.

2.0 Recommendation

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

1. That, based on Report ED-26-20 dated February 25, 2026, the revised application submitted by D.G. Biddle and Associates Limited on behalf of Greycrest Homes (Oshawa) Inc. and Greycrest Homes (Conlin) Inc. to amend Zoning By-law 60-94 (File: Z-2020-05) in order to implement the revised draft plan of subdivision (File: S-O-2020-01) on lands located at 671, 685, 699, 709 and 723 Conlin 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, based on Report ED-26-20 dated February 25, 2026, the revised application submitted by D.G. Biddle and Associates Limited on behalf of Greycrest Homes (Oshawa) Inc. and Greycrest Homes (Conlin) Inc. for approval of a draft plan of subdivision (File: S-O-2020-01), to permit the development of two (2) blocks for four (4) semi-detached dwellings, 14 development blocks for 74 street townhouse dwellings, a stormwater management pond block, an open space block, a road widening block and new local roads 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, generally in the form set out in Attachment 6 of said Report.
3. That, in accordance with Section 34(17) of the Planning Act and notwithstanding that the Zoning By-law amendment proposed in Reports DS-20-85 and ED-25-29 dated September 9, 2020 and February 26, 2025 presented at the public meetings of September 14, 2020 and March 3, 2025, respectively, differs to some degree from the proposed amendment recommended to be approved by City Council pursuant to Part 1 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 further processing of the revised applications and building permit process, if the applications are approved.

3.2 Public Comments

The minutes of the September 14, 2020, and March 3, 2025 public meetings concerning the subject applications form Attachments 7 and 8 to this Report, respectively. 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 their written correspondence are set out below together with a staff response.

3.2.1 Traffic and Safety

Comment:

A concern was raised regarding increased traffic and pedestrian safety since Conlin Road East is a busy road currently without a sidewalk at this location.

Staff Response:

The City's current forecast plans include the completion of Conlin Road East between Ritson Road North and Wilson Road North in 2027, subject to budget approval. These improvements will include, in part, full urbanization of the road including a sidewalk on the north side of Conlin Road East, a multi-use path on the south side in front of the Subject Site, and a westbound left turn lane into the Subject Site. The Applicant has advised that they are willing to convey the lands needed from the Subject Site (Block 19 on the latest revised proposed draft plan of subdivision – see Attachment 4) to the City for the widening and improvement of Conlin Road East on an expedited basis in order to help facilitate the reconstruction of Conlin Road East in advance of the registration of the draft plan of subdivision, if necessary.

3.2.2 Stormwater Management

Comment:

A concern was raised regarding increased stormwater runoff, lack of infiltration pre- and post-development, and the location of the stormwater pond discharge.

Staff Response:

The analyses of potential impacts of surface runoff, via the Functional Servicing and Stormwater Management Report (the "F.S.S.R.") prepared by D.G. Biddle and Associates

Limited, and groundwater flow via the Hydrological Investigation Report, prepared by GHD, were conducted in a relatively independent manner in order to achieve a more conservative overall water management strategy.

When calculating the peak flows to the pond in the F.S.S.R., it is assumed that no water infiltrates into the ground within the Subject Site. This is a conservative approach because it results in higher amounts of runoff being directed to the pond and accounts for the times when the ground is frozen and unable to absorb water. As a result, the pond is sized larger to safely detain surface runoff and discharge lower peak flows to the creek to prevent downstream flooding and mitigate against erosion.

According to the F.S.S.R., peak flows discharged towards the creek do not consider groundwater flows/seepage to the creek as it has little to no impact on the peak flow difference from pre-development to post development (attenuated) conditions. This is because groundwater flows significantly slower than surface flows.

As noted in the Hydrological Investigation Report, "Groundwater seepage was observed in five (5) of the seven (7) boreholes. The seepage was observed to be slow and was noted within the till at depths ranging from 1.5 to 3.0 m". Groundwater seepage moves centimeters per day, and often much less in tighter soils (silt/clay), which is considerably less than the surface flows from the Subject Site for the 100-year design storm which discharges at a rate of 573 L/second, as reported in D.G. Biddle and Associates Limited's F.S.S.R.

Since pre-development surface flows are matched to existing conditions, there is no adverse impact (increased flow) to the adjacent creek system.

The pond outfall location will be finalized at the detailed design stage after thorough analysis of the potential impacts to the creek. The outfall design will consider, amongst other matters, erosion, creek hydrology, and natural heritage impacts, to the satisfaction of the City and the Central Lake Ontario Conservation Authority.

4.0 Analysis

4.1 Background

The Subject Site is generally located on the south side of Conlin Road East, west of Wilson Road North, on lands municipally known as 671, 685, 699, 709 and 723 Conlin Road East (see Attachment 1).

In 2012, the owners at the time of 671, 685, 699, 709 and 723 Conlin Road East submitted applications for amendments to the Samac Secondary Plan and Zoning By-law 60-94 for the Subject Site. The purpose of the 2012 Samac Secondary Plan amendment was to redesignate the developable portion of the Subject Site from Low Density Residential to Medium Density I Residential and Medium Density II Residential. The purpose of the 2012 Zoning By-law amendment was to:

- Rezone the Subject Site from R1-A (Residential) to appropriate zones to permit block townhouses, street townhouses, 3-storey apartment buildings, nursing homes,

retirement homes and long term care facilities within ±85 metres (279 ft.) of Conlin Road East;

- Rezone the balance of the developable portion of the Subject Site to appropriate zones to permit single detached dwellings and street townhouses;
- Apply an appropriate "h" holding symbol to the developable portion of the Subject Site for future development; and,
- Rezone those lands known to be associated with the Oshawa Creek valley/floodplain and environmental buffer to OSH (Hazard Lands Open Space).

The 2012 applications were approved by City Council on June 25, 2012. Greycrest Homes (Oshawa) Inc. and Greycrest Homes (Conlin) Inc. have since purchased the Subject Site and are now advancing a draft plan of subdivision and a further zoning by-law amendment.

The following is background information concerning the latest revised subject applications:

Item	Existing	Requested/Proposed
Durham Regional Official Plan (Envision Durham) Designation	Community Area	No change
Oshawa Official Plan Designation	Residential and Open Space and Recreation	No change
Samac Secondary Plan Designation	Medium Density I Residential, Medium Density II Residential and Open Space and Recreation	No change
Zoning By-law 60-94	<ul style="list-style-type: none"> ▪ R3-A/R4-A/R6-B(4) “h-31” (Residential) ▪ R1-E/R3-A “h-31” (Residential) ▪ OSH (Hazard Lands Open Space) 	<ul style="list-style-type: none"> ▪ Reduce the area zoned R1-E/R3-A “h-31” to incorporate the limits of the proposed open space block and stormwater management pond block into the OSH Zone ▪ Add the R2 Zone to the compound zoning for the northerly portion of the Subject Site to permit the four (4) semi-detached dwellings with site specific zoning regulations for semi-detached dwellings to permit reduced front yard and rear yard depths and to

Item	Existing	Requested/Proposed
		consider Conlin Road East as the front lot line <ul style="list-style-type: none"> ▪ Amend the R3-A Zone applicable to the Subject Site to implement site specific zoning regulations for street townhouses including, but not necessarily limited to, reduced front yard and rear yard depths and lot area, increased lot coverage, and to consider Conlin Road East as the front lot line for lots fronting Conlin Road East
Use	Five (5) single detached dwellings [each of the five (5) lots comprising the Subject Site is occupied by a single detached dwelling]	Two (2) blocks for four (4) semi-detached dwellings, 14 blocks for 74 street townhouse dwellings, a stormwater management pond block, an open space block, a road widening block and new local roads

The following land uses are adjacent to the Subject Site:

- North** Conlin Road East, beyond which are lands that are currently vacant; however, a draft plan of subdivision (S-O-2014-02) submitted by 1662857 Ontario Limited (Nideva) has been approved for these lands which includes a stormwater management pond and block townhouses on the north side of Conlin Road East
- South** City-owned valleylands containing a component of the Oshawa Creek identified as part of the City’s Natural Heritage System on Schedule ‘D-1’, Environmental Management, of the Oshawa Official Plan
- East** Recently constructed residential development (Files: S-O-2017-05, SPA-2017-34, C-O-2017-07) consisting of four (4) single detached dwellings, 111 block townhouses and an open space block
- West** A north-south Hydro One corridor and the Oshawa Creek

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

Site Statistics Item	Measurement
Gross Area of Draft Plan (including road widening)	4.05 ha (10 ac.)
Net Residential Area (Blocks 1 to 16)	1.84 ha (4.55 ac.)

Site Statistics Item	Measurement
Net Residential Area of Semi-Detached and Street Townhouse Blocks (Blocks 1 to 16)	1.84 ha (4.55 ac.)
Number of Proposed Semi-Detached Dwellings	4
Number of Proposed Street Townhouse Dwellings	74
Net Residential Density	42.4 u/ha (17.14 ac.)
Area of Stormwater Management Pond (Block 17)	0.29 ha (0.72 ac.)
Area of Open Space (Block 18)	1.10 ha (2.72 ac.)
Area of Road Widening Block (Block 19)	0.12 ha (0.3 ac.)

4.2 Durham Regional Official Plan (Envision Durham)

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 latest revised subject applications conform to Envision Durham.

4.3 Oshawa Official Plan

The Subject Site is designated as Residential and Open Space and Recreation 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.

The O.O.P. also states that lands designated as Open Space and Recreation within Oshawa’s Major Urban Area shall be predominately used for recreation, conservation,

reforestation, cemeteries, allotment gardens, community gardens, nursery gardening, existing golf courses and campgrounds. These uses shall have regard for the natural environment and be compatible with their surroundings. Where appropriate, areas designated as Open Space and Recreation shall provide opportunities for physical activity, such as walking and cycling, including connections in support of the City's active transportation network.

Schedule 'D-1', Environmental Management, of the O.O.P. shows the Oshawa Creek valley/floodplain as part of the City's Natural Heritage System and as Hazard Lands. The Natural Heritage system refers to a connected system of environmental components consisting of key natural heritage features, key hydrologic features, riparian corridors and areas identified for natural cover regeneration/reforestation that will improve connectivity and habitat. It is intended to achieve a linked open space and natural heritage system.

When opportunities for public ownership arise, Policy 5.4.15 of the O.O.P. requires that all reasonable efforts be made to support the acquisition and/or conveyance of lands within the Natural Heritage System for natural heritage conservation purposes.

Hazard Lands shall be used predominately for the preservation and conservation of land and/or the environment. These lands shall be managed in a manner to complement adjacent land uses and protect adjacent lands from any physical hazards or their effects.

Schedule 'A-2', Corridors and Intensification Areas, of the O.O.P. shows Conlin Road East as a Local Corridor. Schedule 'B', Road Network, identifies Conlin Road East as a Type 'B' Arterial Road, while Schedule 'B-1', Transit Priority Network, shows Conlin Road East as a Transit Spine.

Development along Local Corridors shall generally be planned and developed as mixed-use areas and developments designed on the basis of a transit-supportive approach to urban design. This includes densities appropriate to support future and existing frequent transit service and building and site design having a strong pedestrian-oriented focus, to support a safe, convenient and attractive walking and cycling environment and a vibrant public realm.

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

4.4 Samac Secondary Plan

The portion of the Subject Site located outside the Oshawa Creek valley/floodplain is designated as Medium Density I Residential and Medium Density II Residential in the Samac Secondary Plan (see Attachment 5). The portion of the Subject Site associated with the Oshawa Creek valley/floodplain and environmental buffer is designated as Open Space and Recreation in the Samac Secondary Plan (see Attachment 5) and shown as Hazard Lands and Natural Heritage System in Schedule 'B', Samac Environmental Management Plan, of the Samac Secondary Plan.

The Medium Density I Residential designation generally includes uses such as single detached, semi-detached, duplex and townhouse dwellings at a density of 30 to 60 units per hectare (12 to 24 u/ac.).

The Medium Density II Residential designation generally includes uses such as townhouses, low rise apartments and medium rise apartments at a density of 60 to 85 units per hectare (24 to 34 u/ac.).

Policy 4.22 of the Samac Secondary Plan reads as follows:

“4.22 Notwithstanding any other policy of this Secondary Plan to the contrary, for lands on the south side of Conlin Road East municipally known as 671 to 723 Conlin Road East, both inclusive, Medium Density I Residential uses, in accordance with the relevant policies of this plan, shall be additional permitted uses within the area designated as Medium Density II Residential, and Low Density Residential uses, in accordance with the relevant policies of this Plan, shall be additional permitted uses within the area designated as Medium Density I Residential.”

The Low Density Residential designation generally includes single detached, semi-detached and duplex dwellings as permitted uses at a density of up to 30 units per hectare (12 u/ac.).

Areas designated as Open Space and Recreation shall be used for active and passive recreation as well as for the preservation and conservation of environmental features.

The Natural Heritage System refers to a connected system of environmental components consisting of key natural heritage features, key hydrologic features, riparian corridors and areas identified for natural cover regeneration/restoration that will improve connectivity and habitat.

Block 18 in the revised proposed draft plan generally represents lands identified as Natural Heritage System and Hazard Lands. Block 18 is intended to be conveyed to the City for public stewardship of these lands.

The road system abutting the Subject Site shown in the Samac Secondary Plan designates Conlin Road East as a Type ‘B’ Arterial Road. The proposed roads within the subject draft plan of subdivision consist entirely of local roads.

The latest revised subject applications conform to the Samac Secondary Plan.

4.5 Zoning By-law 60-94

The Subject Site is currently zoned as follows (see Attachment 1):

- The northerly portion of the Subject Site adjacent to Conlin Road East is zoned R3-A/R4-A/R6-B(4) “h-31” (Residential). This portion generally corresponds to the Medium Density II Residential designation shown for this area in the Samac Secondary Plan;
- The central portion of the Subject Site is zoned R1-E/R3-A “h-31” (Residential). This portion generally corresponds to the Medium Density I Residential designation shown for this area in the Samac Secondary Plan; and,

- The southerly portion of the Subject Site adjacent to the Oshawa Creek is zoned OSH (Hazard Lands Open Space). This portion generally corresponds to the Open Space and Recreation designation shown for this area in the Samac Secondary Plan.

The area of the proposed draft plan of subdivision proposed for semi-detached dwellings, street townhouse dwellings and roads is zoned R3-A/R4-A/R6-B(4) “h-31” and R1-E/R3-A “h-31”.

The area of the proposed draft plan of subdivision proposed for a stormwater management pond and for open space purposes is zoned OSH and R1-E/R3-A “h-31”.

The R1-E Zone permits single detached dwellings.

The R3-A Zone permits street townhouse buildings and dwellings.

The R4-A Zone permits block townhouses.

The R6-B(4) Zone permits apartment buildings, long term care facilities, nursing homes and retirement homes with a maximum building height of 3 storeys.

The OSH Zone permits agricultural uses, golf courses existing as of January 1, 2005, outdoor recreational uses and parks, all without buildings and structures.

The purpose of the “h-31” holding symbol is to ensure that:

- (a) Site plan or subdivision approval is obtained from the City that addresses such matters as landscaping, fencing and lighting;
- (b) A traffic impact study is completed to the satisfaction of the City;
- (c) A noise study regarding noise from Conlin Road East is completed to the satisfaction of the City;
- (d) An archaeological assessment is completed to the satisfaction of the Ministry of Heritage, Sport, Tourism and Culture Industries;
- (e) Storm water management and environmental matters are addressed to the satisfaction of the City and the Central Lake Ontario Conservation Authority;
- (f) The Oshawa Creek valley lands/floodplain and related environmental buffer are conveyed to the City at no cost and in a physical condition acceptable to the City;
- (g) A Record of Site Condition acknowledged by the Ministry of the Environment, Conservation and Parks, as may be required, to the satisfaction of the City indicating that the soils of the Subject Site are suitable for residential development in accordance with the appropriate Provincial guidelines;
- (h) Adequate municipal water and sanitary services are provided to the satisfaction of the Region of Durham;

- (i) Tree and vegetation preservation is implemented to the satisfaction of the City and the Central Lake Ontario Conservation Authority;
- (j) A parking plan for any street townhouses shall be provided to the City's satisfaction which may lead to a restriction on the number of street townhouses. Also street townhouses will not be permitted with direct frontage on Conlin Road East; and,
- (k) An Urban Design Study is prepared to the satisfaction of the City showing, amongst other matters, how any development addresses Conlin Road East and how any development can be integrated with development on the subject lands and adjacent lands to the east.

While the "h-31" holding symbol is in place, any single detached dwelling existing as of June 25, 2012 on a lot existing as of June 25, 2012 is permitted.

The Applicant proposes to amend Zoning By-law 60-94 by:

- (a) Reducing the area zoned R1-E/R3-A "h-31" Zone to incorporate the limits of the proposed open space block and stormwater management block into the OSH Zone;
- (b) Introducing an R2 Zone on the developable portion of the Subject Site along Conlin Road to permit semi-detached dwellings with reduced front and rear yard depths of 5.2 metres (17.1 ft.) and 6 metres (19.7 ft.), respectively, and to consider Conlin Road East as the front lot line; and,
- (c) Implementing site specific zoning regulations for the R3-A Zone on the developable portion of the Subject Site to permit a reduced minimum lot area for street townhouse dwellings of 150 square metres (1,614.6 sq. ft.) instead of a minimum of 185 square metres (1,991.3 sq. ft.), reduced front and rear depths of 4.2 metres (13.8 ft.) and 6 metres (19.7 ft.) respectively, increased lot coverage of 60% instead of 50%, and to consider Conlin Road East as the front lot line.

The Applicant has submitted engineering studies and environmental studies confirming the actual limits of the Oshawa Creek flood plain and meander belt and the wetland and wooded area on the Subject Site. This is intended to support the reduction to the area zoned R1-E/R3-A "h-31" (Residential).

This Department recommends amending the "h-31" holding symbol as follows:

- Amend item (j) to remove the prohibition that street townhouses are not to have direct frontage on Conlin Road East given that the design of the revised proposed draft plan of subdivision shows street townhouses with direct frontage on Conlin Road East, albeit with driveway access to each townhouse unit being provided from the local road to the rear; and,
- Delete item (k) regarding the requirement for an urban design study to be prepared, in consideration of the fact the Subject Site is proposed to be developed as a residential subdivision featuring freehold lots with dwellings facing Conlin Road East and driveway access from the local road to the rear, the lands to the east have already been

developed, and the draft plan of subdivision conditions will require architectural control guidelines prepared for all dwellings in the subject subdivision.

This Department has no objection to the rezoning which would implement the latest revised draft plan of subdivision. Section 4.7 of this Report sets out the rationale for this position.

4.6 Subdivision Design/Land Use Considerations

The latest revised proposed draft plan of subdivision includes two (2) blocks for a total of four (4) semi-detached dwellings, 14 development blocks for 74 street townhouse dwellings, a stormwater management pond block, an open space block, a road widening block and new local roads (see Attachment 5).

Driveway access for all 78 units would be from the new local road only. The semi-detached dwellings (Blocks 2 and 9) and the street townhouse dwellings on Blocks 1 and 10 will have frontage on both Conlin Road East and the new local road. These dwelling units will have front facades and front doors facing Conlin Road East.

The City currently plans to complete Conlin Road East improvements between Ritson Road North and Wilson Road North in 2027, subject to budget approval. These improvements will include, in part, full urbanization of the road including a sidewalk on the north side of Conlin Road East, a multi-use path on the south side in front of the Subject Site, and a westbound left turn lane into the Subject Site. The Applicant has advised that they are willing to convey the lands needed from the Subject Site (Block 19 on the revised proposed draft plan of subdivision – see Attachment 4) to the City for the widening and improvement of Conlin Road East on an expedited basis in order to help facilitate the reconstruction of Conlin Road East in advance of the registration of the draft plan of subdivision, if necessary.

The individual townhouse dwelling lots and four (4) semi-detached dwelling lots are to be created through the removal of part lot control after the draft plan of subdivision is registered. The Applicant has yet to submit an application to remove part lot control. Applications to remove part lot control are delegated to the Commissioner, Economic and Development Services Department, or Director, Planning Services, for approval.

A condition of approval of the draft plan of subdivision will require the Applicant to provide a fixed payment for a connection between the road in this subdivision and the future trail through the stormwater pond block. When the City designs future trail connections, this fixed payment will be used to connect the trail to the subdivision.

Detailed design matters will be reviewed during the further processing of the revised applications 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 revised draft plan of subdivision subject to appropriate conditions, including those generally outlined in Section 6 of this Report. Section 4.7 of this Report sets out the rationale for this position.

4.7 Basis for Recommendation

This Department has no objection to the approval of the subject revised applications for the following reasons:

- (a) Redeveloping under-utilized properties at this location is consistent with the Provincial Planning Statement;
- (b) The proposed development conforms with Envision Durham, the O.O.P. and the Samac Secondary Plan;
- (c) The proposed development contributes to a range of housing types in the area;
- (d) The proposed development provides multiple opportunities for active transportation through the provision of recreational trails, multi-use paths, and on-road cycling facilities;
- (e) The design of the subdivision is appropriate for the site Subject Site and the proposed development can be designed to be compatible with existing and planned surrounding land uses;
- (f) The Region of Durham and Central Lake Ontario Conservation Authority have no objection to the applications;
- (g) The proposed development will help the City achieve the delivery of 23,000 new housing units in Oshawa between 2022 and 2031, as targeted by the Province; and,
- (h) The proposed development represents good planning.

5.0 Financial Implications

Based on the approval of the Samac Secondary Plan and the current Development Charge Level of Service policy, the City has effectively assumed that there will be certain capital costs related to the improvement of Conlin Road East.

The Applicant will be required to provide cash-in-lieu for construction of future trail connections.

There will be long term maintenance costs associated with the proposed development (e.g. maintenance of roads, a stormwater management facility, trails, etc.).

6.0 Relationship to the Oshawa Strategic Plan

This Report responds to the Oshawa Strategic Plan Priority Area:

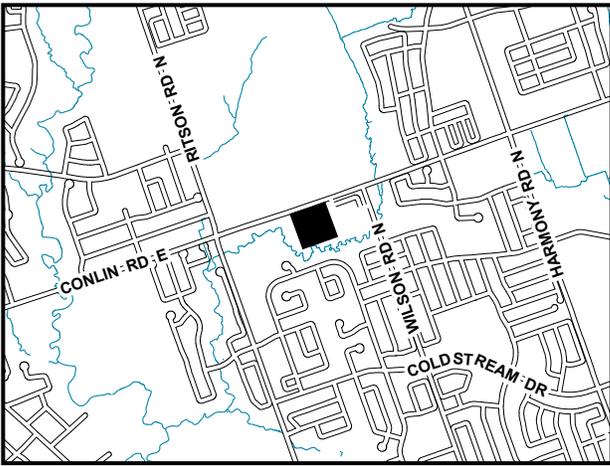
“Belong: Inclusive and Healthy Community” with the goal to support and encourage diverse housing options.



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



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



**Item: ED-26-20
Attachment 1**

Economic and Development Services

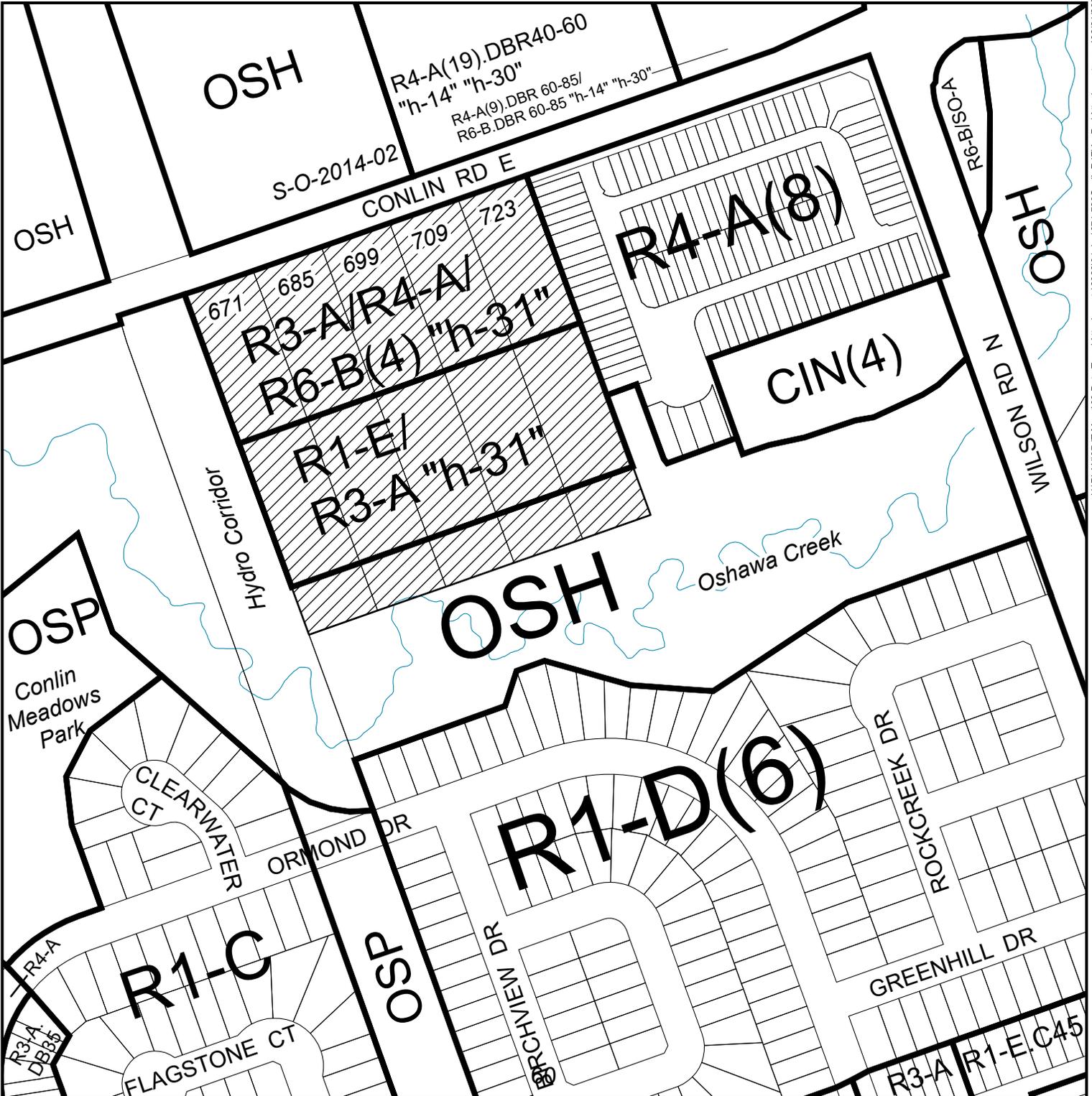
Subject: Revised Applications to Amend Zoning By-law 60-94 and for Approval of a Draft Plan of Subdivision, 671, 685, 699, 709 and 723 Conlin Road East, Greycrest Homes (Oshawa) Inc. and Greycrest Homes (Conlin) Inc.

Ward: Ward 1

File: Z-2020-05, S-O-2020-01

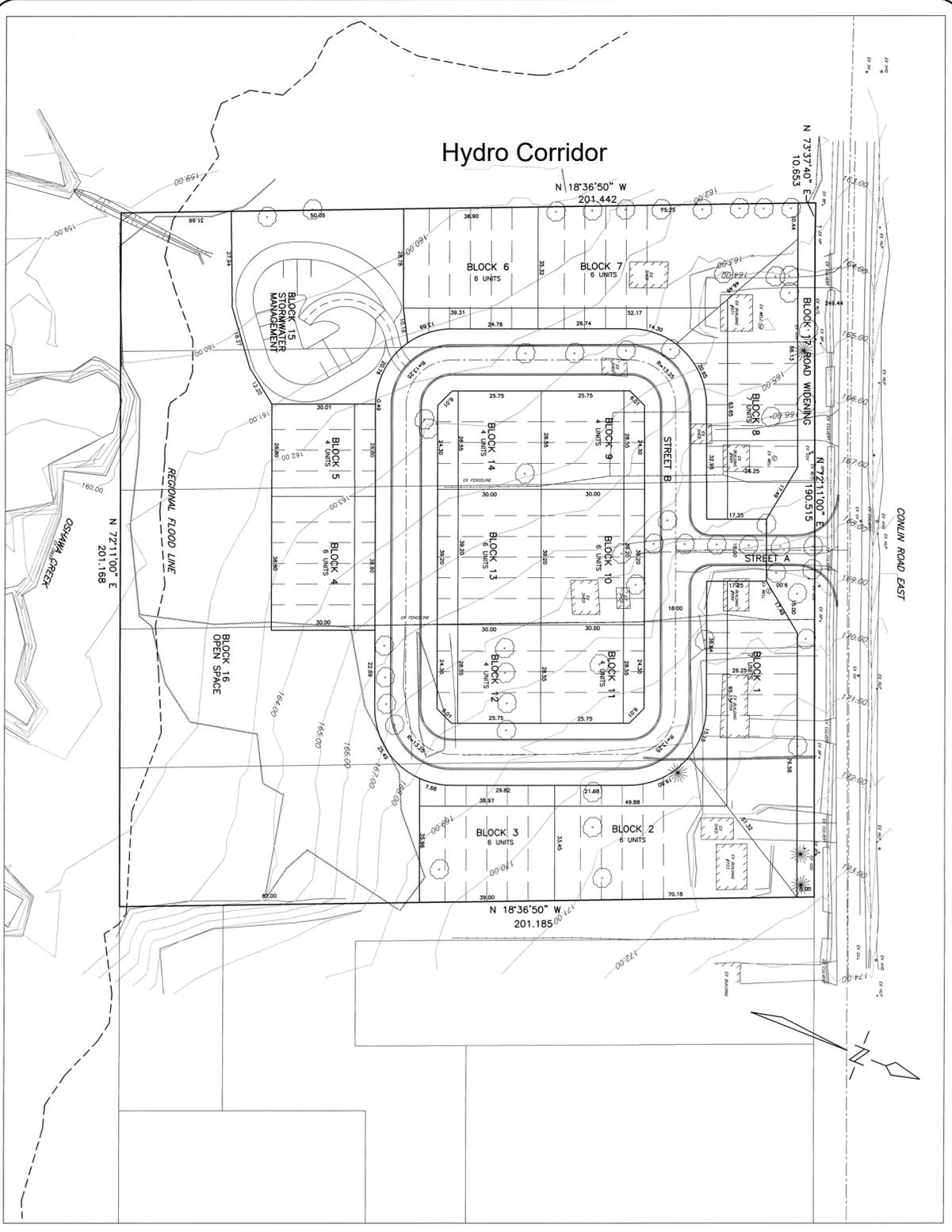


Subject Site



Title: Original Proposed Draft Plan of Subdivision S-O-2020-01 Submitted by the Applicant and Considered at the Previous Public Meeting Held on September 14, 2020
 Subject: Revised Applications to Amend Zoning By-law 60-94 and for Approval of a Draft Plan of Subdivision, 671, 685, 699, 709 and 723 Conlin Road East, Greycrest Homes (Oshawa) Inc. and Greycrest Homes (Conlin) Inc.
 Ward: Ward 1
 File: Z-2020-05, S-O-2020-01

City of Oshawa
Economic and Development Services



KEY PLAN

LAND USE SCHEDULE	LOT/BLK #	# OF LOTS/BLKS UNITS	# OF AREA UNITS
RESIDENTIAL	1-14	14	76
NON RESIDENTIAL	15-16	2	0
TOTALS	17	76	4.05

ADDITIONAL INFORMATION REQUIRED UNDER SECTION 51 OF THE TOWNING ACT

E NORTH-FUTURE RESIDENTIAL
 SOUTH-WALKER LAND
 WEST-FUTURE RESIDENTIAL
 H FUTURE HIGH DENSITY MANDOPOL WATERS
 X -TILL MUNICIPAL SERVICES AVAILABLE

OWNERS AUTHORIZATION
 GREYCREST HOMES SUPERVISOR CERTIFICATE
 I HEREBY CERTIFY THAT THE BOOKHOLDER HAS THE NECESSARY AUTHORITY TO SIGN THIS PLAN AND THAT THE INFORMATION CONTAINED HEREIN IS TRUE AND CORRECTLY SHOWS THE EXISTING AND PROPOSED LOTS AND UNITS AND THE BOUNDARIES THEREOF AND THAT THE PLAN IS IN ACCORDANCE WITH THE TOWNING ACT AND THE TOWNING BY-LAW.

SIGNED: [Signature]
 DATE: JAN 21 2020

DRAFT PLAN
 PROPOSED
 PART OF LOT 7, CONGRESSION 4
 FORMERLY IN THE TOWN OF EAST WHITBY
 CITY OF OSHAWA
 REGIONAL MUNICIPALITY OF DURHAM

D.S. Biddle & Associates Limited
 CONSULTING ENGINEERS AND PLANNERS
 11500 SHEPPARD AVENUE EAST, SUITE 100
 SCARBOROUGH, ONTARIO M1B 4Y9
 PHONE: (416) 291-8800 FAX: (416) 291-8726
 WWW.DSBIDDE.COM

SCALE: 1:500
 DRAWN BY: FAV
 DESIGN BY: FAV
 CHECKED BY: M.F.
 PLOT DATE: 21/07/2020

DP-1

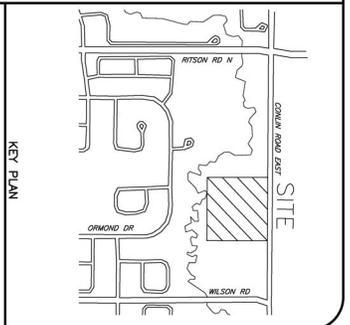
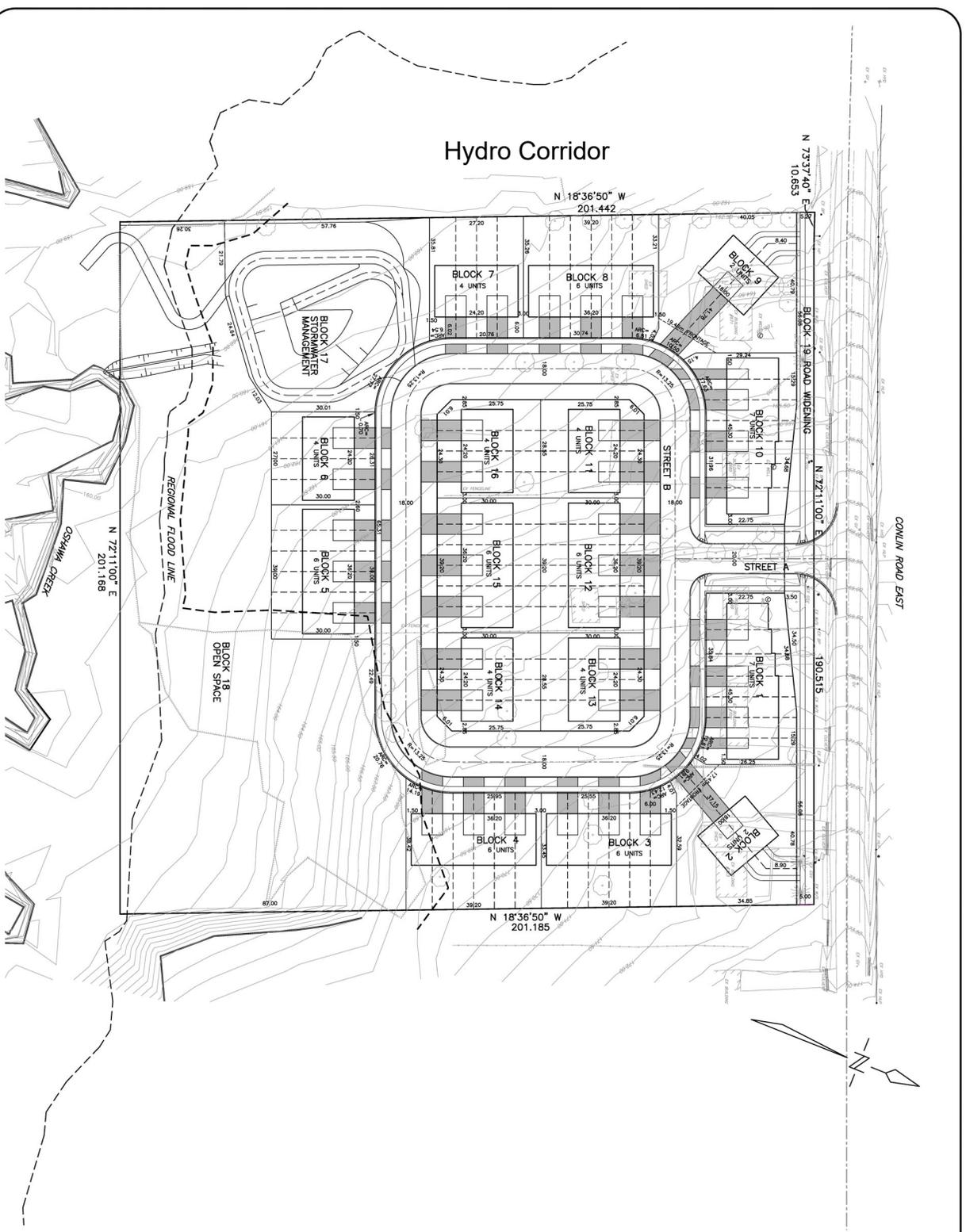
Title: Revised Proposed Draft Plan of Subdivision S-O-2020-01 Submitted by the Applicant and Presented at a Subsequent Public Meeting Held on March 3, 2025

Subject: Revised Applications to Amend Zoning By-law 60-94 and for Approval of a Draft Plan of Subdivision, 671, 685, 699, 709 and 723 Conlin Road East, Greycrest Homes (Oshawa) Inc. and Greycrest Homes (Conlin) Inc.

Ward: Ward 1

File: Z-2020-05, S-O-2020-01

City of Oshawa
Economic and Development Services



LAND USE SCHEDULE	PROPOSED USE	LOT/BLK #	# OF LOTS/BLKS/UNITS (TYP)	# OF AREA
RESIDENTIAL	RESIDENTIAL	Block 1, 3-8, 10-18	14	74
NON RESIDENTIAL	NON RESIDENTIAL	Block 2, 9	2	1.53
STREET OPEN SPACE	STREET OPEN SPACE	Block 19	1	0.12
OPEN SPACE	OPEN SPACE	Block 18	1	0.12
TOTALS			17	75.77

ADDITIONAL INFORMATION REQUIRED UNDER SECTION 51 OF THE PLANNING ACT

E - NORTH - FUTURE RESIDENTIAL
 F - SOUTH - FUTURE RESIDENTIAL
 G - EAST - FUTURE RESIDENTIAL
 H - WEST - FUTURE RESIDENTIAL
 I - FUTURE MUNICIPAL WATER
 J - FUTURE MUNICIPAL SERVICES AVAILABLE

OWNER'S AUTHORIZATION

I, **GREYCREST HOMES (OSHAWA) INC.**, being the registered owner of the above described land, do hereby authorize **D.G. BIDDLE AND ASSOC. LTD.**, being the registered owner of the above described land, to prepare and submit a draft plan of subdivision for the above described land.

NO.	REVISIONS	DATE	BY	APPROVED
1	RECEIVED PER 1ST SUBMISSION COMMENTS	JAN 2025		
2	RECEIVED PER 2ND SUBMISSION COMMENTS	JAN 2025		

DRAFT PLAN

PART OF LOT 7 CONVESSION 4
 FORMERLY IN THE TOWNSHIP OF EAST WHITBY
 NOW IN THE
CITY OF OSHAWA
 REGIONAL MUNICIPALITY OF DURHAM

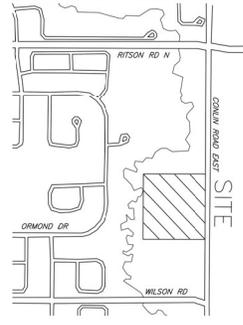
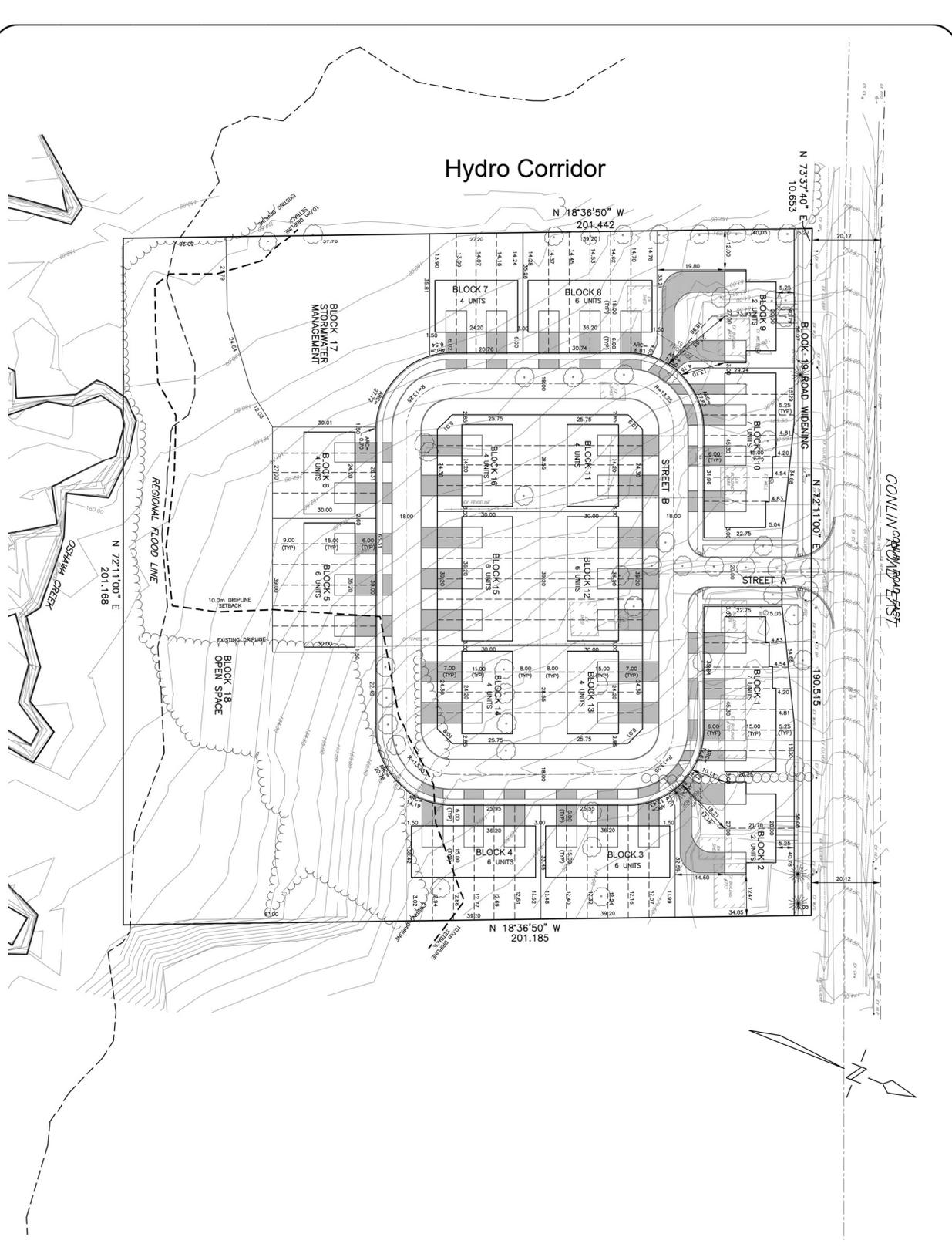
D.G. BIDDLE AND ASSOCIATES

2500 Sheppard Ave. E. Suite 1100
 Scarborough, Ontario, M1S 1B6
 Phone: 905-578-8600
 Fax: 905-578-8601
 www.dgbiddle.com

SCALE: 1:500
 DRAWN BY: FAY/VJ/B.B.
 DESIGN BY: FAY/VJ/B.B.
 CHECKED BY: M.J.Z.
DP-1

Title: Latest Revised Proposed Draft Plan of Subdivision S-O-2020-01 Submitted by the Applicant
 Subject: Revised Applications to Amend Zoning By-law 60-94 and for Approval of a Draft Plan of Subdivision, 671, 685, 699, 709 and 723 Conlin Road East, Greycrest Homes (Oshawa) Inc. and Greycrest Homes (Conlin) Inc.
 Ward: Ward 1
 File: Z-2020-05, S-O-2020-01

City of Oshawa
 Economic and Development Services
 OSHAWA



KEY PLAN

PROPOSED USE	LOT/BLK #	# OF LOTS/BLOCKS	# OF UNITS
RESIDENTIAL	Block 1, 2, 3, 4, 10-18	14	74
RESIDENTIAL	Block 5, 6, 7, 8, 9	7	38
TOTAL		21	112

LAND USE SCHEDULE

PROPOSED USE	LOT/BLK #	# OF LOTS/BLOCKS	# OF UNITS
RESIDENTIAL	Block 1, 2, 3, 4, 10-18	14	74
RESIDENTIAL	Block 5, 6, 7, 8, 9	7	38
TOTAL		21	112

TOTALS

10	78	435
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ADDITIONAL INFORMATION REQUIRED UNDER SECTION 51 OF THE PLANNING ACT

E NORTH-FUTURE RESIDENTIAL
 SOUTH-WALKLEY LAND RESIDENTIAL
 EAST-MEDIUM DENSITY RESIDENTIAL
 WEST-HIGH DENSITY RESIDENTIAL
 H -HYPED MUNICIPAL WATER
 K -TILL MUNICIPAL SERVICES AVAILABLE

OWNER'S AUTHORIZATION
 GREYCREST HOMES
 I HEREBY CERTIFY THAT THE BOUNDARY LINES SHOWN ON THIS PLAN AND THEREON ARE TRUE AND CORRECTLY SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF.
 D.G. BIDDLE AND ASSOC. LTD.
 DONOVAN FLEISCHMAN FENCH
 OF APPROVED FOR THE PROJECT

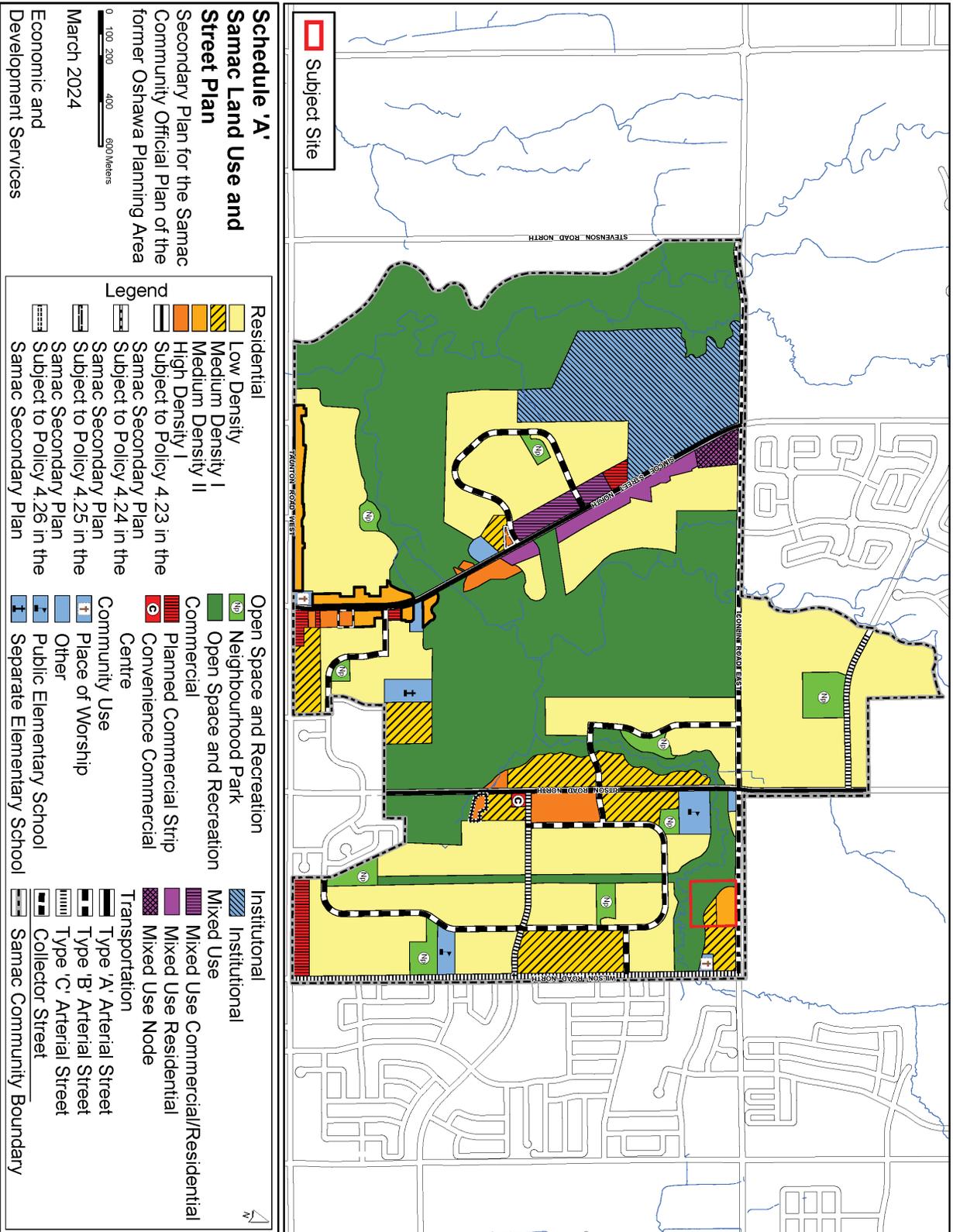
PROPOSED DRAFT PLAN
 PART OF LOT 7, CONCESSION 4 FORMERLY IN THE TOWNSHIP OF EAST WHITBY NOW IN THE CITY OF OSHAWA
 REGIONAL MUNICIPALITY OF DURHAM

D.G. BIDDLE & ASSOCIATES
 4817 Rivington Rd. W. Oshawa ON L3G 9K9
 905-881-8800
 info@dgassoc.com

SCALE: 1:500
 DRAWN BY: F.H.V./B.B.
 DESIGN BY: F.H.V./M.J.F.
 CHECKED BY: M.J.F.
 PLOT DATE: 01/13/2022

DP-1

Title: Schedule 'A', Sammac Land Use and Street Plan, from the Sammac Secondary Plan
 Subject: Revised Applications to Amend Zoning By-law 60-94 and for Approval of a Draft Plan of Subdivision, 671, 685, 699, 709 and 723 Conlin Road East, Greycrest Homes (Oshawa) Inc. and Greycrest Homes (Conlin) Inc.
 Ward: Ward 1
 File: Z-2020-05, S-O-2020-01



**City of Oshawa Conditions of Approval for Draft Plan of Subdivision S-O-2020-01
[Last date of revision April 2025 by Greycrest Homes (Oshawa) Inc. and Greycrest
Homes (Conlin) Inc.]**

A. General

1. The final 40M plan for registration shall show the following:
 - (a) 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, Planning Services as appropriate.
 - (b) All Street townhouses shall have a minimum lot frontage of six (6) metres measured at the street line.
 - (c) The subdivider agrees to revise the final 40M-plan to address matters arising from the detailed engineering design review such as but not limited to stormwater facility block sizing, developable limits;
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, Hydro One Networks Inc., Central Lake Ontario Conservation Authority, Oshawa Power, Bell Canada, Rogers Communications Inc., Canada Post 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 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 Environmental Impact Study, Fluvial Geomorphological Study.
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. The subdivider shall design and construct all required future City-owned infrastructure, including those that may be oversized to accommodate the servicing requirements of privately owned property outside the limits of this plan, in accordance

with City criteria, standards, policies and requirements, at no cost to the City. The timing of construction shall be at the City's discretion.

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 shall design and construct all required City-owned infrastructure, including any necessary modifications outside the plan limits, at no cost to the City. The subdivider is solely responsible for negotiating with adjacent landowners to secure and convey any required easements or lands in accordance with City criteria, standards, policies and requirements at no cost to the City, and in a physical and environmental condition acceptable to Engineering Services.
12. The subdivider shall submit detailed engineering design package prepared in accordance with City criteria, standards, policies and requirements to Engineering Services. The detailed engineering design package must be acceptable to Engineering Services prior to the preparation of the subdivision agreement
13. The subdivider acknowledges that the authority to provide any approval to commence any on-site activity including earthworks and construction, prior to execution of a subdivision agreement, also known as pre-servicing, is delegated to the Director, Engineering Services.

Pre-servicing of all future City-owned infrastructure, in accordance with the City's design guidelines and standards, will only be considered when it is not possible to execute and register the subdivision agreement in the time frame required to commence any on-site activity 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.

Deviation from the above requires approval from the Director, Engineering Services.

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.

D. Stormwater

15. The engineering design shall consider the comments to the Functional Servicing Plan and Stormwater Management Reports, prepared by D.G. Biddle and Associates Limited dated September 10, 2024 as identified in the latest comment matrix.
16. The subdivider shall design and construct the stormwater management facility on Block 17 to the satisfaction of the City and convey Block 17 at no cost to the City. The subdivider shall agree to revise the draft 40M-plan to adjust the dimension of the same block to accommodate revisions to the facility required as part of the detailed engineering design review.

17. The subdivider shall provide a stormwater management facility fee to Engineering Services for the long term maintenance and rehabilitation cost of the stormwater management facility that will service portions of this plan.

E. Road Design and Details

18. The subdivider shall convey to the City the required road widening for Conlin Road East (Block 19) ahead of the registration of a subdivision agreement or registration of the plan, if requested by the City. The timing of the conveyance of the lands shall be at the sole discretion of the City. The subdivider shall be responsible for the preparation of the necessary surveys for said conveyance.
19. The subdivider shall revise the final plan for registration to incorporate the revisions required to adhere to City's minimum road geometric design criteria.
20. The minimum spacing between driveways and between driveways and sidewalk ramps shall be 1.20 metres and the minimum clear distance between the edge of driveway and a utility structure, hydrant or tree shall be 1.0 metre. These requirements should be reflected on the proposed sidewalk location plan.
21. Any reserves which are required to be dedicated as public highway with the registration of this plan, shall be included in draft of the final 40M plan of subdivision for dedication as public highway or alternatively a by-law shall be prepared for the purpose of dedicating the existing reserve as public highway.
22. 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, in this sole discretion.
23. The subdivider shall design and construct temporary or permanent pedestrian facilities from the development blocks to existing pedestrian facility network and transit facilities at no cost to the City in order to provide safe pedestrian connectivity.
24. All streets shall be named to the satisfaction of Planning Services.

F. Studies/Reports/Guidelines Required

Stormwater Report/Functional Servicing Report

25. 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) Water quality control including design details on pond sizing and forebay sizing;
 - (b) Major and minor flow routes, their conveyance capacity, including cross-sectional details of roads;
 - (c) Erosion and sediment controls;
 - (d) Outfall pipe sizing requirements and erosion protection works at the outlet;

- (e) Foundation drain discharge points and flow rates;
- (f) Infiltration potential of the lands using Low Impact Development (L.I.D.) Technologies;
- (g) Floodplain mapping to review floodplain limits by re-running the Hec-Ras model using the new flows based on this development;
- (h) Groundwater condition of the stormwater management facility block;
- (i) Water ponding depth within the roadways;
- (j) Maintenance/operating manual for the stormwater management facility; and
- (k) Long term monitoring plan to confirm pond design and assess the performance of the facility.

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

Hydrogeological

26. The subdivider shall submit for review and approval a Hydrogeological Assessment report to Engineering Services, completed by a licensed hydrogeological engineer, that may be included in a Soils/Geotechnical Report that addresses, but not be limited to, the following issues:
 - (a) The sizing of the Foundation Drain Collector System (F.D.C.);
 - (b) Opportunities to apply low impact development technology within the draft plan;
 - (c) Any potential for formation of calcium carbonate buildup in the foundation drains and service connections within this draft plan and provide appropriate remedial measures;
 - (d) The ability to minimize the extent of building footing drains below the seasonal high groundwater table by means of changing the overall design of this development;
 - (e) Opportunities to avoid having saturated backyards and/or ponding water situations; and
 - (f) The subdivider acknowledges that they will provide all necessary mitigation measures as it relates to ground water seepage at the detailed engineering design stage to ensure that the basements will not be negatively affected by the groundwater seepage.
27. The subdivider is required to implement and bear the cost of all the necessary low impact development measures/works recommended in the Hydrogeological Assessment report and submit a Maintenance/Operating Manual for the low impact development measures.

Soils/Geotechnical

28. 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.

Fluvial Geomorphological

29. The subdivider shall revise and re-submit a Fluvial Geomorphological Assessment report on the East Tributary of the Oshawa Creek to determine the extent of the creek works (internally and externally) that is required to be done to accommodate this development. Further, the subdivider shall carry out and bear the cost of all the necessary creek work recommended in the said report.

Stream Corridor Protection Limits

30. The subdivider shall revise and re-submit to Engineering Services the Stream Corridor Protection Limits report for the East Tributary of the Oshawa Creek that must address, but not be limited to, the following issues;
 - (a) Flooding hazard limits;
 - (b) Erosion hazard limits;
 - (c) Fisheries buffers;
 - (d) Stream corridor protection limits; and
 - (e) Stream works downstream of Conlin Road East creek crossing.

Furthermore, the subdivider is required to implement and bear the cost of all necessary works recommended in the said report or as negotiated with the downstream landowners.

Record of Site Condition

31. The subdivider agrees to retain a licensed geo-environmental engineer to verify, to the satisfaction of the City and the Region of Durham that the site has been made suitable for the proposed uses. A Record of Site Condition (R.S.C.) acknowledged by the Ministry of the Environment, Conservation and Parks (M.E.C.P.) shall be required to be submitted to Planning Services prior to final approval, any site disturbance and/or registration, if required by the Region of Durham's Site Contamination Protocol.

Noise

32. 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 impact study which addresses the impact of noise generated from road traffic, airport noise, and/or the surrounding land uses 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 controls at no cost to the City, confirm that the implemented noise mitigation features(s) is/are in compliance with the M.E.C.P. standards and provide the necessary warning clauses.

Streetscape/Architectural Control Guidelines

33. 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

34. 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. Street Lighting

35. That the subdivider advise Engineering Services, if applicable, of its intent to utilize decorative street lighting prior to the submission of engineering drawings. A general plan shall be submitted showing the streets that will utilize decorative lighting in accordance with City policy.

H. Utility Easement and Blocks

36. 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.
37. 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.
38. 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

39. The location of all driveways shall maintain a minimum one (1) metre clearance from all above ground utility structures or other like apparatus where practical to the satisfaction of Engineering Services.
40. The subdivider shall ensure that the length of the driveway leading to a private garage has a minimum length of 6.5 metres from the street line for lots without sidewalks along frontage of rights-of-ways less than 20 metre wide.

J. Oshawa Executive Airport

41. The subdivision agreement shall include a warning clause to all potential residents in the plan, through the agreement of purchase, sale or lease, that the dwelling unit is located in proximity to the Oshawa Executive Airport and its corresponding aircraft traffic.

K. Creeks/Valleys/Environmental Features

42. That any approval in relation to stormwater management, erosion control and any works required within the Oshawa Creek Valley shall be obtained by the subdivider from Engineering Services and the Central Lake Ontario Conservation Authority.
43. The Open Space Block 18 shall be conveyed to the City at no cost and in a physical condition acceptable to Parks and Environmental Services, Planning Services and Engineering Services. The Open Space Block shall be modified as necessary, to include all lands below top of bank, all natural hazard lands related to the valley, all wetland buffers areas, fisheries buffers, drip lines and lands above top of bank required for a recreational trail, buffers, maintenance access and/or erosion allowance access, if determined necessary by Parks Services, Planning Services and Engineering Services.

L. Landscaping

44. Landscape plans shall be submitted to Planning Services no later than the second submission of engineering plans (detail design) for each phase.
45. 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) Stormwater management facility;
 - (ii) Stormwater outfalls and channel;
 - (iii) Preservation/protection of existing site features and vegetation;
 - (iv) Restorative/enhancement planting for the open space blocks;
 - (v) Compensation planting;
 - (vi) Street tree planting; and,
 - (vii) 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.
46. The subdivider will undertake to the satisfaction of Planning Services and Engineering Services and at no cost to the City:
 - (a) The installation of enhancements and restoration planting in the open space blocks;

- (b) The installation of fencing of open space lands where adjacent to lots/blocks; and,
 - (c) The installation of street trees, in accordance with the City standards and requirements.
47. The subdivider shall provide a fixed payment through the subdivision agreement (10% of the estimated cost of the construction item) to provide for the long term maintenance and rehabilitation of items such as entrance features, walls and enhancements to fences, which exceed City standards and which are requested by either the subdivider or the City.
48. The subdivider shall deposit with the City a public lands damage deposit and monetary security in amounts to be specified in the subdivision agreement as determined by Planning Services. This shall ensure that the public lands are not damaged and that certain site improvements, landscaping, fencing and vegetation preservation, in accordance with the approved conditions and plans, are carried out.
49. The subdivider shall provide an appropriate fixed payment through the subdivision agreement for the design and construction of a paved recreational trail to achieve the connection/crossing from the main east-west recreational trail through Stormwater Management Block 17 through to Street B to the satisfaction of Planning Services.

M. Parkland

50. That the subdivider provide an appraisal to determine the cash-in-lieu of parkland payment to the satisfaction of the Commissioner, Economic and Development Services. 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.

N. Endangered/Threatened Species

51. The subdivider shall carry out all required measures and works required by the Ministry of Natural Resources and Forestry (M.N.R.F.) with regard to the Species at Risk (Endangered Species Act, 2007) known to inhabit the property. No demolition or disturbance of habitat in accordance with M.N.R.F. requirements shall commence prior to a copy of a clearance letter from the M.N.R.F. being received by Planning Services.

O. Zoning

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

P. Construction Access and Haul Route

53. The subdivider agrees to submit details regarding heavy construction access and haul route for approval by Engineering Services prior to commencement of any on-site activities. The subdivider further agrees to provide securities to protect for the maintenance and upkeep of existing City roads that form part of the approved haul route.

Excerpts from the Minutes of the Development Services Committee Meeting held on September 14, 2020

Application 2: DS-20-85

Presentation

Michael Fry, D.G. Biddle & Associates Limited provided an overview of the application submitted by D.G. Biddle & Associates Ltd. on behalf of Greycrest Homes (Oshawa) Inc. for approval of a proposed draft plan of subdivision and to amend Zoning By-law 60-94 for lands at 671, 685, 699, 709 and 723 Conlin Road East.

The Committee questioned Michael Fry, D.G. Biddle & Associates Limited.

Delegations

Les Gonder addressed the Development Services Committee concerning the application submitted by D.G. Biddle & Associates Ltd. on behalf of Greycrest Homes (Oshawa) Inc. for approval of a proposed draft plan of subdivision and to amend Zoning By-law 60-94 for lands at 671, 685, 699, 709 and 723 Conlin Road East.

The Committee questioned Les Gondor.

Correspondence

DS-20-90 Les Gondor Submitting Comments in Opposition to Report DS-20-85 concerning an application to amend Zoning By-law 60-94 and for Approval of a Draft Plan of Subdivision for lands at 671, 685, 699, 709 and 723 Conlin Road East

DS-20-106 Andy Lafontaine Submitting Comments regarding Report DS-20-85 concerning an application to amend Zoning By-law 60-94 and for Approval of a Draft Plan of Subdivision for lands at 671, 685, 699, 709 and 723 Conlin Road East

Moved by Mayor Carter,

“That Correspondence DS-20-90 from Les Gondor and DS-20-106 from Andy Lafontaine concerning an application to amend Zoning By-law 60-94 and for approval of a draft plan of subdivision for lands at 671, 685, 699, 709 and 723 Conlin Road East be referred to staff for consideration in the future recommendation report on the matter.” Carried

Reports

DS-20-85 Applications to Amend Zoning By-law 60-94 and for Approval of a Draft Plan of Subdivision, 671, 685, 699, 709 and 723 Conlin Road East, Greycrest Homes (Oshawa) Inc. and Greycrest Homes (Conlin) Inc.

Moved by Mayor Carter,

“That, pursuant to Report DS-20-85 dated September 9, 2020, the applications submitted by D.G. Biddle & Associates Limited on behalf of Greycrest Homes (Oshawa) Inc. and Greycrest Homes (Conlin) Inc. to amend Zoning By-law 60-94 (File: Z-2020-05) and for approval of a draft plan of subdivision (File: S O-2020-01) featuring 14 blocks to accommodate 76 street townhouse dwellings, a stormwater management pond block, an open space block, a road widening block and new local roads at 671, 685, 699, 709 and 723 Conlin Road East be referred back to the Development Services Department for further review and the preparation of a subsequent report and recommendation. This referral does not constitute or imply any form or degree of approval.” Carried

Excerpts from the Minutes of the Economic and Development Services Committee Meeting held on March 3, 2025

Application ED-25-29

Presentation

D.G. Biddle and Associates Ltd. - Revised Applications to Amend Zoning By-law 60-94 and for Approval of a Draft Plan of Subdivision, 671, 685, 699, 709 and 723 Conlin Road East

Michael Fry, D.G. Biddle and Associates Ltd. provided a presentation concerning revised applications to amend Zoning By-law 60-94 and for Approval of a Draft Plan of Subdivision at 671, 685, 699, 709 and 723 Conlin Road East.

The Committee questioned Michael Fry, D.G. Biddle and Associates Ltd.

Delegations

None

Correspondence

None

Reports

ED-25-29 - Revised Applications to Amend Zoning By-law 60-94 and for Approval of a Draft Plan of Subdivision, 671, 685, 699, 709 and 723 Conlin Road East, Greycrest Homes (Oshawa) Inc. and Greycrest Homes (Conlin) Inc. (Ward 1)

Moved by Councillor Chapman

That pursuant to Report ED-25-29 dated February 26, 2025, concerning the applications submitted by D.G. Biddle and Associates Limited on behalf of Greycrest Homes (Oshawa) Inc. and Greycrest Homes (Conlin) Inc. to amend Zoning By-law 60-94 and for approval of a draft plan of subdivision (S-O-2020-01) to permit 2 blocks for 4 semi-detached dwellings, 14 blocks for 74 street townhouse dwellings, a stormwater management pond block, an open space block, a road widening block and new local roads located at 671, 685, 699, 709 and 723 Conlin Road 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

Economic and Development Services Committee – March 2, 2026

Proposed Revision to Draft Approved Plan of Subdivision (S-O-2016-02) – Jeffery Homes – west of Harmony Road North, south of Britannia Avenue East (Ward 1) (File: S-O-2016-02)

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

Whereas, based on Council's June 20, 2022 direction related to Report DS-22-131 dated June 1, 2022, the Director, Planning Services, approved, subject to conditions, a draft plan of subdivision (File: S-O-2016-02) submitted by Jeffery Homes featuring a mix of single detached dwellings, street townhouses, back-to-back street townhouses, a high density block, a mixed-use block, a portion of a public elementary school block to be added to lands within draft plan of subdivision S-O-2014-01, a parkette block, open space blocks, a walkway block, a landscape strip block, future development blocks, a road widening block, and new arterial, collector and local roads on lands formerly municipally addressed as 2160 Harmony Road North [see Attachment 1 (location of Phase 2A) and Attachment 2 (draft approved plan)]; and,

Whereas, on January 21, 2026, D.G. Biddle and Associates on behalf of Jeffery Homes requested that the City approve a revised draft plan for Phase 2A of draft approved plan of subdivision S-O-2016-02 to feature a 49 single detached dwellings and 25 street townhouse dwellings, whereas the draft approved plan showed lots for 51 single detached dwellings and 25 street townhouse dwellings in Phase 2A; and,

Whereas, Jeffery Homes has reduced the number of single detached dwelling lots with lot frontages of 9 metres (29.5 ft.) from 47 to 34 and increased the number of lots with lot frontages of 11 metres (36.1 ft.) or more from 4 to 15, achieved by reducing the number of single detached dwellings on the south side of Lorne Goodman Square (Street I) by one (1) and reducing the number of single detached dwelling lots on the north side of John Richardson Avenue (Street J) by one (1) (see Attachment 3); and,

Whereas, although the proposed revision to the draft plan results in a decrease in the number of dwelling units the draft plan, the revision to the draft plan conforms to/complies with the Kedron Part II Plan and Zoning By-law 60-94; and,

Whereas, the Planning Act, R.S.O. 1990, c. P.13 specifies that an approval authority is not required to give written notice of a change to the conditions of approval if, in the opinion of the approval authority, the changes are minor in nature; and,

Whereas, the proposed changes are minor in nature and do not affect the overall intent of the draft approval issued for draft plan of subdivision S-O-2016-02;

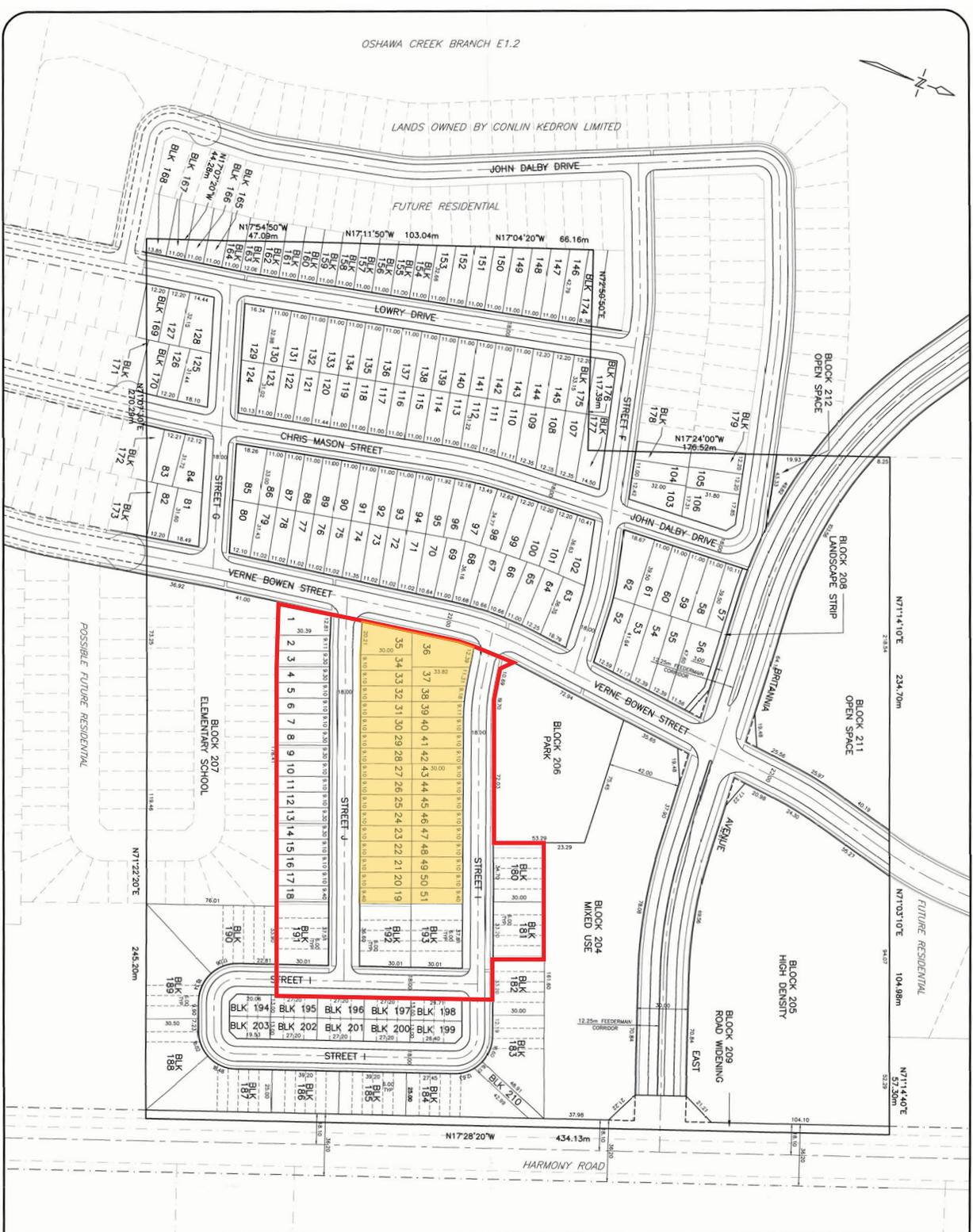
Therefore be it resolved, based on Item ED-26-22 dated March 2, 2026, the proposed revisions to Phase 2A of Draft Approved Plan of Subdivision S-O-2016-02 to reduce the number of single detached dwelling lots from 51 to 49 be approved, and that the

proposed revisions be shown on the final 40M-Plan for registration to the satisfaction of the Director, Planning Services.

Title: Draft Plan of Subdivision S-O-2016-02 (draft approved), phase 2A
Subject: Proposed Revision to Draft Approved Plan of Subdivision (S-O-2016-02) – Jeffery Homes
Address: west of Harmony Road North, south of Britannia Avenue East
Ward: Ward 1
File: S-O-2016-02

Phase 2A Area Subject to Revision

Economic and Development Services
 City of Oshawa
 OSHAWA



LAND USE SCHEDULE

PROPOSED USE	LOT/FLOOR #	# OF UNITS	MAXIMUM AREA (M ²)
RESIDENTIAL	BLK 174-188	142	1,424
RESIDENTIAL	BLK 175-178	142	1,424
RESIDENTIAL	BLK 179	142	1,424
RESIDENTIAL	BLK 206	142	1,424
RESIDENTIAL	BLK 204	142	1,424
RESIDENTIAL	BLK 205	142	1,424
RESIDENTIAL	BLK 209	142	1,424
RESIDENTIAL	BLK 210	142	1,424
RESIDENTIAL	BLK 211	142	1,424
RESIDENTIAL	BLK 212	142	1,424
RESIDENTIAL	BLK 208	142	1,424
TOTAL		1,424	14,240

ADDITIONAL INFORMATION REQUIRED UNDER SECTION 51 OF THE PLANNING ACT

E NORTH - AGRICULTURAL, FUTURE RESIDENTIAL
 E WEST - AGRICULTURAL, FUTURE RESIDENTIAL
 W NORTH - AGRICULTURAL, FUTURE RESIDENTIAL
 W WEST - AGRICULTURAL, FUTURE RESIDENTIAL
 ALL MUNICIPAL SERVICES AVAILABLE

OWNERS AUTHORIZATION

HARMONY ROAD LP
 BEING THE REGISTERED OWNER OF THE SUBJECT LANDS HEREBY AUTHORIZES THE CITY OF OSHAWA AND ASSOCIATED DP SURVEYORS TO CONDUCT THE SURVEY AND TO PREPARE THE DRAFT PLAN OF SUBDIVISION FOR THE PURPOSES OF THE PLANNING ACT.

SURVEYOR'S CERTIFICATE

I, **DP SURVEYORS**, HEREBY CERTIFY THAT THE BOUNDARIES OF THE LOTS TO BE SUBDIVIDED AS SHOWN ON THIS PLAN AND THE DIMENSIONS THEREOF HAVE BEEN MEASURED AND FOUND TO CONFORM WITH THE RECORDS OF THE SURVEY AND THE DIMENSIONS OF THE LOTS AS SHOWN ON THE RECORDS OF THE SURVEY.

REVISIONS

NO.	DESCRIPTION	DATE	BY
1	ISSUED AS PER APPLICANT COMMENTS	APR 2022	GIS
2	REVISION AS PER APPLICANT COMMENTS	MAY 2022	GIS
3	REVISION AS PER APPLICANT COMMENTS	MAY 2022	GIS

KEY PLAN

Director, Planning Services
 City of Oshawa

Subject to the conditions stated August 5, 2022.
 This draft plan was approved by the City of Oshawa on August 5, 2022.
 File No. 1626. The approval is subject to the conditions of approval.

D. & A. Associates Limited
 CONSULTING ENGINEERS AND PLANNERS
 54 KING STREET EAST, OSHAWA, ONT. L1H 3K6
 TEL: (905) 461-1111 FAX: (905) 461-1112
 www.dandassociates.com

SCALE: 1:10,000
 DRAWN BY: C.L.S.
 DESIGN BY: M.A.C.
 CHECKED BY: M.A.C.
 PLOT DATE: 11/26/2022

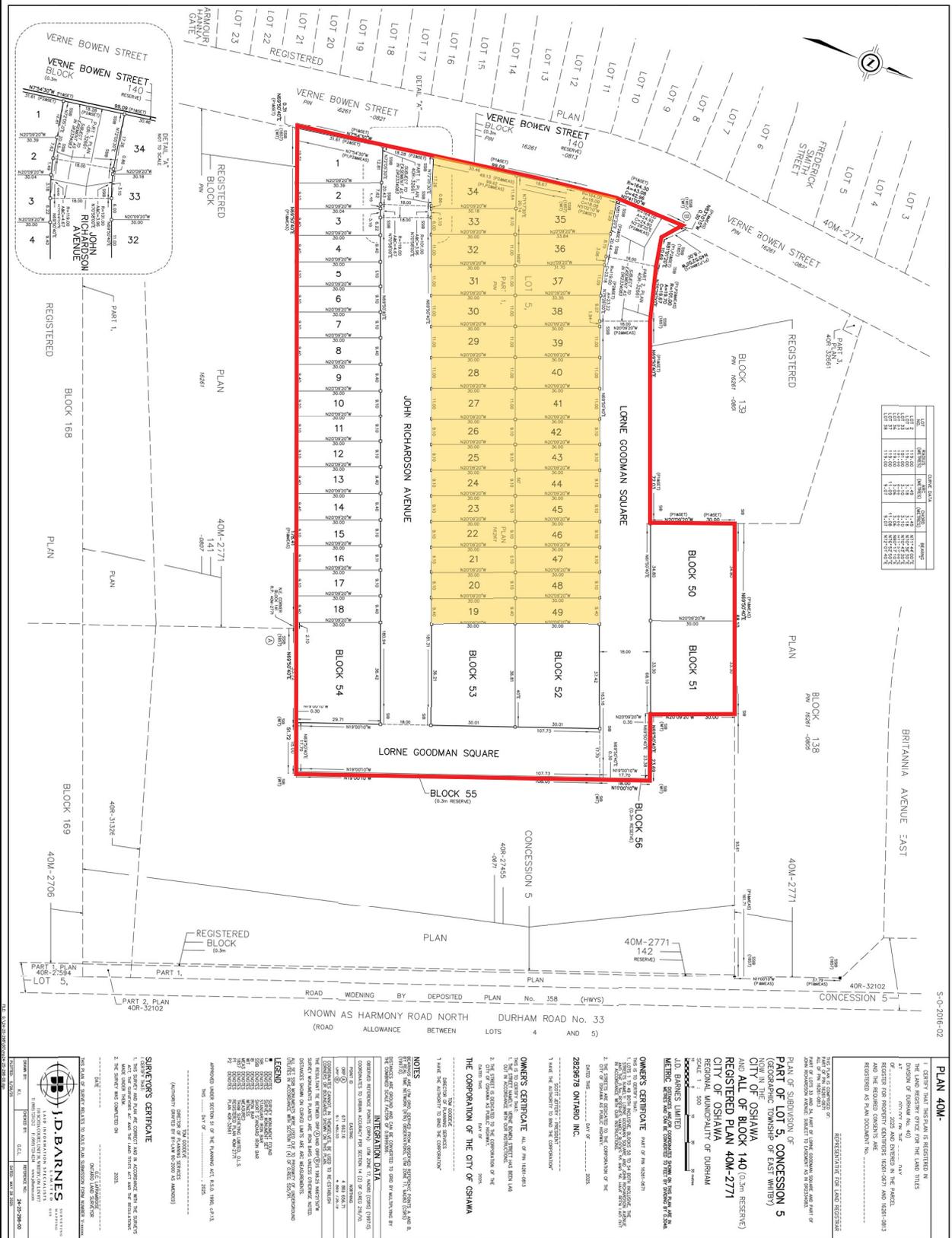
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Title: Area of Phase 2A of S-O-2016-02 of Single Detached Dwelling Lots Proposed to be Decreased From 51 Lots to 49 Lots
Subject: Proposed Revision to Draft Approved Plan of Subdivision (S-O-2016-02) – Jeffery Homes
Address: west of Harmony Road North, south of Britannia Avenue East
Ward: Ward 1
File: S-O-2016-02

Phase 2A Area Subject to Revision

Economic and Development Services
City of Oshawa
 OSHAWA



To: Economic and Development Services Committee

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

Report Number: ED-26-18

Date of Report: February 25, 2026

Date of Meeting: March 2, 2026

Subject: Applications to Amend Zoning By-law 60-94 and for Approval of
a Draft Plan of Subdivision, 2860 Thornton Road North,
RG Consulting Inc. on behalf of 407 AT7 Centre Inc.

Ward: Ward 1

File: S-O-2025-03, Z-2025-05

1.0 Purpose

The purpose of this Report is to provide background information for the Planning Act public meeting on the applications submitted by RG Consulting Inc. on behalf of 407 AT7 Centre Inc. (the “Applicant”) to amend Zoning By-law 60-94 (File: Z-2025-05) and for approval of a draft plan of subdivision (File: S-O-2025-03) to permit seventeen (17) blocks consisting of twelve (12) employment blocks, a stormwater management pond block, four (4) open space blocks, one (1) new arterial road and two (2) new local roads on lands located at 2860 Thornton Road North (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 draft plan of subdivision S-O-2025-03 submitted by the Applicant.

Attachment 3 is an extract from Schedule “A”, Land Use, of the Oshawa Official Plan showing the location of the Subject Site.

Attachment 4 is an extract from Schedule “B”, Road Network, of the Oshawa Official Plan showing the location of the Subject Site.

Attachment 5 is an air photo showing the Subject Site and existing surrounding features in the City of Oshawa and the Town of Whitby.

Attachment 6 is a list of the uses permitted in the SI-A (Select Industrial) Zone.

A notice advertising the public meeting was mailed to all assessed property owners within 120 metres (400 ft.) of the Subject Site and to all required public bodies. In addition, a sign giving notice of the applications has been posted on the Subject Site. The notice was also posted in accordance with the City's Public Notice Policy GOV-23-02.

The notice regarding the public meeting provided an advisory that the meeting is open to the public and will take place in person in the Council Chamber at Oshawa City Hall. Members of the public wishing to address the Economic and Development Services Committee through electronic means rather than appear in-person to make a delegation were invited to register their intent to participate electronically by 12:00 p.m. on February 27, 2026.

2.0 Recommendation

That, based on Report ED-26-18 dated February 25, 2026, concerning the applications submitted by RG Consulting Inc. on behalf of 407 AT7 Centre Inc. to amend Zoning By-law 60-94 (File: Z-2025-05) and for approval of a draft plan of subdivision (File: S-O-2025-03) to permit the development of seventeen (17) blocks consisting of twelve (12) employment blocks, a stormwater management pond block, four (4) open space blocks, and one (1) new arterial road and two (2) new local roads on lands located at 2860 Thornton Road North, 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.

3.0 Input from Other Sources

3.1 Other Departments and Agencies

The subject applications have been circulated for comment and the identification of issues to a number of departments and agencies. These comments and issues will be considered and reported on, as appropriate, in a subsequent staff report which will provide a recommendation on the applications.

4.0 Analysis

4.1 Background

The Subject Site is generally located on the west side of Thornton Road North, north of Winchester Road West, and are municipally known as 2860 Thornton Road North (see Attachment 1).

The following is background information concerning the subject applications:

Item	Existing	Requested/Proposed
Durham Regional Official Plan (Envision Durham) Designation	Area within Urban Area Boundary: Employment Area Area outside of Urban Area Boundary: Major Open Space Area within the Greenbelt Boundary	No change
Oshawa Official Plan Designation	Area within Major Urban Area Boundary: Industrial and Open Space and Recreation Area outside of Major Urban Area Boundary: Open Space and Recreation within the Greenbelt Boundary	No change
Zoning By-law 60-94	AG-A (Agricultural) and OSH (Hazard Lands Open Space)	SI-A (Select Industrial) and appropriate Open Space Zones to implement the proposed draft plan of subdivision
Use	Agricultural lands with associated buildings, and 3 single detached dwellings	Seventeen (17) blocks consisting of twelve (12) employment blocks, a stormwater management pond block, and four (4) open space blocks, and one (1) arterial road and two (2) local roads

The following land uses are adjacent to the Subject Site:

- **North** Agricultural lands and an area forming part of the City’s Natural Heritage System within the Greenbelt, including a section of the Oshawa Creek
- **South** Winchester Road West, beyond which are additional Natural Heritage System lands within the Greenbelt, and Highway 407 East
- **East** Thornton Road North, beyond which are agricultural lands and an area forming part of the City’s Natural Heritage System within the Greenbelt also owned by the Applicant, and vacant land owned by the Ontario Ministry of Transportation intended for potential future use as a Highway 407 East interchange at Thornton Road North
- **West** Winchester Golf Club within the Town of Whitby

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

Site Statistics Item	Measurement
Gross Area of Draft Plan	35.61 ha (88 ac.)
Net Area of Employment Blocks (Blocks 1 to 8 and 10 to 13)	15.07 ha (37.23 ac.)
Area of Stormwater Management Pond (Block 9)	2.02 ha (5 ac.)
Area of Natural Heritage System Blocks (Blocks 14 to 17)	16.69 ha (41.24 ac.)

4.2 Provincial Planning Statement

The Provincial Planning Statement, 2024 (the “P.P.S. 2024”) provides policy direction on matters of provincial interest related to land use planning and development. As a key part of Ontario’s policy-led planning system, the P.P.S. 2024 sets the policy foundation for regulating the development and use of land province-wide, helping achieve the provincial goal of meeting the needs of a fast-growing province while enhancing the quality of life for all Ontarians.

The P.P.S. 2024 defines “employment area” as:

“Areas designated in an official plan for clusters of business and economic activities including manufacturing, research and development in connection with manufacturing, warehousing, goods movement, associated retail and office, and ancillary facilities. An employment area also includes areas of land described by subsection 1(1.1) of the Planning Act. Uses that are excluded from employment areas are institutional and commercial, including retail and office not associated with the primary employment use listed above”

Policy 2.8.2.3 of the P.P.S. 2024 states, in part, that Planning authorities shall designate, protect and plan for all employment areas in settlement areas by:

1. 2.8.2.3(b): prohibiting residential uses, commercial uses, *public service facilities* and other institutional uses; [underline added]
2. 2.8.2.3(c): prohibiting retail and office uses that are not associated with the primary employment use; [underline added]
3. 2.8.2.3(d): prohibiting other *sensitive land uses* that are not ancillary to uses permitted in the *employment area*;

As described in Section 4.4 of this Report below, the Industrial designation of a portion of the Subject Site within the Oshawa Official Plan (the “O.O.P.”) predates the P.P.S. 2024 and permits a variety of uses that include commercial, retail and office uses, in contrast to the more recent, over-arching policies of the P.P.S. 2024. Furthermore, the proposed SI-A (Select Industrial) zoning would implement the policies of the O.O.P. and allow these uses

on the Subject Site (see Attachment 6 for a list of the uses permitted in the SI-A Zone). This creates a direct conflict with the policies of the P.P.S. 2024 noted above.

The City is currently undertaking an Official Plan Review (“Imagine Oshawa”). Through this comprehensive review process, the City is conducting a growth management study to update the population, housing, and employment forecasts that are used to plan and manage growth and guide land use decision-making to 2056. Additionally, the review will update the current policies of the O.O.P. to ensure conformity with the P.P.S. 2024.

It is important to note that the employment area policies of the Provincial Policy Statement, 2020 (“P.P.S. 2020”) in effect prior to the P.P.S. 2024 only prohibited residential uses and prohibited or limited sensitive uses that are not ancillary to the primary employment uses. Commercial uses, retail and office uses, public service facilities or institutional uses were not prohibited under the P.P.S. 2020.

The policies and provisions of the P.P.S. 2024 will be considered during the further processing of the subject applications.

4.3 Durham Regional Official Plan (Envision Durham)

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 primarily as Employment Area in Envision Durham. Portions of the Subject Site to the north and south are designated Major Open Space Area within the Greenbelt Boundary.

According to Envision Durham, Employment Areas are intended to be typically situated along or near major transportation corridors with separation and buffering from adjacent Community Areas. This provides for attractive and suitable locations for uses such as manufacturing, warehousing, storage, assembly and processing. Industrial forms of development are directed to locate within designated Employment Areas.

It is important to note that Envision Durham was adopted by Regional Council prior to the P.P.S. 2024 being approved by the Province. Further, Envision Durham was approved by the Province on September 3, 2024, whereas the Province approved the P.P.S. 2024 on October 20, 2024. As a result, the Employment Area designation and certain policies of Envision Durham are not based on the P.P.S. 2024 and require updating through the City’s Official Plan Review process to ensure conformity.

Major Open Space Areas are a component of the Region’s Greenlands System that generally follow major permanent and/or intermittent stream and valley features and

contain high concentrations of key natural heritage features and key hydrologic features. Outside of the Urban Area Boundary, Major Open Space Areas can also include prime agricultural lands and rural lands.

Map 2a, Regional Natural Heritage System, of Envision Durham identifies components of Regional Natural Heritage System on the Subject Site, namely, on the south-southwest and northern portions of the Subject Site, both of which contain tributaries associated with the Oshawa Creek.

Map 3b, Road Network, of Envision Durham identifies a future Type 'C' Arterial Road extending east from the Town of Whitby and running easterly to Ritson Road North. This road is intended to be the easterly extension of Carnwith Road East from the Town of Whitby.

The policies and provisions of Envision Durham will be considered during the further processing of the subject applications.

4.4 Oshawa Official Plan

The majority of the Subject Site is designated as Industrial in the O.O.P. Lands within part of the central portion of the Subject Site are associated with a tributary of the Oshawa Creek and are designated as Open Space and Recreation. In addition, the north and south portions of the Subject Site are designated as Open Space and Recreation within the Greenbelt Boundary, located outside of the Major Urban Area Boundary (see Attachment 3).

The O.O.P. specifies, in part, that lands designated as Industrial shall generally be used for manufacturing, warehousing and storage, assembly, processing including reclaiming and recycling, research and development facilities, corporate offices, utility functions and transportation terminals, subject to the relevant policies of the O.O.P. In addition, subject to the inclusion of appropriate provisions in the zoning by-law, the following land uses may also be permitted in appropriate locations in areas designated as Industrial: industrially oriented sales, service and office operations such as truck and machinery operations, equipment repair, merchandise service shops and building or contracting yards; community and recreational uses such as facilities for day care and recreation that are municipally owned and operated; vehicle fuel stations; and, on a limited basis in accordance with Policy 2.4.1.6 of the O.O.P., certain commercial, community and recreational uses such as banks, offices other than corporate or industrially oriented offices, restaurants, banquet facilities, personal service and retail uses, fraternal organizations and athletic clubs provided that such uses are compatible with industrial uses in the area.

Policy 2.4.2.4 of the O.O.P. requires applicants for industrial development in greenfield locations to demonstrate that the proposed development will result in a minimum gross density of 27 jobs per hectare (10.93 jobs/ac.).

The O.O.P. also states that lands designated as Open Space and Recreation within the Major Urban Area shall be predominantly used for recreation, conservation, reforestation, cemeteries, allotment gardens, community gardens, nursery gardening, existing golf

courses and campgrounds. These uses shall have regard for the natural environment, shall be compatible with their surroundings, and shall be subject to the inclusion of appropriate provisions in the zoning by-law. Where appropriate, areas designated as Open Space and Recreation shall provide opportunities for physical activity, such as walking and cycling, including connections in support of the City's active transportation network.

Schedule 'D-1', Environmental Management, of the O.O.P. shows the Oshawa Creek, its tributaries and associated floodplain, as part of the City's Natural Heritage System, Greenbelt Protected Countryside, and Hazard Lands. The Natural Heritage System refers to a connected system of environmental components consisting of key natural heritage features, key hydrologic features, riparian corridors and areas identified for natural cover regeneration/reforestation that will improve connectivity and habitat. It is intended to achieve a linked open space and natural heritage system.

When opportunities for public ownership arise, Policy 5.4.15 of the O.O.P. requires that all reasonable efforts be made to support the acquisition and/or conveyance of lands within the Natural Heritage System for natural heritage conservation purposes.

Schedule 'F1-A', Natural Heritage System Components, of the O.O.P. identifies small portions of the Oshawa Creek tributary system located on the Subject Site adjacent to Winchester Road West as well as within a portion situated in the north of the Subject Site. These components comprise areas shown on Schedule 'F1-A' as Key Natural Features and Key Hydrologic Features and also as Riparian Corridors.

The Applicant has submitted an Environmental Impact Study to address the development of the lands identified as Natural Heritage System and its constituent components identified as Key Natural Heritage Features and Key Hydrologic Features and as Riparian Corridors.

Hazard Lands shall be used predominately for the preservation and conservation of land and/or the environment. These lands shall be managed in a manner to complement adjacent land uses and protect adjacent lands from any physical hazards or their effects.

Schedule 'B', Road Network, of the O.O.P. identifies Thornton Road North and Winchester Road East as Type 'B' Arterial Roads. Schedule 'B' also identifies a future east-west Type 'C' Arterial Road traversing the Subject Site south of the Greenbelt Protected Countryside Area Boundary (see Attachment 4). This Type 'C' Arterial Road is intended to function as the easterly extension of Carnwith Road East in the Town of Whitby. Within Oshawa, this Type 'C' Arterial Road would continue east of Thornton Road North and connect to a Type 'C' Arterial Road within the Columbus Part II Plan to the northeast (see Attachment 4). This Type 'C' Arterial Road network is intended to ultimately connect to Simcoe Street North and Ritson Road North. Proposed Public Street 2 in the subject draft plan of subdivision represents a segment of this future Type 'C' Arterial Road bisecting the Subject Site.

The policies and provisions of the O.O.P. will be considered during the further processing of the subject applications.

4.5 Zoning By-law 60-94

The zoning of the Subject Site is currently split between AG-A (Agricultural) and OSH (Hazard Lands Open Space) in Zoning By-law 60-94 (see Attachment 1).

The AG-A Zone permits agricultural uses, accessory retail stands for seasonal produce, one single detached dwelling, one seasonal worker housing unit and a riding stable.

The OSH Zone permits agricultural, outdoor recreational and park uses without buildings or structures and existing golf courses.

The Applicant has submitted an application to amend Zoning By-law 60-94 to implement the subject proposed draft plan of subdivision. The proposed zoning amendment would:

- Rezone the proposed employment blocks shown on the proposed draft plan to an appropriate SI-A (Select Industrial) Zone. The list of uses permitted in the SI-A Zone can be found in Attachment 6; and,
- Rezone the open space blocks and stormwater management pond block to appropriate Open Space Zones.

The subject applications will be reviewed against the provisions of Zoning By-law 60-94 during the further processing of the applications.

4.6 Subdivision Design/Land Use Considerations

The proposed draft plan of subdivision consists of a total of seventeen (17) blocks featuring twelve (12) employment blocks, a stormwater management pond block, four (4) open space blocks, and one (1) new arterial road and two (2) new local roads (see Attachment 2).

The proposed employment area blocks range in size from 0.810 hectares (2.001 ac.) (Block 8) to 3.191 hectares (7.885 ac.) (Block 13).

The draft plan of subdivision proposes three (3) new public roads. Proposed Public Streets 2 and 3 would connect to Thornton Road North, and Proposed Public Street 1 would be a north-south road terminating in a cul-de-sac. The northerly access to the Subject Site (Proposed Public Street 2) is proposed to be a full movement intersection with Thornton Road North. The southerly access (Proposed Public Street 3) will be right-in/right-out only intersection with Thornton Road North.

Proposed Public Street 2 in the subject draft plan of subdivision represents a segment of the future east-west Type 'C' Arterial Road bisecting the Subject Site that is identified in Envision Durham and the O.O.P. The balance of the future east-west Type 'C' Arterial Road through the Subject Site would pass through Block 17 which is described on the draft plan as an "Environmental Block".

The Applicant also owns the lands to the east beyond Thornton Road North (i.e. 2869 Thornton Road North) which share similar AG-A (Agricultural) zoning to the majority of the Subject Site. The Applicant intends to develop those lands in the future.

The Applicant is currently proposing private water and sanitary services for the entirety of the proposed draft plan of subdivision in the short-term, as municipal water and sanitary sewer services are not immediately available near the Subject Site. Each proposed lot would have its own well and septic system. Policy 4.1.26 of Envision Durham recognizes that there are locations within Urban Areas where the provision of municipal water and/or sewage services is not technically or financially feasible, or may be in progress but not yet completed. In such circumstances, development on the basis of individual on-site sewage services and individual on-site water services may be considered subject to the following:

- (a) prior to any development on partial or full private services, the feasibility of providing full municipal/regional services must first be assessed, including consideration of any additional capacity resulting from regional water supply or regional sanitary sewage plant expansions, and/or other servicing alternatives, such as communal systems; and,
- (b) any development on the basis of partial municipal/regional services or full private services shall be in accordance with the relevant provisions of Policies 6.5.6 to 6.5.15 of Envision Durham, and subject to a Regional agreement that the development will be connected by the landowner as soon as Regional services are available.

Pursuant to Policy 2.4.2.3 of the O.O.P., prior to allowing development proposals within greenfield areas designated as Industrial, the City shall be satisfied that the availability and feasibility of extending full regional water and sanitary sewerage systems have been adequately addressed. Policy 9.7.6 does permit limited development without the provision of full municipal services. Water and sanitary sewer projects are required for the servicing of the Columbus Part II Planning Area which are at various stages of planning and design. It is anticipated that once these services are available the proposed development will be connected. According to the Applicant, the proposed draft plan of subdivision is being designed with water and sewer lines in the roads so that the subdivision can be connected to municipal services once the services are available.

In support of the proposed development the Applicant has submitted a variety of plans and documents, including:

- Draft Plan of Subdivision
- Topographical Survey
- Preliminary Grading, Servicing and Drainage Plans
- Environmental Impact Study
- Stage 1 and 2 Archaeological Assessment
- Geotechnical Investigation
- Hydrogeological Investigation
- Phase 1 and 2 Environmental Site Assessment
- Traffic Impact Study
- Functional Servicing and Stormwater Management Report
- Planning Justification Report

Detailed design matters will be reviewed during the further processing of the subject applications to ensure compliance with the City's Landscaping Design Policies, engineering standards and other policies. This Department will conclude its position on

the subdivision design after it has received and assessed comments from the circulated departments, agencies and the public.

Some of the specific matters this Department will be reviewing during the further processing of the subject applications include:

- (a) The appropriateness of the proposed subdivision design;
- (b) Environmental management;
- (c) Development limits;
- (d) Servicing and stormwater management matters, including the proposed stormwater management pond proposed partly within the Greenbelt Protected Countryside Area Boundary, and the Applicant's proposal to use private servicing for short term water and sanitary sewage;
- (e) Coordination with planned capital infrastructure projects to service the Columbus Part II Planning Area;
- (f) Transportation considerations, including:
 - The design of the planned east-west Type "C" Arterial Road, in coordination with the Town of Whitby and the Columbus Developers Group;
 - The relationship between the proposed new intersections with Thornton Road North and the future Highway 407 East/Thornton Road North interchange; and,
 - The on-going Thornton Road North Environmental Assessment being undertaken by the Columbus Developers Group;
- (g) Coordination with the Imagine Oshawa municipal comprehensive review of the Oshawa Official Plan, and the policies of the P.P.S. 2024, including employment area policies and permitted uses;
- (h) Conformity with the Provincial Greenbelt Plan;
- (i) Land use compatibility with surrounding land uses, including the Winchester Golf Club abutting the Subject Site to the west;
- (j) Noise attenuation;
- (k) The appropriateness of the proposed zoning regulations; and,
- (l) Archaeological matters.

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:

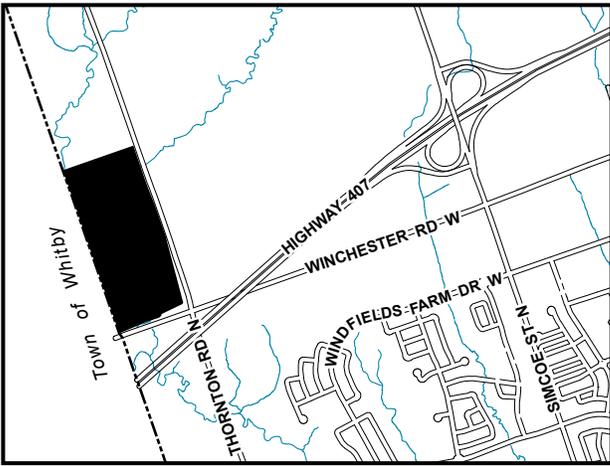
"Lead: Governance and Service Excellence" with the goal to offer community engagement activities that enhance transparency and bring diverse voices and perspectives into decision-making processes.



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



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



**Item: ED-26-18
Attachment 1**

Economic and Development Services

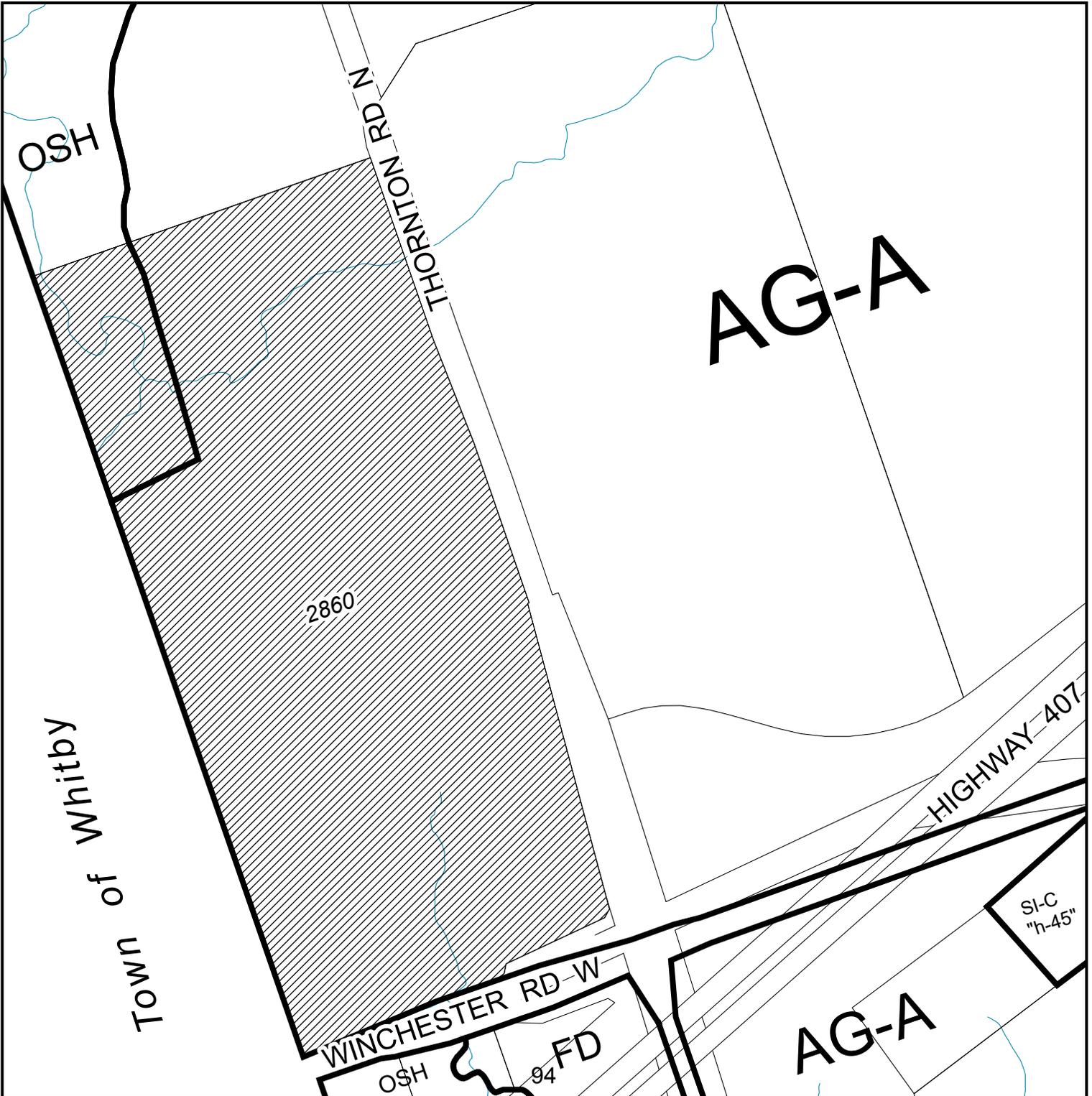
Subject: Applications to Amend Zoning By-law 60-94 and for Approval of a Draft Plan of Subdivision, 2860 Thornton Road North, RG Consulting Inc. on behalf of 407 AT7 Centre Inc.

Ward: Ward 1

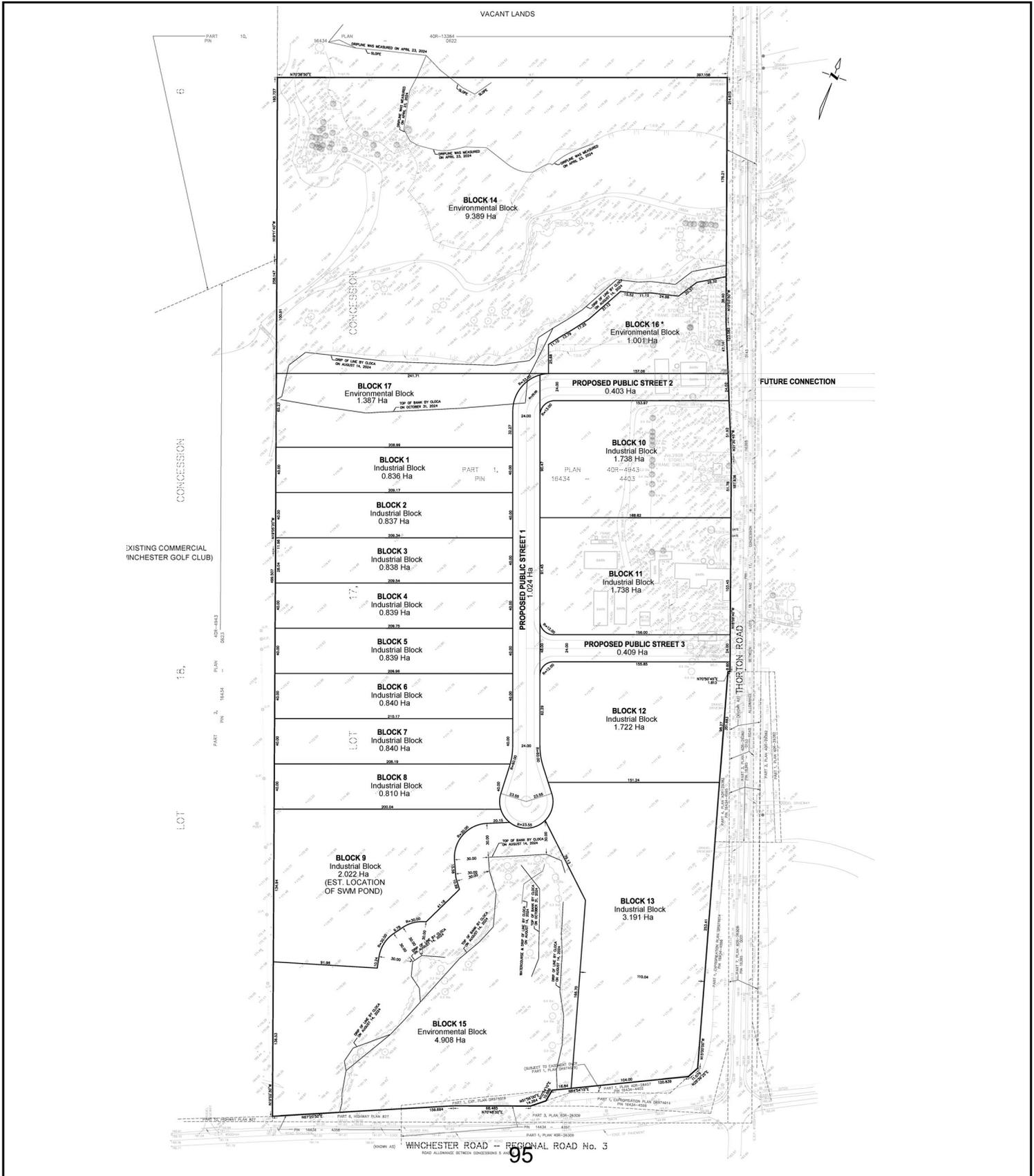
File: S-O-2025-03, Z-2025-05



Subject Site



Title: Proposed Draft Plan of Subdivision S-O-2025-03 Submitted by the Applicant
Subject: Applications to Amend Zoning By-law 60-94 and for Approval of a Draft Plan of Subdivision, 2860 Thornton Road North, RG Consulting Inc. on behalf of 407 AT7 Centre Inc.
Ward: Ward 1
File: S-O-2025-03, Z-2025-05



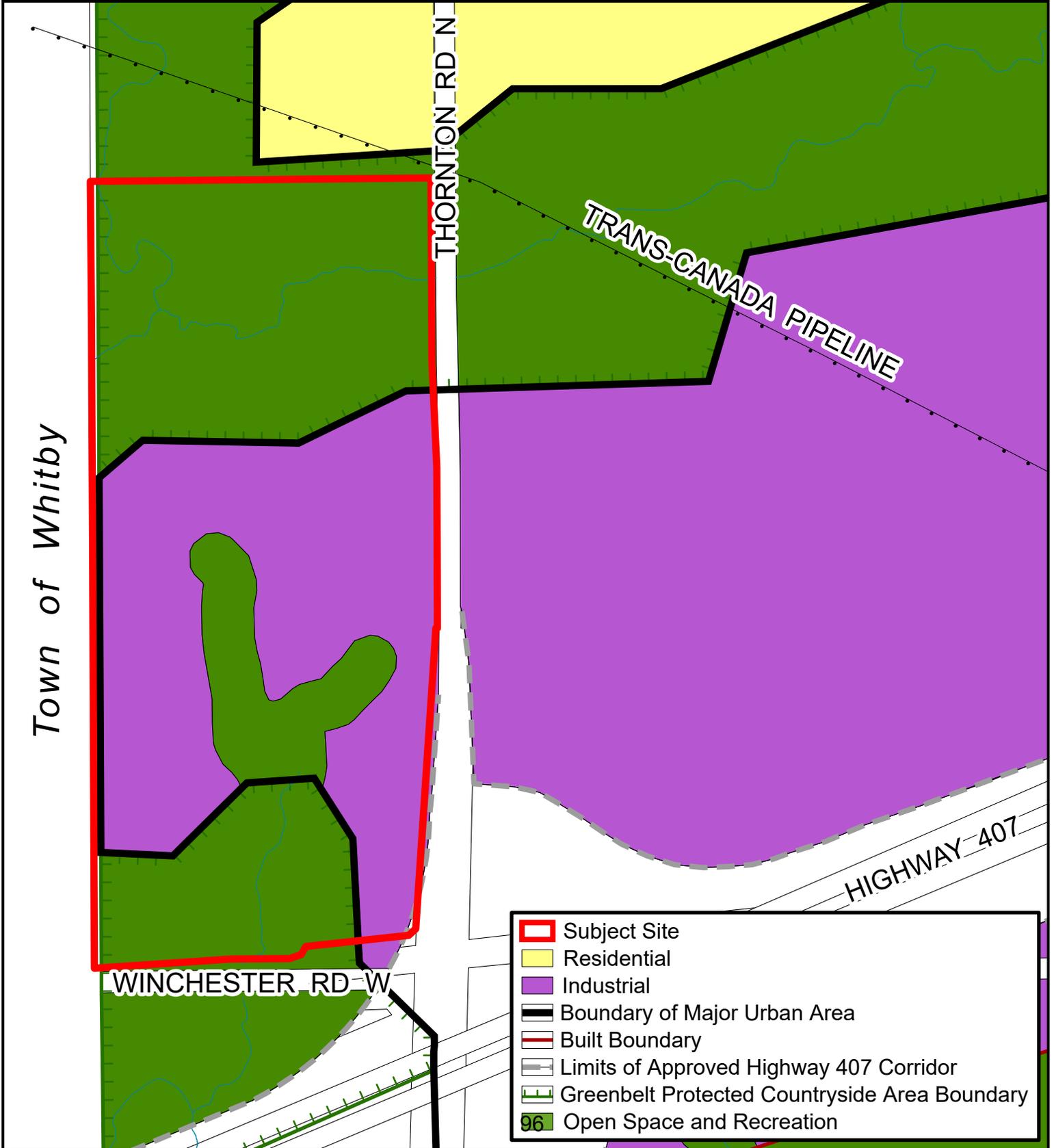
Subject: Applications to Amend Zoning By-law 60-94 and for Approval of a Draft Plan of Subdivision, 2860 Thornton Road North, RG Consulting Inc. on behalf of 407 AT7 Centre Inc.

Item: ED-26-18
Attachment 3

Ward: Ward 1
File: S-O-2025-03, Z-2025-05



City of Oshawa
Economic and Development Services 



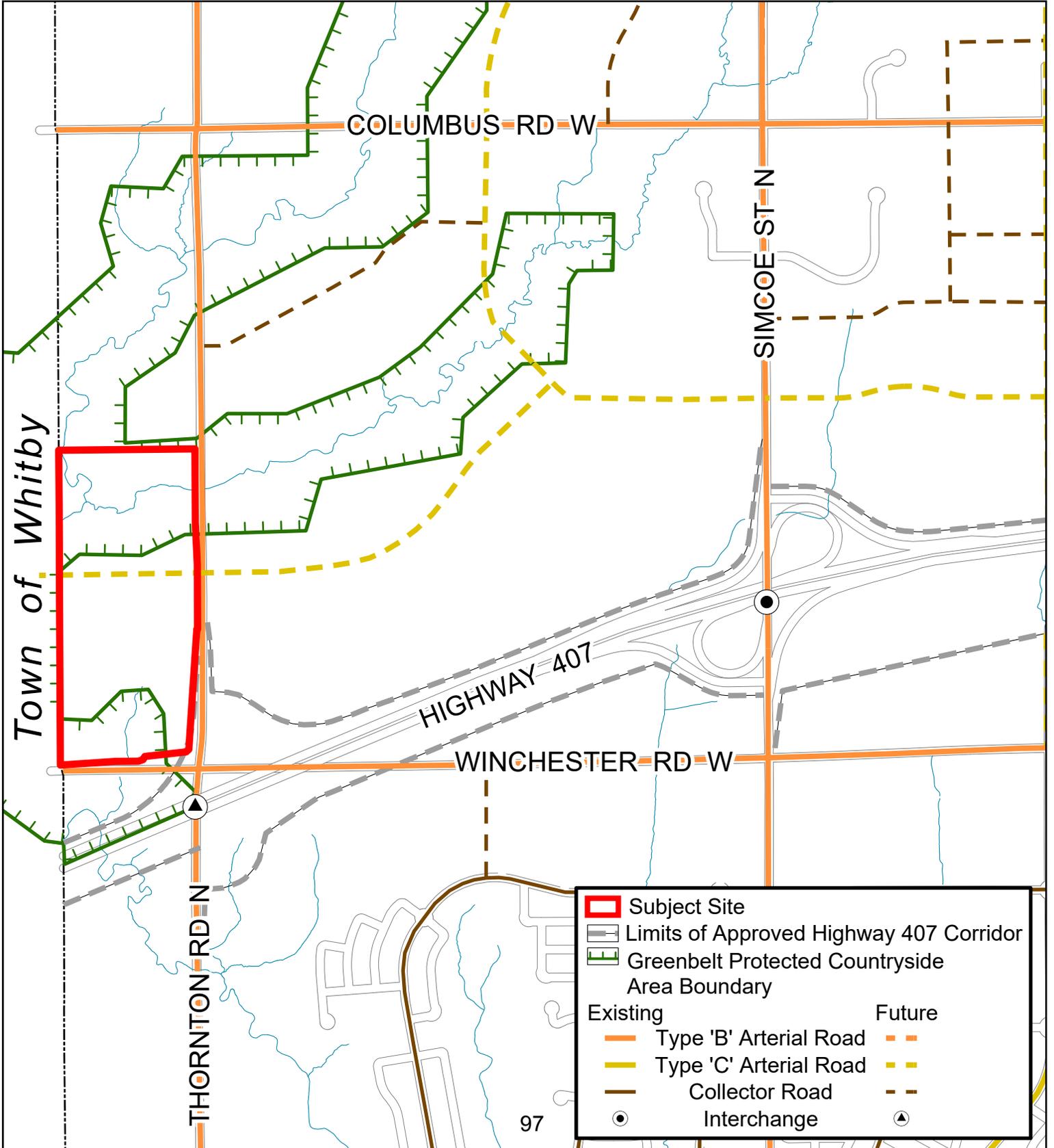
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Subject: Applications to Amend Zoning By-law 60-94 and for Approval of a Draft Plan of Subdivision, 2860 Thornton Road North, RG Consulting Inc. on behalf of 407 AT7 Centre Inc.

Item: ED-26-18
Attachment 4

Ward: Ward 1
File: S-O-2025-03, Z-2025-05

City of Oshawa
Economic and Development Services



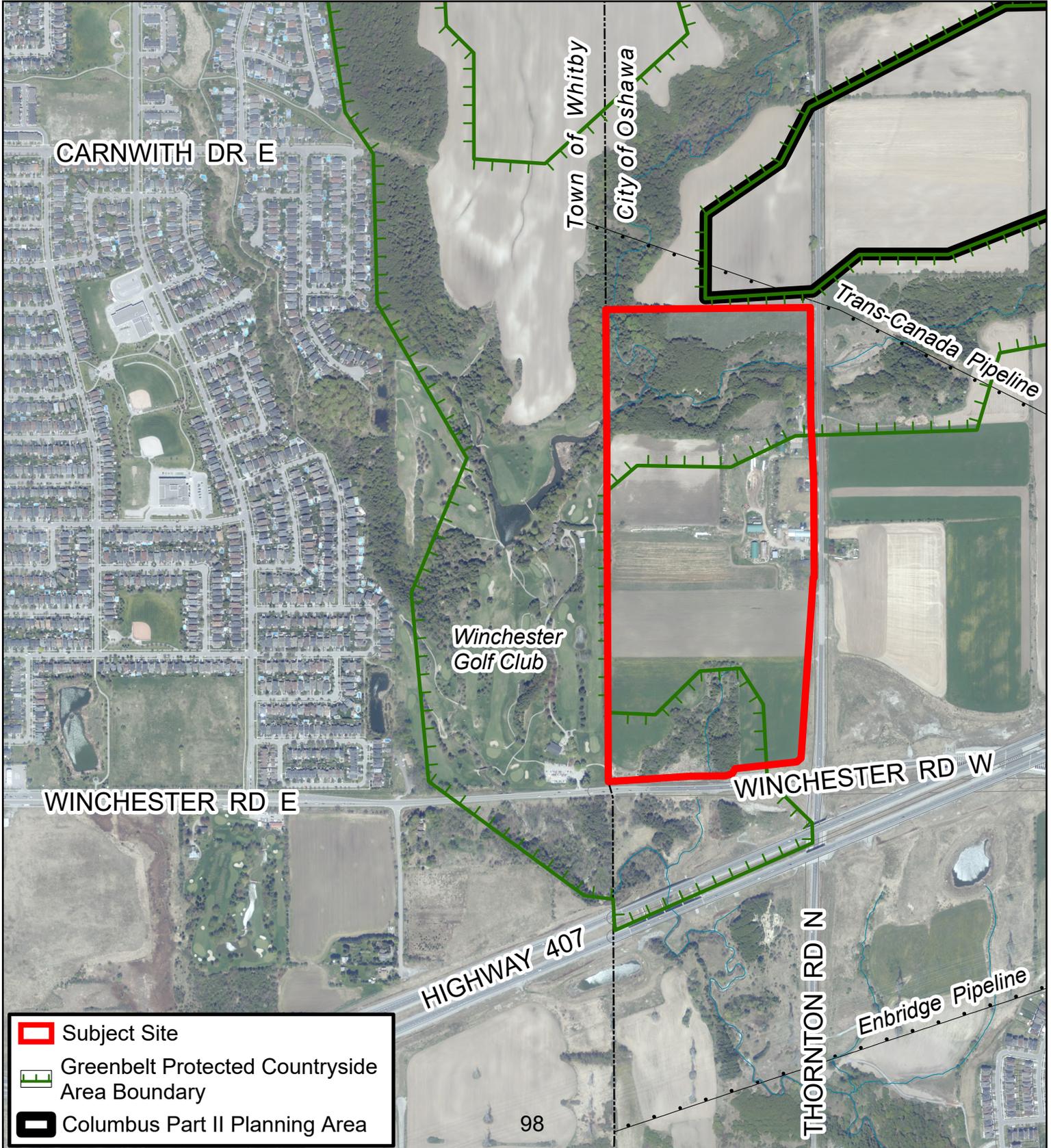
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Subject: Applications to Amend Zoning By-law 60-94 and for Approval of a Draft Plan of Subdivision, 2860 Thornton Road North, RG Consulting Inc. on behalf of 407 AT7 Centre Inc.

Item: ED-26-18
Attachment 5

Ward: Ward 1
File: S-O-2025-03, Z-2025-05

City of Oshawa
Economic and Development Services 



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List of Permitted Uses in the SI-A (Select Industrial) Zone

- (a) Assembly hall
- (b) Auction establishment
- (c) Automobile body shop
- (d) Automobile repair garage
- (e) Automobile towing business
- (f) Banquet hall
- (g) Brew your own operation
- (h) Call centre
- (i) Club
- (j) Commercial school or training centre
- (k) Controlled environment agriculture facility
- (l) Data processing centre
- (m) Day care centre
- (n) Dry cleaning and laundry plant
- (o) Financial institution
- (p) Food preparation plant
- (q) Light industrial uses including light manufacturing, processing of semi-manufactured goods or assembly of manufactured goods
- (r) Merchandise service shop
- (s) Office
- (t) Outdoor storage accessory to any use permitted in the SI-A Zone
- (u) Place of worship
- (v) Plumbing, electrical or building supply shop
- (w) Printing establishment
- (x) Recreational use
- (y) Research and development establishment
- (z) Restaurant
- (aa) Sales outlet
- (bb) Self-serve storage building
- (cc) Service industry
- (dd) Studio
- (ee) Taxi establishment
- (ff) Television or radio broadcasting station or studio
- (gg) Theatre
- (hh) Truck or light machinery rental, sales or service establishment
- (ii) Warehouse for semi-manufactured or manufactured goods
- (jj) Wholesale distribution centre