

Ministry of Municipal Affairs and Housing
777 Bay Street
Toronto, ON, M7A 2J3

February 3, 2023
File 10553

**RE: Consultation for Official Plan Amendment 186 from Durham Region
71, 83, 87, 89 and 99 Bloor Street East and 671 Albert Street**

Weston Consulting is the planning representative of Jeffery Daveys, the registered owner of the lands municipally known as 71, 83, 87, 89 and 99 Bloor St East and 671 Albert Street in the City of Oshawa (herein referred to as the “Subject Property”). The Subject Property is located southeast of the intersection of Bloor Street East and Albert Street. This letter has been prepared in support of the inclusion of the Subject Property into the boundary of the Central Oshawa Protected Major Transit Station Area.

The Subject Property is currently occupied by an auto dealership (Davey Auto Sales). The areas north of the subject lands include a variety of commercial and retail uses. The property has a total area of 4.1 acres (1.7 hectares) and a frontage of 100.1m along Bloor Street East.

The subject property is located south of the proposed Central Oshawa Protected Major Transit Station Area (Exhibit 2 to Regional Official Plan Amendment 186)(Schedule ‘C’ – Map ‘C5B’, Protected Major Transit Station Areas). It is our understanding that the Ministry of Municipal Affairs and Housing has received Official Plan Amendment 186 from Durham Region for a decision for approval. OPA 186 seeks to delineate and plan for seven (7) protected major transit station areas in Durham Region (including the Central Oshawa PMTSA).

The City of Oshawa Official Plan designates the lands as *Planned Commercial Strip*. The lands are further designated as *Regional Corridor and Intensification Areas* within Schedule ‘A-2’ – Corridors and Intensification Areas. The *Regional Corridor and Intensification Area* policies permit higher density uses including Density Types such as Medium Rise and High Rise Apartments (Table 2: Residential Density Classification). The *Planned Commercial Strip* policies allows for mixed commercial-residential uses (2.2.5.4). The City of Oshawa Zoning By-law 60-94 zones the subject lands as *Planned Strip Commercial Zones* (PSC-A). The subject property

The owners of the subject property have submitted a request for the expansion of the PMTSA boundary to the Ministry as the subject property is suitable for intensification and is surrounded by parcels of land suitable for intensification that are near the boundary of the PMTSA. The logical extension of supporting the intensification of the Regional Corridors would be the inclusion of the lands into the PMTSA and extending the boundary from the Highway 401 to the rail corridor further south of the subject property. The rail corridor would in this case act as the natural boundary. The subject property has suitability for inclusion into the PMTSA on the basis of the sites proximity to the boundary, its large parcel size (4.1 acres), and existing permissions for intensification. Hosting intensification and fulfilling the density necessary of a PMTSA on lands with a larger parcel can help manage growth in a way so as to not significantly alter the existing character of the surrounding residential lands. Inclusion of the subject property within the PMTSA boundary would open opportunities for the City and Region to enhance and improve the existing communities without creating significant disturbances to existing parcel fabric and building typologies. They would also present the opportunity to further enhance and revitalize the Bloor Street Regional Corridor through permitting of mixed use developments. The subject property is within a 800m walkshed from the proposed Oshawa Central GO Station and would present the opportunity to create ‘Complete Communities’ and simultaneously improve the economic viability of the proposed GO Station.

Inclusion of the subject property by the expansion of the boundary of the Protected Major Transit Station Area would provide the City of Oshawa and the Region of Durham with the opportunity to better achieve policy objectives related to transit-oriented communities.

As such Weston supports the expansion of the Protected Major Transit Station Area boundary so that complete communities and transit investment are leveraged to their full potential. There is strong opportunity for the subject property to host a greater degree of intensification without altering the existing character of the surrounding neighbourhoods.

We kindly request that these comments be considered by the Ministry and that a response be provided at the earliest opportunity. Should you have any further questions, please do not hesitate to contact the undersigned at extension 335.

Should you have questions or require anything further, please contact the undersigned (ext. 335).

Yours truly,

Weston Consulting

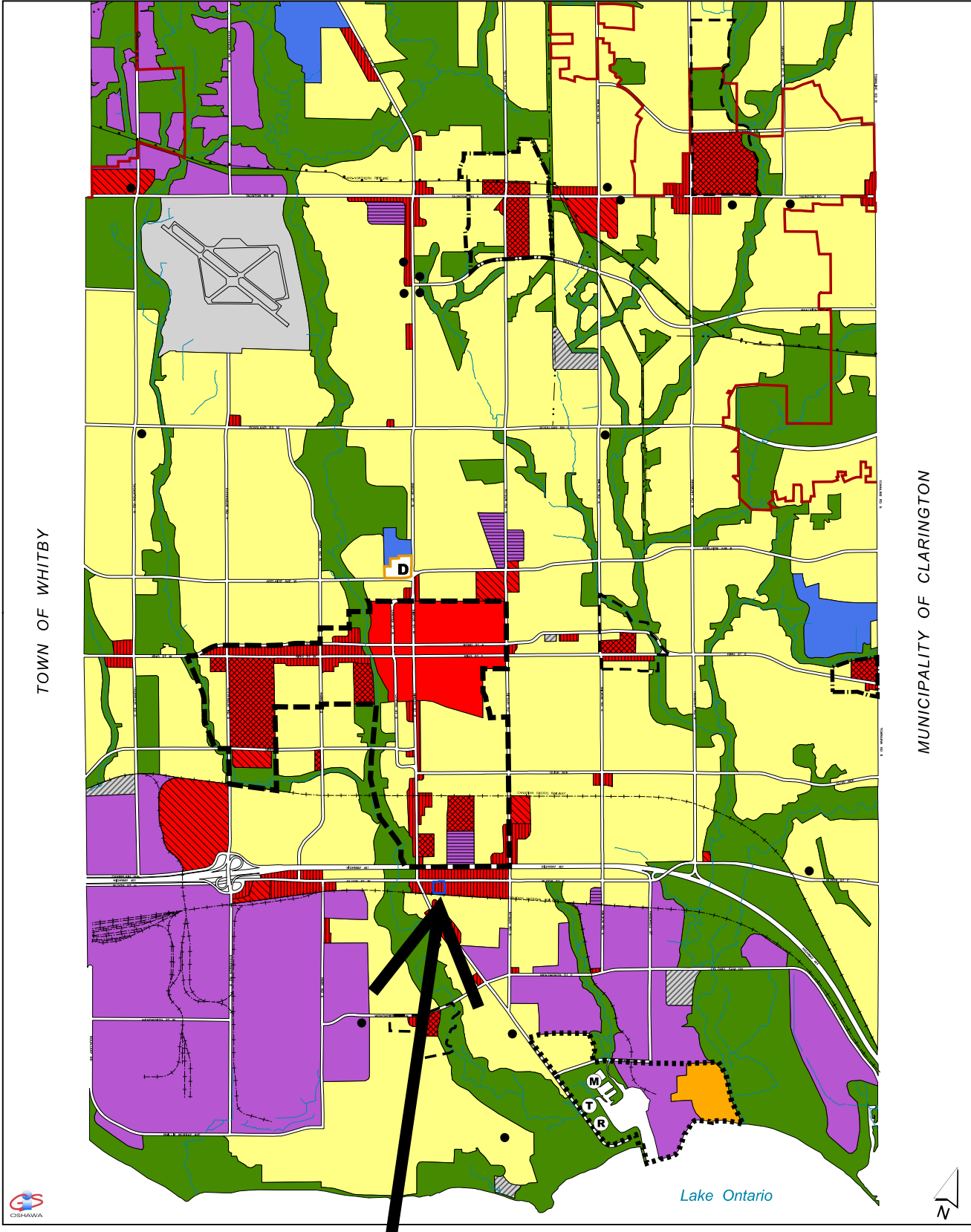
Per:



Katie Pandey, MAES, MCIP, RPP
Associate



Aerial Photo: Subject Property 71-99 Bloor Street East



Schedule 'A' Land Use
 City of Oshawa
 Official Plan

South Half

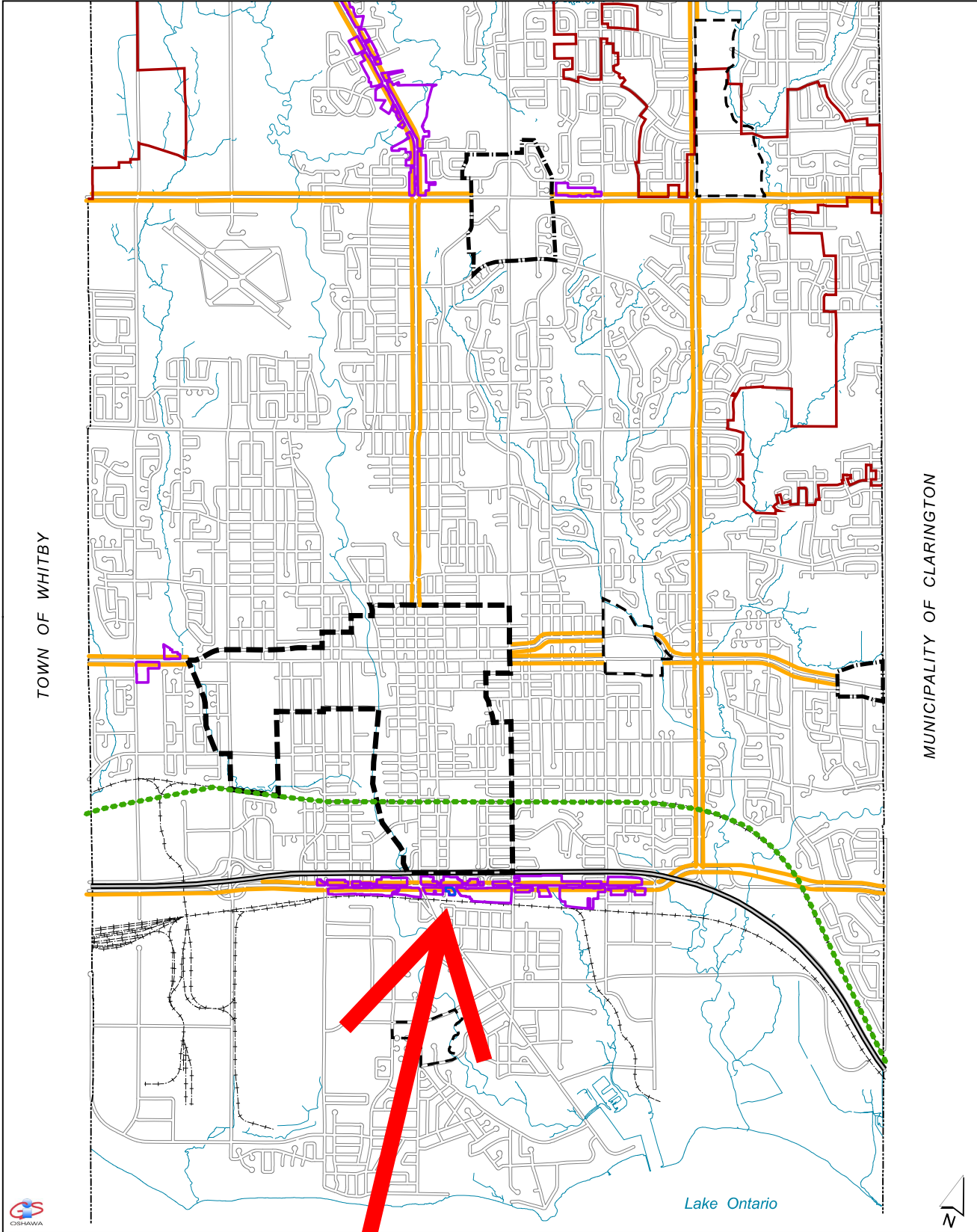
March 2021

0 250 500 1,000 1,500 Meters

Development Services Department

Notes:
 1. This Schedule should be read in conjunction with the text

| Legend | |
|---|---|
| Residential | Downtown Oshawa Urban Growth Centre |
| Planned Commercial Centre | Planned Commercial Strip |
| Special Purpose Commercial | Institutional |
| Industrial | Regeneration Area |
| Airport | Special Waterfront Area |
| Utilities | Deferred by Regional Council |
| Local Central Area | Boundary of Major Urban Area |
| Built Boundary | Special Development Area |
| Main Central Area Boundary | Sub-Central Area Boundary |
| Community Central Area Boundary | Marina Node |
| Recreational Node | Tourist Node |
| Estate Residential (refer to section 2.7.3.1) | Prime Agricultural |
| Oak Ridges Moraine | Limits of Approved Highway 407 Corridor |
| Greenbelt Protected Countryside Area Boundary | Greenland Areas |
| Open Space and Recreation | |

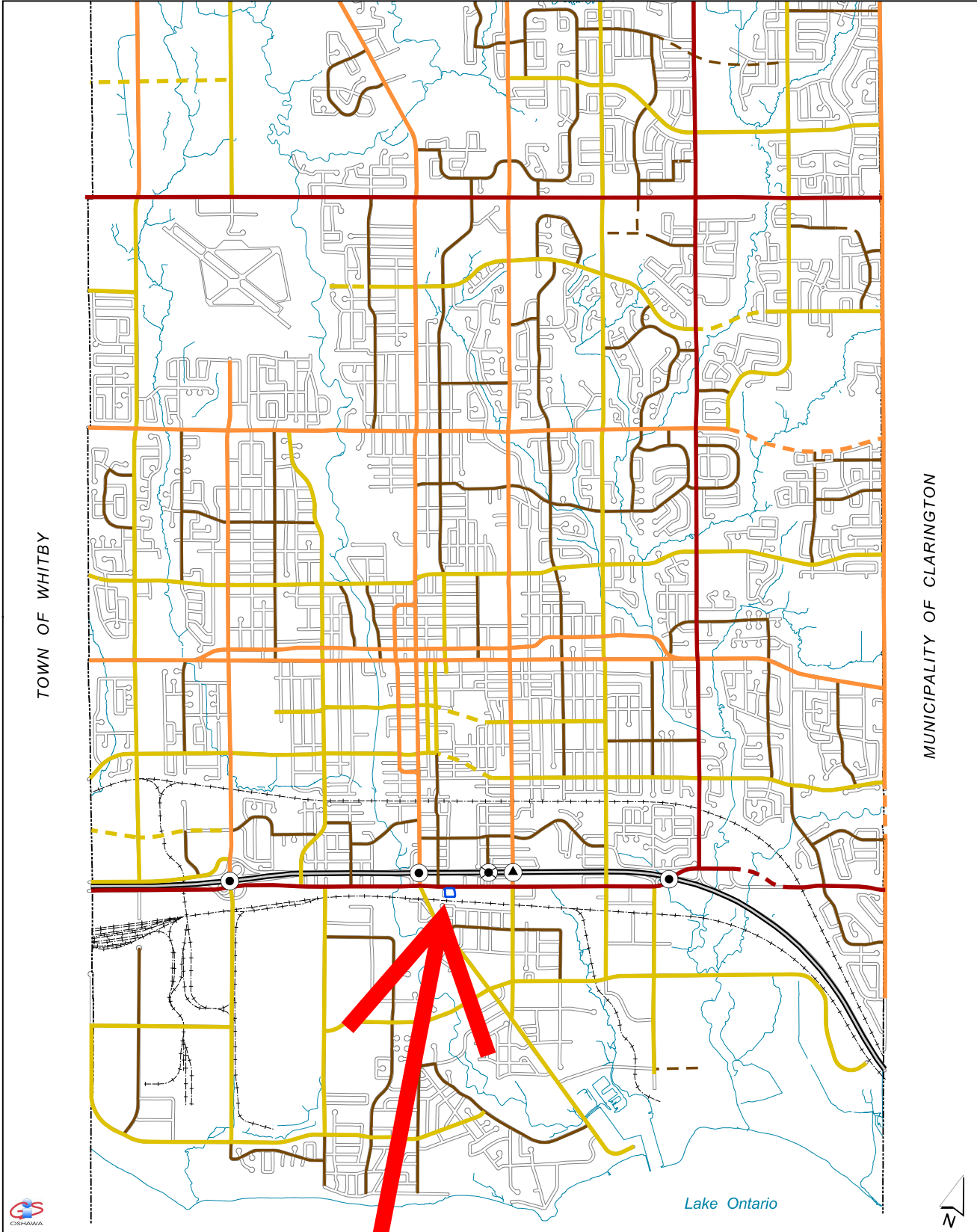


Schedule 'A-2'
Corridors and Intensification Areas
 City of Oshawa
 Official Plan
 South Half
 January 2019
 Development Services Department

Notes:
 1. This Schedule should be read in conjunction with the text

Legend

| | |
|---|--------------------------------------|
| Regional Corridor | Metrolinx EA Approved Rail Alignment |
| Local Corridor | Boundary of Major Urban Area |
| Intensification Areas | Built Boundary |
| Oak Ridges Moraine | Main Central Area Boundary |
| Greenbelt Protected Countryside Area Boundary | Sub-Central Area Boundary |
| Limits of Approved Highway 407 Corridor | Community Central Area Boundary |
| Provincial Highway 401 | Rail Line |
| | Deferred by Regional Council |



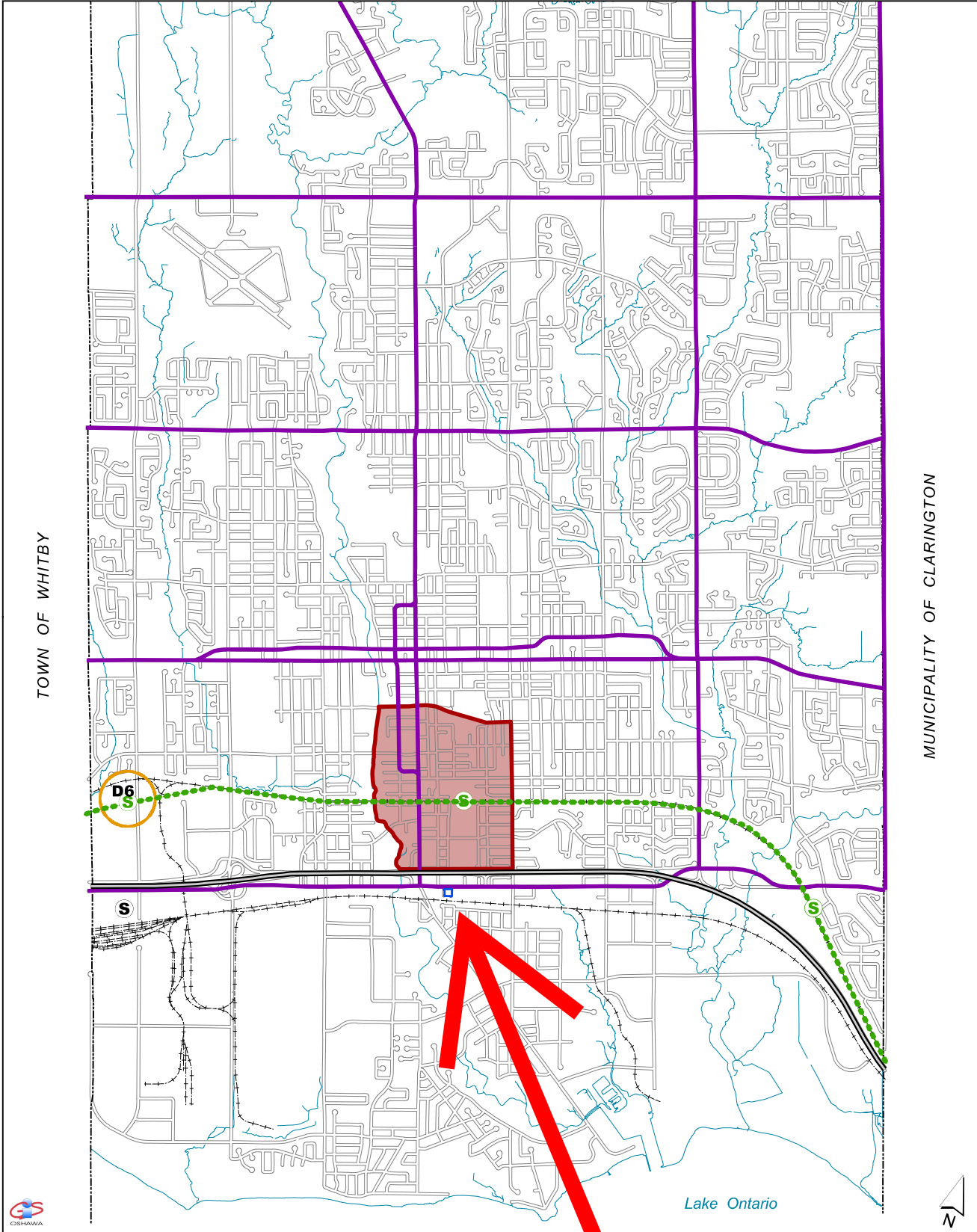
Schedule 'B'
Road Network
 City of Oshawa
 Official Plan
 South Half
 August 2019

0 250 500 1,000 1,500 Meters

Development Services Department

Notes:
 1. This Schedule should be read in conjunction with the text
 2. Future roads on the Schedule are shown conceptually and may be subject to further planning study under the Environmental Assessment Act and/or Planning Act to determine the need, alternatives to the road, and precise alignments. This schedule is not intended to predetermine the outcome in instances where additional study is required.

| | | | |
|---------------|------------------------|------------------------|---|
| Legend | Existing | Future | Provincial Highway 401 |
| | Type 'A' Arterial Road | Type 'A' Arterial Road | Limits of Approved Highway 407 Corridor |
| | Type 'B' Arterial Road | Type 'B' Arterial Road | Oak Ridges Moraine |
| | Type 'C' Arterial Road | Type 'C' Arterial Road | Greenbelt Protected Countryside Area Boundary |
| | Collector Road | Collector Road | Rail Line |
| | Interchange | Interchange | Existing Interchange to be Deleted |
| | | | Deferred by Regional Council |



Schedule 'B-1'
Transit Priority Network
 City of Oshawa
 Official Plan

South Half

January 2019

0 250 500 1,000 1,500 Meters

Development Services Department

Notes:
 1. This Schedule should be read in conjunction with the text

- Legend**
- Regional Transit Spine
 - Oak Ridges Moraine
 - Greenbelt Protected Countryside Area Boundary
 - Limits of Approved Highway 407 Corridor
 - Provincial Highway 401
 - Rail Line
 - Deferred by Regional Council
 - Metrolinx EA Approved Rail Alignment
 - Commuter Station - Existing
 - Commuter Station - Future
 - Transportation Hub - Undefined Geographic Area
 - Transportation Hub - Defined Geographic Area