

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

February 3, 2023  
File 10553

**RE: Consultation for Official Plan Amendment 186 from Durham Region  
477 Dean Avenue, Oshawa**

Weston Consulting is the authorized planning consultant for Dr. Rajeev Gupta, the legally registered owner of the property municipally known as 477 Dean Avenue and herein referred to as the “subject property”. The subject property is located southwest of the intersection of Dean Avenue and Hillcrest Drive. 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 51 rental apartment units ranging from bachelor to 4-bedroom units. The property has a total area of 2.2 acres (0.95 hectares) and a frontage of 120.20 metres along Dean Road.

The subject property is located just outside 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 subject property as *Residential*. The *residential* designation encourages a variety of dwelling units ranging from single-detached, townhouses and duplexes. The City of Oshawa Zoning By-law (60-94) zones the subject property as *R4-A/R6-A* (Residential). Under this designation apartment and block townhouse units are permitted. The subject property conforms to the policies and regulations in the current Official Plan and Zoning By-law.

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 located in close proximity to the boundary of the PMTSA. The distance from the subject property to the boundary of the PMTSA is 230m and presents a major opportunity for the Region and the City to better manage the development of its large parcels of residential lands. The subject property has suitability for inclusion into the PMTSA on the basis of the sites proximity to the boundary, its large parcel size (2.2 acres), and existing permissions for apartments within the existing zoning. 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 existing lands. The subject property is also in close proximity to Highway 401 which is located south of the subject property and fronts onto Dean Avenue which is identified as a Collector Road (Schedule ‘B’ – Road Network, Oshawa Official Plan). Inclusion of the subject property within the PMTSA boundary would open up opportunities for the City and Region to enhance and improve the existing communities without creating significant disturbances to existing parcel fabric and building typologies. The subject property is a 1km walk away 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. It is also worth noting that inclusion of property into the PMTSA and intensification of the site would also ensure that existing rental units would be maintained.

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.

Yours truly,

**Weston Consulting**

**Per:**

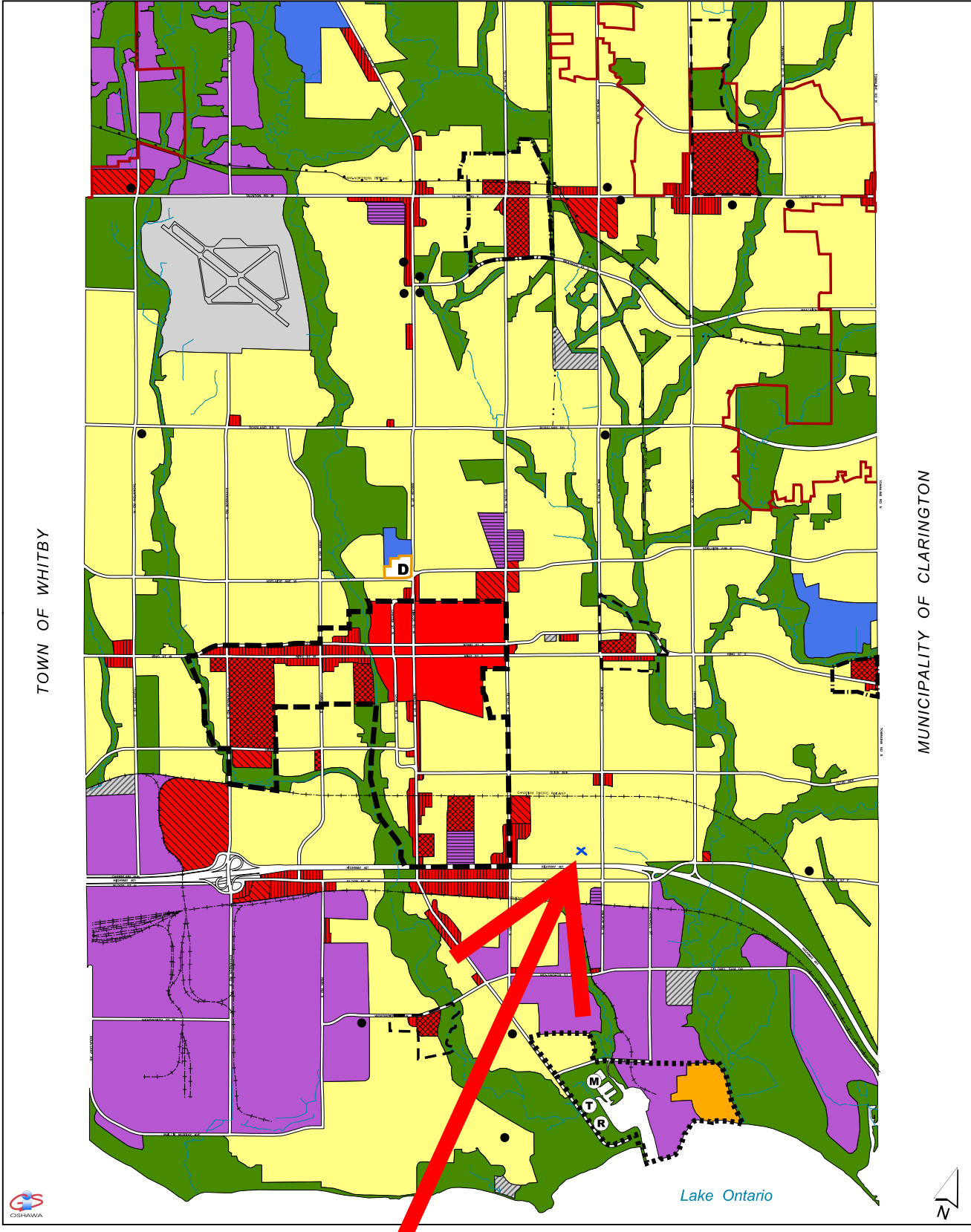


Katie Pandey, MAES, MCIP, RPP

Associate







**Schedule 'A' Land Use**  
 City of Oshawa  
 Official Plan

South Half

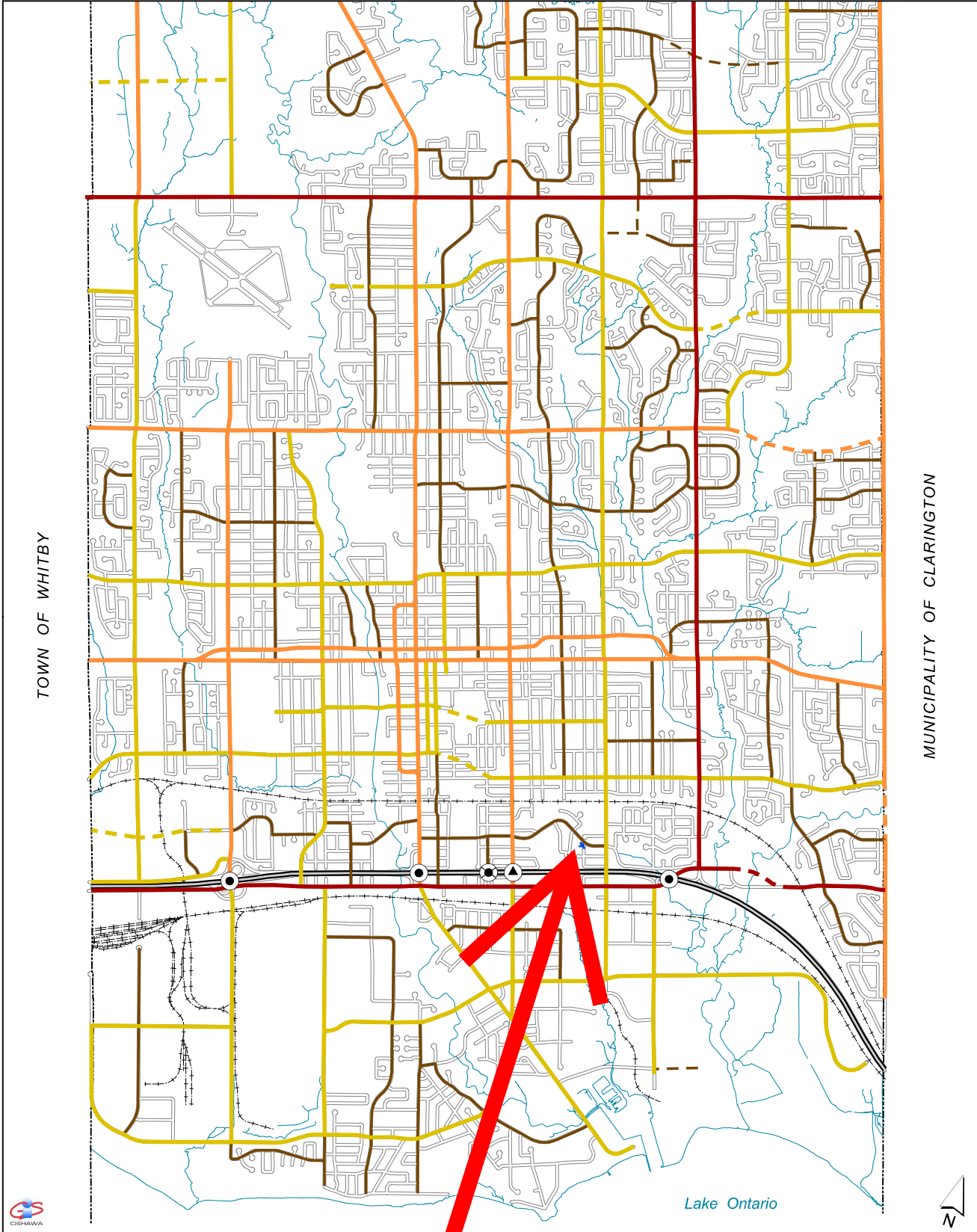
March 2021

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
	<b>Rural Areas</b>
	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
	<b>Greenland Areas</b>
	Open Space and Recreation



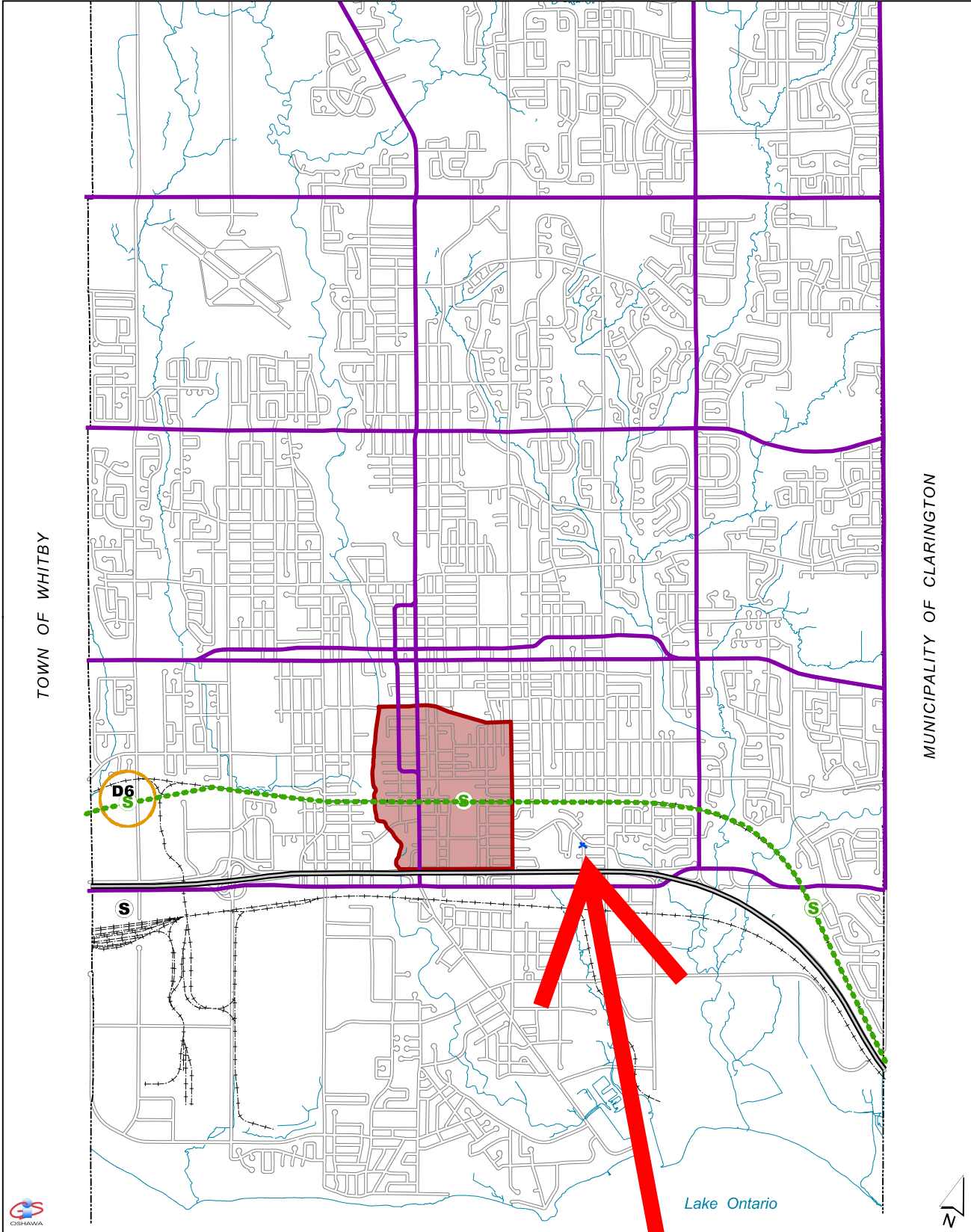
**Schedule 'B'**  
**Road Network**  
 City of Oshawa  
 Official Plan  
 South Half  
 August 2019

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.

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



**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