

To: Economic and Development Services Committee

From: Warren Munro, HBA, MCIP, RPP, Commissioner,
Economic and Development Services Department

Report Number: ED-23-77

Date of Report: April 12, 2023

Date of Meeting: April 17, 2023

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

Ward: All Wards

File: 12-03-1458

1.0 Purpose

The purpose of this Report is to provide a recommendation on proposed City-initiated Amendments to the Oshawa Official Plan and Zoning By-law 60-94 related to the City of Oshawa Parking Study. The various proposed amendments are as follows:

1. A proposed City-initiated amendment to the Oshawa Official Plan (“O.O.P.”) to add a new Section 3.9 entitled “Parking” that establishes various policies to guide the consideration of parking-related matters throughout the City including development proposals; and,
2. Proposed City-initiated amendments to Zoning By-law 60-94 (“Z.B.L.”) as follows:
 - (a) Amend Section 2, “Definitions”, by adding a definition for Student Housing; which has been newly revised;
 - (b) Amend Table 39.3B – Residential Parking Requirements by:
 - Changing the calculation of minimum required parking for certain residential uses;
 - Eliminating the application of separate parking rates based on tenure (i.e. rental versus condominium) for certain types of residential uses; and,
 - Adding a parking rate for student housing;

- (c) Amend Subsection 39.4, "Parking Space Standards", by changing the minimum parking space size requirements for certain residential uses;
- (d) Amend Article 39.9.1 under Subsection 39.9, "Driveway Requirements", by changing the minimum driveway width requirements for certain residential uses to be consistent with the minimum parking space width requirements in amended Subsection 39.4 for those same residential uses;
- (e) Add a transition rule for proposed residential developments for which a complete building permit application is submitted up to June 28, 2024;
- (f) Add as part of the transition rule a new rule for proposed residential developments for which a complete application for site plan approval has been submitted prior to the date of passing of this amending by-law; and,
- (g) Add as part of the transition rule a new rule for proposed residential developments for which the Committee of Adjustment has already approved a minor variance related to parking supply and/or size to allow the variance to apply, if the relief granted of the Committee is less onerous than the new regulations.

On November 21, 2022, pursuant to its consideration of Item CNCL-22-76, Council passed the following motion:

- "1. That, pursuant to Memorandum CNCL-22-76 dated November 15, 2022, City Council endorse the final report, appendices and prioritized recommendations for the City of Oshawa Parking Study dated January 22, 2021, prepared by IBI Group, as contained in Attachments 1, 2 and 3 of CNCL-21-110 as attached to this Memorandum as Attachment 1 as a general guide to help inform decision making, subject to the comments and recommendations of City staff as outlined in said Attachment; and,
2. That, pursuant to Memorandum CNCL-22-76 dated November 15, 2022, City Council authorize the Development Services Department 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 as set out in Section 5.1.8.1 and Attachments 3 and 4 of CNCL-21-110."

The proposed amendment to the O.O.P. is generally set out in Attachment 1 to this Report.

The proposed amendment to the Z.B.L. is generally set out in Attachment 2 to this Report.

The proposed changes to Table 39.3B – Residential Parking Requirements contained under Subsection 39.3 of the Z.B.L. are generally outlined in Attachment 3 to this Report.

A public meeting was held on March 6, 2023 concerning the subject City-initiated Amendments. At the conclusion of the meeting, the Economic and Development Services Committee adopted a recommendation that staff be directed to further review and prepare

a subsequent report and recommendation. The minutes of the public meeting form Attachment 4 to this Report.

Through staff's further review subsequent to March 6, 2023, staff have revised the proposed amendment to the Z.B.L. as follows:

- (a) The proposed definition of Student Housing has been updated to reference R6 (Residential) Zones and PSC (Planned Strip Commercial) Zones in addition to MU (Mixed Use) Zones. There are several properties on Simcoe Street North between Conlin Road and the East Branch of the Oshawa Creek that are zoned R6-A, R6-C and PSC-A that permit apartment buildings and/or flats and are intermixed with lands zoned MU along this stretch of Simcoe Street North in proximity to the main campus of Ontario Tech University and Durham College;
- (b) Whereas the proposed zoning amendment presented at the public meeting used a date exactly one year after the date of passing of the amending by-law to set out a transition period, the proposed transition rule for the new zoning regulations has been revised to specify June 28, 2024 as the furthest future date for which the least restrictive regulations of the old and new regulations will apply to any new building or land use;
- (c) The proposed transition rule for the new zoning regulations has been revised to also allow any development proposal for which a complete application for site plan approval has been submitted to the City prior to the date of the amending by-law to utilize the least restrictive regulations of the old and new regulations; and
- (d) The proposed transition rule for the new zoning regulations has been revised to also allow any development proposal for which the Committee of Adjustment has already approved a minor variance related to parking supply and/or size to apply the as-varied standard(s) notwithstanding the new regulations, if the relief granted by the Committee is less onerous than the new regulations.

2.0 Recommendation

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

1. That, pursuant to Report ED-23-77 dated April 12, 2023, the City-initiated Amendment to the Oshawa Official Plan as generally set out in Attachment 1 of said Report be approved, and the necessary by-law be passed in a form and content acceptable to the Commissioner of Economic and Development Services and the City Solicitor;
2. That, pursuant to Report ED-23-77 dated April 12, 2023, the City-initiated Amendment to Zoning By-law 60-94 as generally set out in Attachment 2 of said Report be approved, and the necessary by-law be passed in a form and content acceptable to the Commissioner of Economic and Development Services and the City Solicitor; and,
3. That, in accordance with Section 34(17) of the Planning Act and notwithstanding that the Zoning By-law Amendment proposed in Report ED-23-37 dated March 1, 2023 presented at the public meeting of March 6, 2023 differs to some degree from the proposed amendment recommended to be approved by City Council pursuant to Part 2

of this Recommendation in Report ED-23-77, such differences are not substantial enough to require further notice and another public meeting.

3.0 Executive Summary

This Department recommends the approval of the proposed and revised proposed City-initiated Amendments to the Oshawa Official Plan and Zoning By-law 60-94 related to the City of Oshawa Parking Study.

The proposed City-initiated Amendments conform to the Provincial Growth Plan, are consistent with the Provincial Policy Statement, conform to the Durham Regional Official Plan and represent good planning. They provide a framework for the consideration of parking related matters pertaining to private residential developments, and provide an up-to-date approach to implementing residential parking requirements for private properties.

4.0 Input From Other Sources

4.1 Other Departments and Agencies

No department or agency that provided comments has any objection to the City-initiated amendments.

4.2 Public Comments

The minutes of the public meeting concerning the subject City-initiated amendments form Attachment 4 to this Report. Comments were received from a speaker at the public meeting. No written correspondence was received.

Key concerns raised at the public meeting are set out below together with a staff response.

4.2.1 Increased Parking Rate

Comment:

The member of the public that spoke at the public meeting raised a concern with the proposed increase in required parking for two-bedroom rental apartment units.

Staff Response:

The proposed amendment to Zoning By-law 60-94 with respect to required parking for an apartment building is outlined in Section 5.3 of this Report and Attachments 2 and 3.

For any apartment building, the required parking for a two-bedroom rental unit is proposed to increase from 1.0 space per unit to 1.25 spaces per unit. As a result, one (1) additional parking space is required for every four (4) two-bedroom units provided. While not every two-bedroom tenant apartment requires two (2) parking spaces, the proposed change will generally provide two (2) parking spaces for one out of every four two-bedroom apartments.

It is also important to note that the visitor parking rate for all apartment units is proposed to be reduced. For rental apartments, this reduction is from 0.33 spaces per unit to 0.25 spaces per unit.

On November 28, 2022, Bill 23, More Homes Built Faster Act, 2022, received Royal Assent ("Bill 23"). Bill 23 made several changes to the Planning Act, including changes to permit up to three residential units in any "detached house", "semi-detached house" and "rowhouse". The Planning Act now also stipulates that a zoning by-law cannot require more than one parking space per unit in a detached house, semi-detached house or rowhouse containing two (2) or three (3) residential units, regardless of the number of bedrooms in the unit. Many smaller builders in Oshawa favour residential projects with three (3) dwelling units or less and will not be impacted by the proposed amendments to the O.O.P. and Z.B.L.

4.2.2 Cash-in-Lieu of Parking

Comment:

The member of the public raised a concern with the cash-in-lieu of parking policy proposed to be added to the O.O.P.

Staff Response:

The proposed cash-in-lieu of parking policy is required to be in the O.O.P. in order to give Council the flexibility to implement a cash-in-lieu of parking by-law in the future, should it so choose. In order to advance cash-in-lieu of parking, a by-law is required to be passed and specific reserve accounts created to manage any money received. At this time, staff are not recommending the creation of a cash-in-lieu of parking by-law or any accounts to implement the proposed O.O.P. policy. Instead, staff are recommending that an appropriate policy be included in the O.O.P. to provide flexibility in the event Council decides to further investigate and implement a cash-in-lieu of parking by-law and program in the future.

Report CNCL-21-110 dated November 23, 2021, regarding the final report appendices and prioritized recommendations for the City of Oshawa Parking Study, stated that a cash-in-lieu of parking program is currently not feasible. On that basis, the establishment of a by-law and related program was not recommended.

5.0 Analysis

5.1 Background

A significant amount of residential development has occurred in the City of Oshawa in recent years, and this growth is forecasted to continue. In accordance with provincial, regional and local municipal policies, a sizable portion of this residential development has been directed to those areas designated in the O.O.P. as the Downtown Oshawa Urban Growth Centre ("D.O.U.G.C."), Central Areas including Transportation Hubs and Intensification Areas along Regional and Local Corridors. This residential development will generate parking demand.

Through a Request for Proposals process, the City hired IBI Group (“I.B.I.”) to undertake a parking study (the “Parking Study”) on behalf of the City.

The Parking Study was undertaken to develop a forward-looking plan for managing parking in the City. The Parking Study analyzed Oshawa’s City-wide parking opportunities and needs, with a focus on Intensification Areas along Regional and Local Corridors, the D.O.U.G.C. and Transportation Hubs.

At its meeting of December 1, 2021, Council considered Report CNCL-21-110, regarding the final report, appendices and prioritized recommendations for the Parking Study. Report CNCL-21-110 also included comments and recommendations of City staff.

On December 1, 2021, City Council passed the following resolution:

“That Report CNCL-21-110 be referred back to staff to review the comments of members of Council made at the December 1, 2021 Council meeting and further consult with Council members individually to record their parking concerns for feedback to come back to Council with proposed revisions to the Report.”

A copy of Report CNCL-21-110 can be found at the following link: [CNCL-21-110 City of Oshawa Parking Study \(escribemeetings.com\)](#).

On November 21, 2022, Council considered Item CNCL-22-76 and endorsed the final report, appendices and prioritized recommendations for the Parking Study, subject to the comments and recommendations of City staff as outlined in Report CNCL-21-110. In addition, Council authorized the Economic and Development Services Department to initiate the statutory public process under the Planning Act for Council to consider associated proposed City-initiated amendments to the O.O.P. and Z.B.L.

A copy of Item CNCL-22-76 can be found at the following link: [CNCL-22-76 City of Oshawa Parking Study \(escribemeetings.com\)](#).

The proposed City-initiated amendments to the O.O.P. and Z.B.L. are being advanced in response to the recommendations of the Parking Study, including several recommendations as further refined by staff as outlined in Report CNCL-21-110. The proposed amendments to the O.O.P. and Z.B.L. are intended to guide the review and decision-making process with respect to parking related matters associated with planning and development applications. Staff note that appropriate reciprocal amendments to the Z.B.L. have been proposed, where necessary, to ensure that the intent of the amendments as endorsed by Council is applied throughout the Z.B.L. in a consistent manner.

On March 6, 2023, a Planning Act public meeting was held by the Economic and Development Services Committee. The Committee considered Report ED-23-37 and passed the following motion:

“That, pursuant to Report ED-23-37 dated March 1, 2023 concerning the proposed City-initiated amendments to the Oshawa Official Plan and Zoning By-law 60-94 related to the City of Oshawa Parking Study prepared by IBI Group, 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.”

A copy of Report ED-23-37 can be found at the following link: [ED-23-37 City-initiated Amendments to the Oshawa Official Plan and Zoning By-law 60-94 Related to the City of Oshawa Parking Study \(escribemeetings.com\)](#).

5.2 Proposed Amendment to the Oshawa Official Plan

The amendment to the O.O.P. proposes to add a new Section 3.9 entitled “Parking” that establishes various policies to guide the consideration of parking-related matters throughout the City including development proposals.

This proposed amendment to the O.O.P. was a recommendation of the Parking Study on the basis that most comparator municipalities have a standalone parking section in their official plan.

Report CNCL-21-110 and Memorandum CNCL-22-76 both indicated that staff agree with I.B.I.’s recommendation to incorporate a standalone parking section in the O.O.P. Adding a new policy section in the O.O.P. would reinforce the parking policies the City adopted through consideration of the Parking Study.

In view of the foregoing, it is appropriate to amend the O.O.P. as generally set out in Attachment 1 of this Report.

5.3 Proposed Amendment to Zoning By-law 60-94

As noted in Section 1.0 of this Report, the proposed amendment to the Z.B.L. includes such changes as:

- Adding a definition for Student Housing including newly revised language proposed subsequent to the March 6, 2023 public meeting to reference R6 (Residential) Zones and PSC (Planned Strip Commercial) Zones in addition to MU (Mixed Use) Zones;
- Changing the calculation of minimum required parking for certain residential uses;
- Eliminating separate parking rates based on tenure;
- Adding a parking rate for student housing;
- Changing the minimum parking space size requirements for certain residential uses;
- Adding a transition rule for proposed residential developments for which a complete building permit application is submitted up to and including June 28, 2024, as opposed to within one year of the passing of this amending zoning by-law;
- Adding as part of the transition rule a new rule for proposed residential developments for which a complete application for site plan approval has been submitted prior to the date of passing of this amending by-law; and,

- Adding as part of the transition rule a new rule for proposed residential developments for which the Committee of Adjustment has already approved a minor variance related to parking supply and/or size to allow the variance to apply, if the relief granted of the Committee is less onerous than the new regulations.

This proposed amendment to the Z.B.L. was a recommendation of the Parking Study as further refined by staff comments in Section 5.1.8.1 and Attachment 4 of Report CNCL-21-110, and also pursuant to staff's further review of the matter subsequent to the March 6, 2023 public meeting.

Report CNCL-21-110 and Memorandum CNCL-22-76 both indicated that staff agree with I.B.I.'s recommendations with respect to the majority of the proposed changes, but not all. Where there was disagreement, staff provided an alternative recommendation for proposed changes. A summary of all of the recommendations made by I.B.I. and, in turn, by City staff, are contained in Attachment 4 of Report CNCL-21-110.

A copy of Report CNCL-21-110 can be found at the following link: [CNCL-21-110 City of Oshawa Parking Study \(escribemeetings.com\)](https://www.escribemeetings.com/CNCL-21-110).

Through Report CNCL-21-110, staff noted they did not agree with I.B.I. with respect to the magnitude of the proposed reduction in minimum parking requirements in Intensification Areas such as the D.O.U.G.C., Regional Corridors and the Central Oshawa Transportation Hub (centred on the future Central Oshawa GO Station) at this time. This is due, in large part, to major transit projects such as the Oshawa-to-Bowmanville GO Train Extension and Rapid Transit along the Simcoe Street and Highway 2 (King Street West-Bond Street West) corridors not being in place until at least the medium term (i.e. three to five years out) or, certainly in the case of the GO Train Extension to Bowmanville, the long term (i.e. six to ten years out).

In view of the foregoing, it is appropriate to amend the Z.B.L. as outlined in Attachments 2 and 3 of this Report. These amendments are summarized below:

1. Add a definition for Student Housing;
2. Amend Table 39.3B – Residential Parking Requirements to:
 - Eliminate any differences between rental and condominium tenure in terms of required parking rates for block townhouses and apartments;
 - Calculate the minimum required resident parking rate for apartment buildings based on the size of the apartment units (e.g. bachelor units, one-bedroom units, two-bedroom units, three-bedroom units, etc.);
 - Reduce the minimum required visitor parking rate for apartment buildings from 0.33 spaces per unit for rental or 0.30 spaces per unit for condominium to a standard 0.25 spaces per unit;
 - Adjust the calculation of the minimum parking requirement for retirement homes, senior citizens apartment buildings and university residences; and,

- Introduce a parking requirement for any housing development that meets the definition of student housing;
3. Reduce the minimum parking space size requirement for single detached dwellings, semi-detached dwellings/buildings and street townhouse dwellings from:
 - 5.75m long to 5.4m long; and,
 - 2.75m wide to 2.6m wide, except that a parking space adjacent to a solid wall not in a private garage shall be minimum 2.75m wide;
 4. Reduce the minimum parking space requirement for bed and breakfast establishments from:
 - 5.75m long to 5.4m long; and,
 - 2.75m wide to 2.6m wide, except that a parking space adjacent to a solid wall, whether inside or outside of a garage, shall continue to have a minimum width requirement of 3.0m;
 5. Reduce the minimum width of a driveway for a single detached dwelling, semi-detached dwelling/building, a duplex or a street townhouse dwelling from 2.75m to 2.6m to mirror the proposed new minimum parking space width noted above;
 6. Enlarge the minimum parking space size requirement for parking spaces within a private garage for single detached dwellings, semi-detached dwellings/buildings, street townhouse dwellings/buildings, back-to-back townhouse dwellings/buildings, block townhouse dwellings and stacked townhouse dwellings from:
 - 5.75m long to 6.2m long; and,
 - 2.75m wide to 3.0m wide; and;
 7. Implement a transition rule to allow any complete building permit applications submitted up to and including June 29, 2024 to use the least onerous zoning provisions related to parking spaces;
 8. Implement a transition rule to allow any development proposal for which a complete application for site plan approval has been submitted to the City prior to the date of the amending by-law to utilize the least restrictive regulations of the old and new regulations; and,
 9. Implement a transition rule to allow any development proposal for which the Committee of Adjustment has approved a minor variance related to parking supply and/or size to apply the as-varied standard(s) notwithstanding the new regulations, if the relief granted by the Committee is less onerous than the new regulations and the Committee decision occurred prior to June 1, 2023..

This Report does not recommend any changes to the parking requirements related to parking associated with accessory apartments in buildings such as single detached dwellings and semi-detached dwellings (other than proposed new regulations that are

general in nature such as minimum parking space size in garages of single detached dwellings and semi-detached dwellings).

On March 6, 2023, the Economic and Development Services Committee considered Report ED-23-43 concerning the City's regular annual City-initiated housekeeping amendments to the O.O.P., Windfields Part II Plan, Z.B.L., Brownfields Renaissance Community Improvement Plan, Simcoe Street South Renaissance Community Plan and Wentworth Street West Community Improvement Plan. Report ED-23-43 contained proposed amendments to the Z.B.L. to address changes to the Planning Act as a result of Bill 23 related to as-of-right permissions for additional residential units in detached houses, semi-detached houses and rowhouses, including parking regulations. The proposed regulations in Report ED-23-43 do not conflict with the proposed amendments in this Report.

6.0 Financial Implications

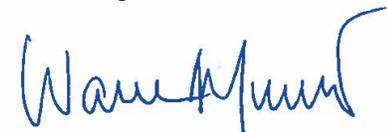
Anticipated costs to the City are included in the appropriate 2023 Departmental budgets and relate primarily to newspaper advertising costs for the public meeting and the passing of any by-laws.

7.0 Relationship to the Oshawa Strategic Plan

The Recommendation contained in this Report advances the Economic Prosperity and Financial Stewardship goal of the Oshawa Strategic Plan.



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



Warren Munro, HBA, MCIP, RPP, Commissioner,
Economic and Development Services Department

Proposed Amendment to the City of Oshawa Official Plan

Purpose:

The purpose of this Amendment to the City of Oshawa Official Plan is to add under Section 3, Transportation, of the Oshawa Official Plan a new section containing policies related to parking that outline best practices and requirements when considering parking-related matters throughout the City, including during the review of development applications.

Location:

This Amendment is general in nature and applies to the City as a whole.

Basis:

The Council of the Corporation of the City of Oshawa is satisfied that this Amendment to the City of Oshawa Official Plan, as amended, is appropriate.

Actual Amendment:

The City of Oshawa Official Plan is hereby amended by adding a new Section 3.9, Parking, as follows:

3.9. Parking

- 3.9.1. The City shall specify off-street parking requirements in the Zoning By-law to ensure that adequate parking facilities are provided to meet the parking demands generated by various types of land uses. Specific land uses may be required to provide easily accessible parking for electric and hybrid vehicles, carpool/vanpool/car share and bicycles. Minimum and maximum parking standards may be defined, as appropriate, to maximize the efficient use of land, and promote active transportation and the use of public transit.
- 3.9.2. Reduced parking requirements may be considered as part of a parking study where it can be demonstrated, to the satisfaction of the City, that the reduced parking supply will be sufficient to meet the development's parking needs, particularly within the Downtown Oshawa Urban Growth Centre, Central Areas, Regional and Local Corridors including Intensification Areas, Transportation Hubs, or any other area of the City where high levels of transit service exist or are planned.
- 3.9.3. The City may develop zoning regulations and/or guidelines to encourage the use of various transportation demand management initiatives including, but not limited to, the provision of hard infrastructure (e.g. secure bike parking, cyclist facilities, and carpool parking spaces) and soft infrastructure and services (e.g. hosting a car

share vehicle site, offering discounted transit passes, and having membership in a transportation demand management association such as Smart Commute).

- 3.9.4. Wherever possible, the amount of surface parking shall be minimized, taking into account the availability and/or viability of alternative modes of travel. Underground and/or structured parking that is appropriately integrated into the urban fabric and is sensitive to the planned design of the interface between the private and the public realm, including along streetscapes and adjacent to parks and open space areas, shall be promoted.
- 3.9.5. Cash-in-lieu of required parking may be considered in accordance with the Planning Act.”

Implementation:

The provisions set forth in the City of Oshawa Official Plan, as amended, regarding the implementation of the Official Plan, shall apply in regard to this Amendment.

Interpretation:

The provisions set forth in the City of Oshawa Official Plan, as amended, regarding the interpretation of the Official Plan, shall apply in regard to this Amendment.

Proposed Amendment to the City of Oshawa Zoning By-law 60-94

being a by-law to amend By-law 60-94, as amended, of The Corporation of the City of Oshawa.

IT IS ENACTED as a by-law of The Corporation of the City of Oshawa by its Council as follows:

1. This By-law, as amended, is further amended by:
 - (a) Amending Section 2: Definitions, by adding a definition for STUDENT HOUSING after the definition of STRUCTURE and before the definition of STUDIO as follows:
 - (i) “STUDENT HOUSING” means a building or part of a building that is located within an MU Zone, R6 Zone or PSC Zone adjacent to or in proximity to Simcoe Street North between Conlin Road and the East Branch of the Oshawa Creek that is owned, leased or operated by a private entity, that contains residential accommodation for students, employees or persons in short-term residence at a university or community college, whether or not shared cooking facilities are provided in the building.”
 - (b) Amending Article 5.12.4 by deleting the Article reference number “39.4.3” and replacing it with Article reference number “39.4.2”.
 - (c) Amending Sentence 24.3.9(2) by deleting the Article reference number “39.4.5” and replacing it with Article reference number “39.4.4”.
 - (d) Amending Sentence 38(B).3.9(2) by deleting the Article reference number “39.4.5” and replacing it with Article reference number “39.4.4”.
 - (e) Amending certain rows and/or columns under the column headings of Table 39.3B – Residential Parking Requirements as follows:
 - (i) Delete the word “condominium” from the third row of the first column and replace with the words “except senior citizens apartment building”.
 - (ii) Delete the text “1.45 per dwelling unit plus 0.3 per dwelling unit for visitors” from the third row of the second column and replace with the text “1.00 per dwelling unit plus 0.25 per bedroom after the first bedroom plus 0.25 per dwelling unit for visitors”.
 - (iii) Delete the fourth row in its entirety.
 - (iv) Delete the text “– condominium including a block townhouse tied to a common elements condominium” from the sixth row of the first column.
 - (v) Delete the seventh row in its entirety.

- (vi) Delete the text “0.38 parking spaces for every suite in a retirement home” in the thirteenth row of the second column and replace with the text “0.30 per suite plus 0.15 per suite for visitors”.
- (vii) Delete the text “0.5 per dwelling unit” in the sixteenth row of the second column and replace with the text “0.45 per dwelling unit plus 0.05 per dwelling unit for visitors”.
- (viii) Add a new row between the current eighteenth and nineteenth rows as follows:

Student Housing	0.2 per bed plus 0.05 per bed for visitors
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- (ix) Delete the text “0.5 spaces per bed” in the current nineteenth row of the second column and replace with the text “0.20 per bed plus 0.05 per bed for visitors”.

(f) Amending Subsection 39.4 as follows:

- (i) Delete Article 39.4.2 in its entirety.
- (ii) Renumber Articles 39.4.3 to 39.4.8, all inclusive, in sequential order as Articles 39.4.2 to 39.4.7, all inclusive.
- (iii) Amend newly renumbered Article 39.4.5 by deleting the comma “,” after the words “semi-detached building” and replacing it with the word “or”, and by deleting the words “or in a private garage serving an individual dwelling in a block townhouse” and replacing with the text “, in which case the minimum parking space width shall be 2.75m”.
- (iv) Add a new Article 39.4.8 as follows:

“39.4.8 Notwithstanding Table 39.4 and Article 39.4.5 to the contrary, the minimum parking space width shall be 3.0m and the minimum parking space length shall be 6.2m for a parking space in a private garage for a single detached dwelling, a semi-detached dwelling, a semi-detached building, a street townhouse dwelling, a street townhouse building, a back-to-back townhouse dwelling, a back-to-back townhouse building, a block townhouse dwelling unit or a stacked townhouse dwelling unit, and these dimensions shall be free and clear of any encroachments of features such as steps or utility-related equipment.”

- (v) Add a new Article 39.4.9 as follows:

“39.4.9 The provisions of Table 39.3B and the various Articles under Subsection 39.4 of this By-law as they existed immediately prior to [date of this amending by-law] shall apply to the erection or use of a building or structure on a lot if a complete building permit application has been received by the Chief Building Official prior to

June 29, 2024. Notwithstanding the foregoing, in cases where a complete building permit application has been received by the Chief Building Official prior to June 29, 2024, or where a complete application for site plan approval under the Planning Act has been submitted to the Economic and Development Services Department prior to [date of this amending by-law], and where the provisions of Table 39.3B and the various Articles under Subsection 39.4 of this By-law as they existed immediately prior to [date of this amending by-law] are more onerous than the provisions of Table 39.3B and the various Articles under Subsection 39.4 as they existed on [insert date of this amending by-law], the use of any land or the erection or use of a building or structure on a lot shall comply with the least restrictive provisions pertaining to such use.”

(vi) Add a new Article 39.4.10 as follows:

“39.4.10 Where the Committee of Adjustment has approved an application granting relief from the provisions in Table 39.3B and under Subsection 39.4 prior to June 1, 2023, the use of any land or the erection or use of a building or structure on a lot shall comply with the least restrictive provisions pertaining to such use of either the Committee of Adjustment decision or Table 39.3B and Subsection 39.4 of this by-law.”

(g) Amending Article 39.9.1 by deleting the text “2.75m” and replacing it with the text “2.6m”.

2. This by-law shall come into force in accordance with the provisions of the Planning Act.

By-law passed this [] day of [], 2023.

Mayor

City Clerk

Proposed Amendment to Table 39.3B – Residential Parking Requirements of Zoning By-law 60-94

Use or Purpose	Minimum Number of Parking Spaces Required
Accessory Apartment	1 parking space per accessory apartment, in addition to residential parking requirements for a single detached dwelling or semi-detached dwelling
Any building not specifically mentioned containing 3 or more dwelling units	1 per dwelling unit plus 0.33 per dwelling unit for visitors
Apartment building - condominium except senior citizens apartment building	1.45 per dwelling unit plus 0.3 per dwelling unit for visitors 1.00 per dwelling unit plus 0.25 per bedroom after the first bedroom plus 0.25 per dwelling unit for visitors
Apartment building – rental, except senior citizens apartment building	1 per dwelling unit plus 0.33 per dwelling unit for visitors
Bed and breakfast establishment	2 parking spaces plus 1 parking space for each bedroom which is available to travelers
Block townhouse – condominium including a block townhouse tied to a common elements condominium	1.65 per dwelling unit plus 0.35 per dwelling unit for visitors
Block townhouse – rental	1.25 per dwelling unit plus 0.35 per dwelling unit for visitors
Duplex	1 per dwelling unit
Flat or dwelling unit other than those listed in this table	1 per dwelling unit
Group home, including correction group home	1 parking space for every 3 residents
Lodging house	0.5 spaces for every lodging unit plus 1 parking space if the lodging house also contains a separate dwelling unit
Nursing home, Long Term Care Facility or crisis care residence	1 parking space for every 4 beds
Retirement home	0.38 parking spaces for every suite in a retirement home 0.30 per suite and 0.15 per suite for visitors
Semi-detached building	4 parking spaces per building

Use or Purpose	Minimum Number of Parking Spaces Required
Semi-detached dwelling	2 per dwelling unit
Senior citizens apartment building	0.5 per dwelling unit 0.45 per dwelling unit plus 0.05 per dwelling unit for visitors
Single detached dwelling	2 per dwelling unit
Street townhouse dwelling	2 per dwelling unit
Student housing	0.2 per bed plus 0.05 per bed for visitors
University residence	0.5 parking spaces per bed 0.2 per bed plus 0.05 per bed for visitors

Note: Red Font = additional language
Strikethrough = deleted language

Excerpts from the Minutes of the Economic and Development Services Committee Meeting held on March 6, 2023

Application ED-23-37

Presentation

Morgan Jones, Senior Planner, provided a presentation concerning the City-initiated Amendments to the Oshawa Official Plan and Zoning By-law 60-94 related to the City of Oshawa Parking Study.

Members of the Committee questioned the Senior Planner.

Delegations

Ihor George Lysyk addressed the Economic and Development Services Committee concerning the City-initiated Amendments to the Oshawa Official Plan and Zoning By-law 60-94 Related to the City of Oshawa Parking Study expressing concerns that he did not support the cash in lieu of parking. Ihor George Lysyk expressed concerns with the proposed increase in tenant parking for apartment buildings for units containing two or more bedrooms.

Correspondence

None.

Reports

ED-23-37 - City-initiated Amendments to the Oshawa Official Plan and Zoning By-law 60-94 Related to the City of Oshawa Parking Study (All Wards)

Moved by Councillor Chapman

That, pursuant to Report ED-23-37 dated March 1, 2023 concerning the proposed City-initiated amendments to the Oshawa Official Plan and Zoning By-law 60-94 related to the City of Oshawa Parking Study prepared by IBI Group, 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. Carried.