

To: Economic and Development Services Committee

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

Report Number: ED-24-44

Date of Report: April 3, 2024

Date of Meeting: April 8, 2024

Subject: Bloor-Simcoe Intensification Study associated with Interim  
Control By-law 133-2023

Ward: Ward 5

File: 12-03-3568

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## **1.0 Purpose**

The purpose of this Report is to:

- Present the results of the public consultation process undertaken with respect to the Bloor-Simcoe Intensification Study associated with Interim Control By-law 133-2023 (the “Study”);
- Present the findings of the Study; and,
- Obtain Council authorization to initiate the public process under the Planning Act, R.S.O., 1990 c. P.13 (the “Planning Act”) for Council to consider proposed City-initiated amendments to both the Oshawa Official Plan (the “O.O.P.”) and Zoning By-law 60-94 (the “Zoning By-law”).

Attachment 1 is a copy of the Study dated April 2024.

## **2.0 Recommendation**

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

1. That, pursuant to Report ED-24-44 dated April 3, 2024, Planning Services staff be authorized to initiate the statutory public process under the Planning Act, R.S.O. 1990, c. P.13 for Council to consider proposed amendments to the Oshawa Official Plan and Zoning By-law 60-94, generally in accordance with the Bloor-Simcoe Intensification Study associated with Interim Control By-law 133-2023, contained in Attachment 1 of said Report.

2. That, pursuant to Report ED-24-44 dated April 3, 2024, Planning Services staff be directed to prepare two Master Block Concept Plans generally in accordance with Section 5.3 of Attachment 1 to said Report.
3. That, pursuant to Report ED-24-44 dated April 3, 2024, Economic and Development Services staff be directed to investigate undertaking a high-level drainage analysis, master stormwater drainage plan and downstream erosion assessment, including a cost estimate for such work in the event external professional consultant services are recommended to be retained, in consideration of the potential for the proposed intensification within the Bloor-Simcoe Intensification Study area to exacerbate flooding constraints for upstream and/or downstream properties.
4. That, pursuant to Report ED-24-44 dated April 3, 2024, Planning Services staff be directed to consider potential amendments to the Oshawa Official Plan through the recently initiated Municipal Comprehensive Review of the City's official plan, generally reflective of the amendments outlined in Section 5.4.2 of Attachment 1 to said Report.
5. That, pursuant to Report ED-24-44 dated April 3, 2024, Economic and Development Services staff be directed to review the Simcoe Street South Renaissance Community Improvement Plan and to investigate the potential implementation of a new Transit-oriented Development Community Improvement Plan for the City, generally in accordance with Section 5.4.3 of Attachment 1 to said Report.

### **3.0 Executive Summary**

Not applicable.

### **4.0 Input From Other Sources**

#### **4.1 Public and Stakeholder Input**

Staff undertook a five-week public consultation process to engage community members on the Study. The consultation process consisted of various engagement initiatives including the use of Connect Oshawa ([www.connectoshawa.ca](http://www.connectoshawa.ca)), the City's online engagement platform. A detailed summary of the results of the public and stakeholder feedback is provided in Section 5.3 of this Report.

In the event that Council approves the Recommendation in this Report, a public meeting of the Economic and Development Services Committee will be advertised and held, pursuant to the Planning Act, on the proposed amendments identified in Attachment 1 to this Report.

#### **4.2 Other Departments and Agencies**

Consultation with other departments and agencies was a key component of preparing the Study. The list of public agencies consulted in the preparation of the Study can be found in Appendix D of Attachment 1.

The following City departments were consulted during the preparation of the Study:

- Community and Operations Services
- Safety and Facilities Services
- Legal Services

Staff also consulted with the following City advisory committees of Council and all comments that were received were considered during the preparation of the Study:

- The Oshawa Environmental Advisory Committee
- The Oshawa Accessibility Advisory Committee
- Heritage Oshawa

## **5.0 Analysis**

### **5.1 Interim Control By-law 133-2023**

On October 30, 2023, Oshawa City Council considered Report ED-23-192 dated October 11, 2023 and adopted the following recommendation:

- “1. That, pursuant to Report ED-23-192 dated October 11, 2023, Economic and Development Services staff be directed to undertake an in-house, focused intensification study along certain portions of the Bloor Street and Simcoe Street South corridors, generally in accordance with Section 5.4 and as shown in Attachments 1 to 3 of said Report.
2. That, pursuant to Report ED-23-192 dated October 11, 2023, an appropriate Interim Control By-law be passed pursuant to Section 38 of the Planning Act, R.S.O. 1990, c. P.13 to prohibit development in the study area, as shown in Attachments 1 to 3 of said Report, in a form and content generally reflecting the proposed Interim Control By-law comprising Attachment 4 of said Report.”

A copy of [Report ED-23-192](#) dated October 11, 2023 is available on the City’s website.

On October 30, 2023, Interim Control By-law 133-2023 was passed, pursuant to Section 38 of the Planning Act. The purpose of Interim Control By-law 133-2023 was to prohibit development in the Study area while staff developed an intensification policy framework to guide future development in suitable locations and appropriate types of built form.

The Study area is graphically illustrated on Figure 1 in Section 1.3 of the Study (see Attachment 1).

## **5.2 Bloor-Simcoe Intensification Study**

As directed by City Council, staff have completed the Study contained in Attachment 1, based on the terms of reference approved by Council on October 30, 2023 pursuant to Report ED-23-192 dated October 11, 2023. The key objectives of the Study were to:

- Review the existing policy framework and contextual conditions of the Study area, as they relate to intensification;
- Review the appropriateness of currently planned land uses and zoning in the Study area and, if appropriate, make recommendations for proposed policy amendments;
- Assess the potential for growth through residential intensification within the Study area;
- Identify opportunities to accommodate the growth;
- Determine general principles and concepts for the development of potential intensification sites, and establish urban design guidelines and/or policies for application within the Study area;
- Assist with community engagement to better understand the shift to a more compact built form and a more diverse range and mix of housing options needed to achieve higher rates of intensification and complete communities; and,
- Identify amendments to the O.O.P. and Zoning By-law, as appropriate.

## **5.3 Public and Stakeholder Consultation**

Staff undertook a five-week public consultation process beginning on Tuesday, January 16, 2024 and concluding on Friday, February 23, 2024 to engage community members on the Study.

The consultation process consisted of various engagement initiatives that included the use of Connect Oshawa ([www.connectoshawa.ca](http://www.connectoshawa.ca)), the City's online engagement platform.

Community members had the opportunity to provide their feedback in the following ways:

- Attending a Public Open House on Tuesday, January 30, 2024 from 6:30 p.m. to 8:45 p.m. in the C-Wing Committee Room at Oshawa City Hall (50 Centre Street South).
  - Two identical 30-minute presentations were made, each followed by 30 minutes for discussion and questions on the presentation.
  - The presentation and display boards were also made available for viewing on Connect Oshawa ([ConnectOshawa.ca/BloorSimcoe](http://ConnectOshawa.ca/BloorSimcoe)).
- Completing a feedback form on [Connect Oshawa](http://ConnectOshawa.ca) or on paper at Service Oshawa, located at Oshawa City Hall (50 Centre Street South).

- Completing a mapping exercise for the area on [Connect Oshawa](#) and also submitting questions through [Connect Oshawa](#).

The consultation process was promoted to the community using a variety of outreach tools and communication channels, including website promotion (Oshawa.ca and ConnectOshawa.ca), targeted emails, e-newsletters, and social media and local media outreach. A Notice of Public Open House was mailed to all property owners within 120 metres of the Study area.

A total of 58 community members completed the online feedback form. A detailed summary of the online feedback form responses can be found in Appendices C1 and C2 of the Study (see Attachment 1).

During the public consultation period described above, staff invited stakeholders and members of the development community to provide additional comments on the Study. The input received from stakeholders and the development community during the public consultation period was considered during the preparation of the Study. Key comments received from stakeholders and the development community can be found in Section 4.2 of the Study (see Attachment 1).

#### **5.4 Bloor-Simcoe Intensification Study Findings and Recommendations**

During the preparation of the Study, staff undertook a comprehensive review of the existing policy framework and conducted a five-week public consultation process. Based on the findings of the Study, certain considerations and amendments to the O.O.P. and Zoning By-law (the “Proposed Amendments”) are recommended. The proposed amendments are summarized in the following sections.

##### **5.4.1 Proposed Official Plan Amendment**

It is recommended that the following proposed O.O.P. amendment be considered at a future Planning Act public meeting:

1. Amend Schedule ‘A-2’, Corridors and Intensification Areas, of the O.O.P. to revise the limits of the delineated Intensification Areas along the Bloor Street corridor between Park Road South and Farewell Street, to complement the introduction of the proposed new IA (Intensification Area) Zone within the Study area.

The proposed Official Plan amendment can be found in Section 5.1 of the Study (see Attachment 1).

##### **5.4.2 Proposed Zoning By-law Amendments**

It is recommended that the following proposed Zoning By-law amendments be considered at a future Planning Act public meeting:

1. Introduce a new IA (Intensification Area) Zone within the Study area, as appropriate.
2. Introduce a new h-88 zone for lands located along the Bloor Street corridor within the Study area.

3. Introduce a new h-89 zone for certain lands located on the northwest side of Simcoe Street South and Wentworth Street West.
4. Update the minimum residential parking requirements along the Bloor Street corridor within the Study area.
5. Introduce a minimum lot frontage requirement for the PSC-A (Planned Strip Commercial) Zone located on the west side of Simcoe Street South between Erie Street and Frank Street, and for the PSC-A (Planned Strip Commercial) Zone located on the east side of Simcoe Street South between Albert Street and Gordon Street.

The proposed Zoning By-law amendments can be found in Section 5.2 of the Study (see Attachment 1).

### **5.4.3 Master Block Concept Plan**

It is recommended that two Master Block Concept Plans be prepared for certain lands along Bloor Street East, in order to guide development in such a way that maximizes the opportunity for growth and results in the most efficient use of land. The proposed Master Block Concept Plans are further discussed in Section 5.3 of the Study.

### **5.4.4 Future Considerations**

Based on the results of the Study, certain additional matters were identified as worthwhile of future consideration. These consist of the following:

1. The completion of certain environmental studies related to drainage, stormwater management and downstream erosion, based on the recommended land use policies to increase residential density within the Study area. This work is further discussed in Section 5.4.1 of the Study (see Attachment 1).
2. Through the recently initiated Municipal Comprehensive Review of the O.O.P., consider potential amendments to the O.O.P. generally reflective of the amendments outlined in Section 5.4.2 of the Study (see Attachment 1). In brief, these consist of the following:
  - (a) The potential designation of Simcoe Street South, south of Highway 401, as a Local Corridor;
  - (b) Strengthening Policies 2.1.2.8 and 2.1.6.7 of the O.O.P. to provide that the City will encourage the assembly of smaller land parcels within Central Areas, Corridors and Intensification Areas, in order to achieve more efficient development;
  - (c) Strengthening Policy 2.1.5.1 of the O.O.P. to ensure that development along Corridors is advanced in a way that promotes the efficient use of land by encouraging shared services and driveway access within development blocks, where appropriate;
  - (d) Adding a new paragraph to the end of Policy 2.1.5.3 to the O.O.P. to ensure that where freeway off-ramps intersect with Regional Corridors, development in such

areas enhances the community's quality of place and the "gateway" entry experience for both visitors and residents; and,

- (e) Amending certain policies in Section 2.1.6 of the O.O.P. to ensure that development within Corridors is planned to promote movement and connectivity to strategic growth areas in Oshawa and other municipalities.
3. A review and update to the Simcoe Street South Renaissance Community Improvement Plan, and an investigation into the potential implementation of a new Transit-oriented Development Community Improvement Plan for the City. This work is further discussed in Section 5.4.3 of the Study (see Attachment 1).

## **6.0 Financial Implications**

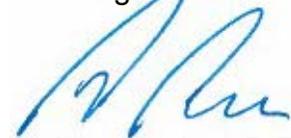
The anticipated costs to the City associated with the recommendations in this Report are included in the appropriate 2024 Departmental budget and relate primarily to advertising costs for the Planning Act public meeting and passing of the associated by-laws.

## **7.0 Relationship to the Oshawa Strategic Plan**

The Recommendation in this Report advances the Accountable Leadership goal of the Oshawa Strategic Plan.



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



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



# Bloor-Simcoe Intensification Study

Interim Control By-law 133-2023

## **Executive Summary**

On October 30, 2023, the City of Oshawa passed Interim Control By-law 133-2023, which initiated the Bloor-Simcoe Intensification Study. The purpose of the Study is to develop an intensification policy framework to guide future development in suitable locations and appropriate types of built form within the Study Area.

The Bloor-Simcoe Intensification Study provides background information on the existing policy context, an analysis of the Study Area as well as a summary of the public and stakeholder consultation that was undertaken, all of which form the basis for the recommendations contained in Section 5.

The Bloor-Simcoe Intensification Study is presented to Oshawa City Council for their consideration.

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# 1.0 Background and Context

## 1.1 Study Background and Purpose

On October 30, 2023, Council considered [Report ED-23-192](#) dated October 11, 2023 concerning a proposed focused intensification study along certain portions of the Bloor Street and Simcoe Street South corridors (the “Study Area”). The rationale provided in said report for undertaking such a study noted that it was appropriate to advance a detailed analysis of certain portions of the Bloor Street and Simcoe Street South corridors for the following reasons:

- On May 17, 2023, the Region of Durham adopted a new Regional Official Plan (the “R.O.P.”) which includes, among other matters, updated population and job growth projections, density targets and the comprehensive delineation of Regional Corridors. It is anticipated that approval of the new R.O.P. by the Ministry of Municipal Affairs and Housing is imminent.
- The Study Area does not fall within any area of the Oshawa Official Plan (“O.O.P.”) that is already the subject of a Part II Plan.
- The City is currently advancing the Integrated Major Transit Station Area (“M.T.S.A.”) Study for Central Oshawa, which was identified by the Region of Durham through their Municipal Comprehensive Review of the R.O.P. The M.T.S.A. study area is generally bounded by John Street and Eulalie Avenue to the north, Ritson Road South to the east, Highway 401 to the south and the Oshawa Creek Valley to the west, which is in proximity to the Study Area.
- The Bloor Street and Simcoe Street South intersection acts as a gateway to the City for both northbound and southbound traffic exiting Highway 401 at the Simcoe Street interchange.

Accordingly, [Interim Control By-law 133-2023](#) was passed on October 30, 2023 to place a temporary hold on development along those portions of the Bloor Street and Simcoe Street South corridors within the Study Area for the purposes of undertaking the Bloor-Simcoe Intensification Study (the “Study”).

The purpose of the Study is to develop an intensification policy framework to guide future development in suitable locations and appropriate types of built form within the Study Area.

## 1.2 Key Objectives

The key objectives of the Study are to:

- Review the existing policy framework and contextual conditions of the Study Area, as they relate to intensification;

- Review the appropriateness of currently planned land uses and zoning in the Study Area and, if appropriate, make recommendations for proposed policy amendments;
- Assess the potential for growth through residential intensification within the Study Area;
- Identify opportunities to accommodate the growth;
- Determine general principles and concepts for the development of potential intensification sites, and establish urban design guidelines and/or policies for application within the Study Area;
- Assist with community engagement to better understand the shift to a more compact built form and a more diverse range and mix of housing options needed to achieve higher rates of intensification and complete communities; and,
- Identify amendments to the O.O.P. and Zoning By-law 60-94, as amended (the “Zoning By-law”), as appropriate.

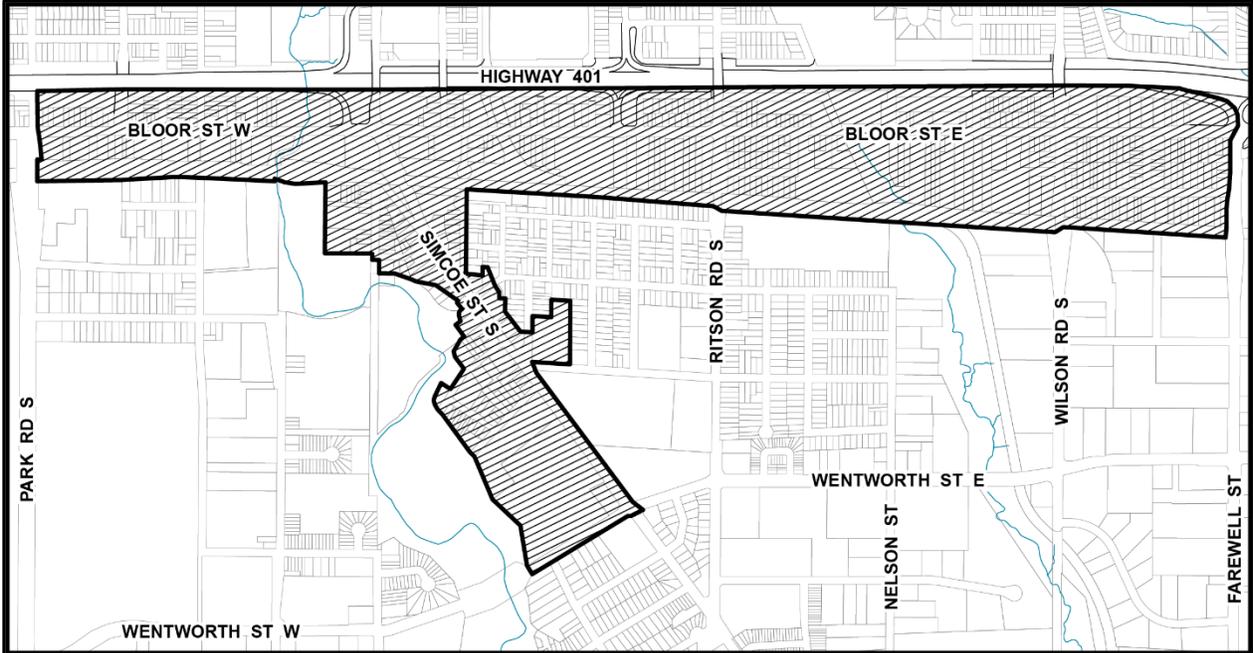
### **1.3 Study Area**

The Study Area is graphically illustrated on Figure 1 below and can be described as follows:

- A portion of the Bloor Street corridor, generally bounded by Highway 401 to the north, the Canadian National Railway corridor the (the “C.N.R. mainline”) to the south, Farewell Street to the east and Park Road South to the west (the “Bloor Street Corridor”); and,
- A portion of the Simcoe Street South corridor, generally bounded by Highway 401 to the north, Wentworth Street West to the south, certain commercial/institutional/residential zoned lands to the east, and the Oshawa Creek Valley to the west (the “Simcoe Street South Corridor”).

The Bloor Street Corridor and the Simcoe Street South Corridor are together referred to as the Study Area.

**Figure 1: Study Area Map**



## **2.0 Policy Context**

### **2.1 Provincial Policy Context**

#### **2.1.1 The Provincial Policy Statement, 2020 and A Place to Grow: Growth Plan for the Greater Golden Horseshoe**

The Provincial Policy Statement, 2020 (the “P.P.S.”) and A Place to Grow: Growth Plan for the Greater Golden Horseshoe (the “Growth Plan”) are the highest order planning policy documents in Ontario. Both provide direction on matters of Provincial interest related to land use planning and development.

The P.P.S. establishes a broad vision for how communities should grow over time and provides direction on matters of Provincial interest. The P.P.S. is issued under the authority of the Planning Act, R.S.O., 1990 c. P.13, which provides that all decisions affecting land use planning matters and municipal official plans “shall be consistent with” the P.P.S.

The P.P.S. promotes the building of strong communities, the wise use and management of resources and the protection of public health and safety. Specific policies in the P.P.S. direct municipalities to:

- Support the further intensification<sup>1</sup> of existing developed areas;
- Identify appropriate locations and promote opportunities for transit-supportive development; and,
- Encourage an appropriate range and mix of housing options and densities required to meet the projected needs of current and future conditions/targets.

The pillars of the P.P.S. are reinforced by the Growth Plan, which provides a framework for Ontario’s vision for building stronger, prosperous communities. Some of the key principles in the Growth Plan include:

- Supporting the achievement of complete communities that are designed to address people’s needs;
- Prioritizing intensification and higher densities in key strategic growth areas to make efficient use of land and infrastructure and support transit viability; and,
- Provide for different approaches to manage growth that recognize the diversity of communities in the Greater Golden Horseshoe (the “G.G.H.”).

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<sup>1</sup> The P.P.S. defines “intensification” as the development of a property, site or area at a higher density than currently exists through (a) redevelopment, including the reuse of brownfield sites; (b) the development of vacant and/or underutilized lots within previously developed areas; (c) infill development; and (d) the expansion or conversion of existing buildings (Section 6.0, P.P.S.).

Schedule 3 of the Growth Plan outlines the distribution of population and employment for the G.G.H. to 2051. The growth targets for Durham Region include an increase in population to 1.3 million people and an employment target of 460,000 jobs, by 2051.

It is important to note that the Province has proposed an integrated province-wide land use planning policy document which will be referred to as the Provincial Planning Statement.

The Provincial Planning Statement will combine policy direction from the P.P.S. and the Growth Plan into one new planning statement to support the achievement of housing objectives. It is anticipated that the new Provincial Planning Statement will be released in 2024.

### **2.1.2 The Greenbelt Plan**

The Greenbelt Plan identifies where urbanization should not occur, in order to provide permanent protection to the agricultural land base and the ecological and hydrological features, areas and functions identified in the Greenbelt Plan. A portion of the Study Area is designated as Urban River Valley in the Greenbelt Plan. This designation reinforces the importance of linkages between the Greenbelt and Lake Ontario, and only applies to publically owned Urban River Valley lands.

## **2.2 Regional Policy Context**

The Durham Regional Official Plan (the “D.R.O.P.”) provides policies to guide long-term planning and infrastructure across the Region of Durham, while ensuring improved quality of life for present and future residents and to establish development patterns across the Region.

On May 17, 2023, Durham Regional Council adopted a new Regional Official Plan, as amended, entitled “Envision Durham”. In anticipation of the Province approving Envision Durham as the new Regional Official Plan, this Study focuses on the policies contained within Envision Durham.

One of the key directions of Envision Durham is to use land efficiently, optimize services and infrastructure, and focus efforts on intensification<sup>2</sup> within existing communities to achieve Transit Supportive Densities<sup>3</sup>. In order to achieve the Provincial population and employment forecasts set out in the Growth Plan, Envision Durham aspires to achieve a

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<sup>2</sup> Envision Durham defines “intensification” as the development of a property, site or area at a higher density than currently exists through: a) redevelopment, including the reuse of brownfield sites; b) the development of vacant and/or underutilized lots within previously developed areas; c) infill development; d) additional residential units; and e) the expansion or conversion, including adaptive reuse, of existing buildings (Envision Durham, pg. 283). Staff note that Envision Durham expands on the definition of “intensification” in the P.P.S. to also include “additional residential units”, which helps provide a more complete understanding of the full range of housing options available throughout the Region.

<sup>3</sup> Transit Supportive Density means the minimum density target required to support a certain level of transit service. Transit supportive density of an area may evolve over time with changes in planned transit service and frequency of service (Envision Durham, pg. 291).

balanced job-to-population ratio of 50% (i.e. one job for every two residents) and plans for and implements services and infrastructure to enable the achievement of a minimum 50% annual rate of intensification region-wide<sup>4</sup>. Envision Durham establishes total population and employment targets for each local area municipality over a 30 year timeframe, through to 2051. Oshawa's 2051 population and employment targets in Envision Durham are 298,540 people and 107,280 jobs, respectively.

As shown in Figure 2 below, the majority of the lands within the Bloor Street Corridor are designated as a Community Area<sup>5</sup> as well as a Regional Corridor<sup>6</sup> planned for a High Frequency Transit Network ("H.F.T.N.")<sup>7</sup>. Envision Durham establishes a minimum transit supportive density target of 80 people and jobs per hectare (i.e. 37 units per hectare) for frequent transit service (consistent with the H.F.T.N.). However, the southerly portion of the Bloor Street Corridor, situated east of Ritson Road South and north of the C.N.R. mainline is designated only as a Community Area.

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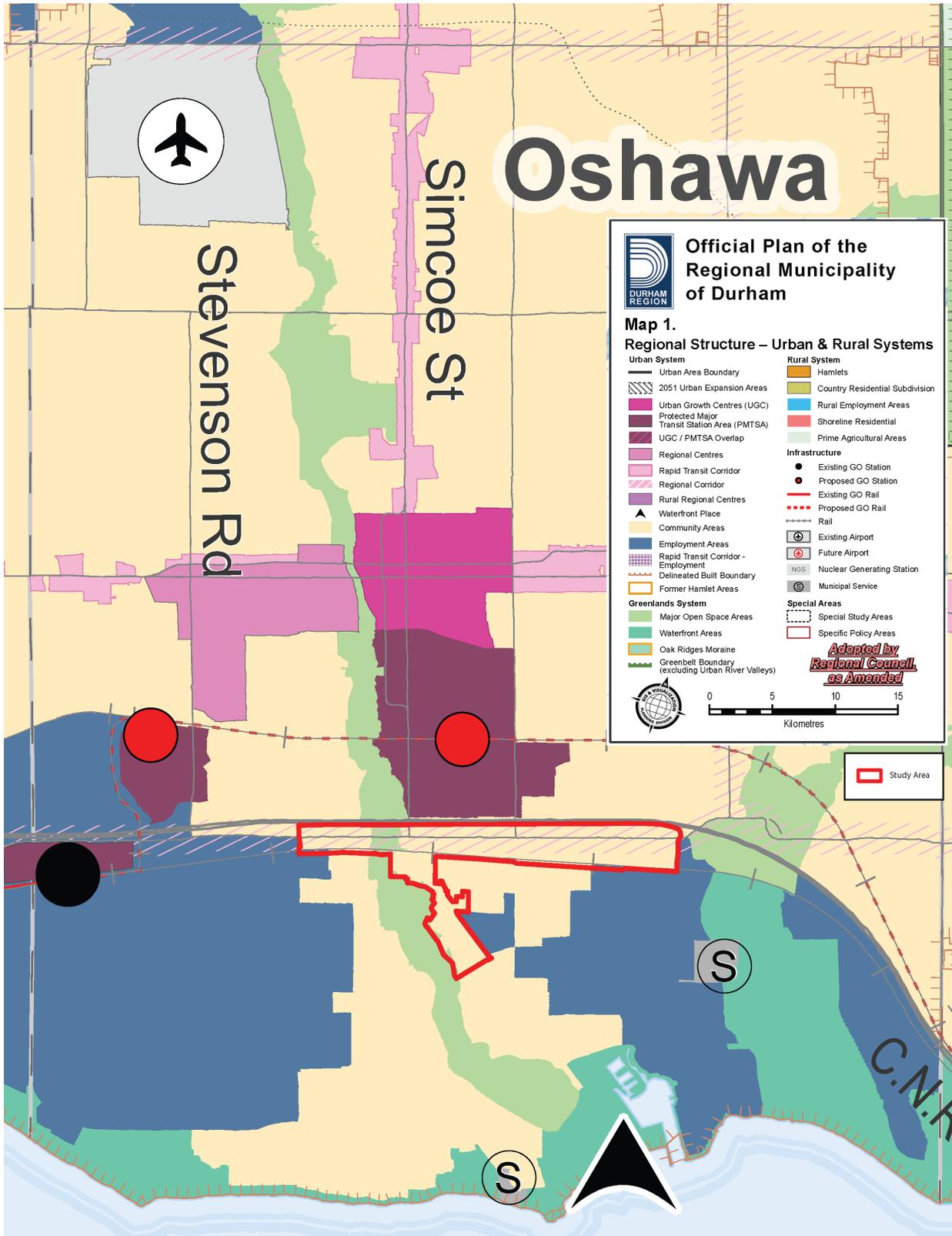
<sup>4</sup> Policies 1.1.4 and 1.1.6 (Envision Durham, pg.15).

<sup>5</sup> 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 (Envision Durham, pg. 108).

<sup>6</sup> Regional Corridors form key connections between Strategic Growth Areas, other nodes and corridors, and certain Employment Areas, acting as the arteries of the Urban System. Regional Corridors support the movement of people and goods by encouraging development and intensification that is characterized by compact built form at a transit supportive density (Envision Durham, pg. 105).

<sup>7</sup> High Frequency Transit Networks consist of buses in planned High Occupancy Vehicle (HOV) lanes, or buses in mixed traffic, with transit signal priority at major intersections and other measures to ensure fast and reliable transit service. Planned HOV lanes may be converted to dedicated bus lanes as growth in ridership warrants (Envision Durham, pg. 191).

Figure 2: Extract from Envision Durham, Map 1: Regional Structure – Urban and Regional Systems



The Simcoe Street South Corridor is designated as a Community Area in Envision Durham and is in proximity to an Employment Area<sup>8</sup>, which are typically located along or in proximity to major transportation corridors. Simcoe Street South also functions as the primary north-south road connection to the City's Waterfront Area<sup>9</sup> and Lakeview Park. Section 5.3 of Envision Durham states that "Local Corridors are intended to have a similar function, but may occur at a smaller scale than Regional Corridors, while providing for transit supportive density and connections between Strategic Growth Areas, Waterfront Places and/or Local Centres, where appropriate".

Accordingly, in view of the unique contextual conditions associated with the Simcoe Street South Corridor, it is appropriate to consider the potential implementation of a higher transit supportive density target for the Simcoe Street South Corridor than what generally may be contemplated under Envision Durham. Such consideration would appropriately be undertaken as part of the work recommended in Section 5.4.2 of this Study to evaluate the potential for the Simcoe Street South Corridor to function as a Local Corridor.

## **2.3 Local Policy Context**

### **2.3.1 Oshawa Strategic Plan**

The Oshawa Strategic Plan 2020-2023 (the "O.S.P.") is the City's highest-level policy document and is guided by the two principles of sustainability and financial stewardship. The Economic Prosperity and Financial Stewardship goal of the O.S.P. seeks to ensure economic growth and a sound financial future for the City. This will be achieved through various strategies, including, but not limited to:

- Creating mixed-use, transit-supportive, multimodal, economically diverse, attractive, safe and healthy neighbourhoods; and,
- Identifying housing needs and facilitating proposals that satisfy gaps in the city's housing market.

On June 26, 2023, Council directed staff to develop a new Oshawa Strategic Plan that will provide new focus areas that are reflective of the community's needs as well as a road map for how it will be implemented. It is anticipated that the new Oshawa Strategic Plan will be presented to Council in June 2024.

### **2.3.2 Oshawa Official Plan**

The O.O.P. sets out land use policies for long-term growth and development in the City and, among other matters, provides policy direction to establish the parameters for

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<sup>8</sup> Employment Areas are typically situated along or near major transportation corridors with separation and buffering from adjacent Community Areas.

<sup>9</sup> Waterfront Areas include sensitive environmental features and shoreline areas, as well as areas meant to provide residents and visitors with access to enjoy the recreational opportunities the waterfronts provide, including the Lake Ontario portion of the Great Lakes Waterfront Trail.

growth within intensification areas in the City. The O.O.P. is regularly reviewed to ensure that it continues to meet the changing economic, social and environmental needs of the City. Amendments to the O.O.P. are periodically required to advance new development or redevelopment proposals.

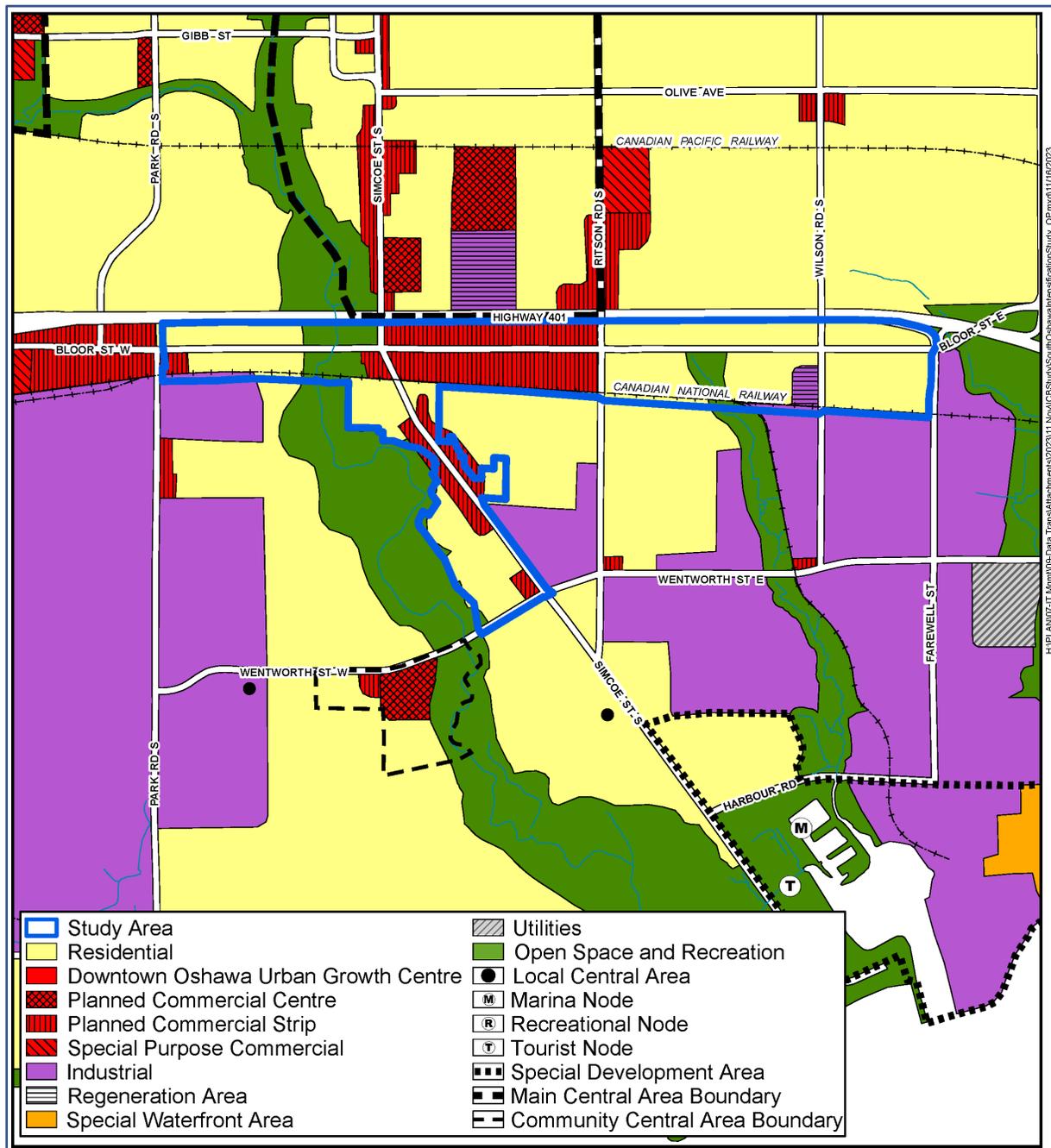
As shown in Figure 3 below, Schedule 'A', Land Use, of the O.O.P. denotes the following land use designations within the Study Area:

- Residential;
- Open Space and Recreation;
- Planned Commercial Strip; and
- Industrial (including a Regeneration Area<sup>10</sup>).

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<sup>10</sup> Regeneration Area means an area identified, through a comprehensive review in accordance with Policy 9.1.2 of the O.O.P., as an area in transition, with lands and/or buildings that are underutilized, derelict, vacant, in need of revitalization or which would be more appropriately and efficiently used for non-industrial land uses (O.O.P., Policy 2.4.1.3).

Figure 3: Extract from Schedule 'A', Land Use, of the O.O.P.



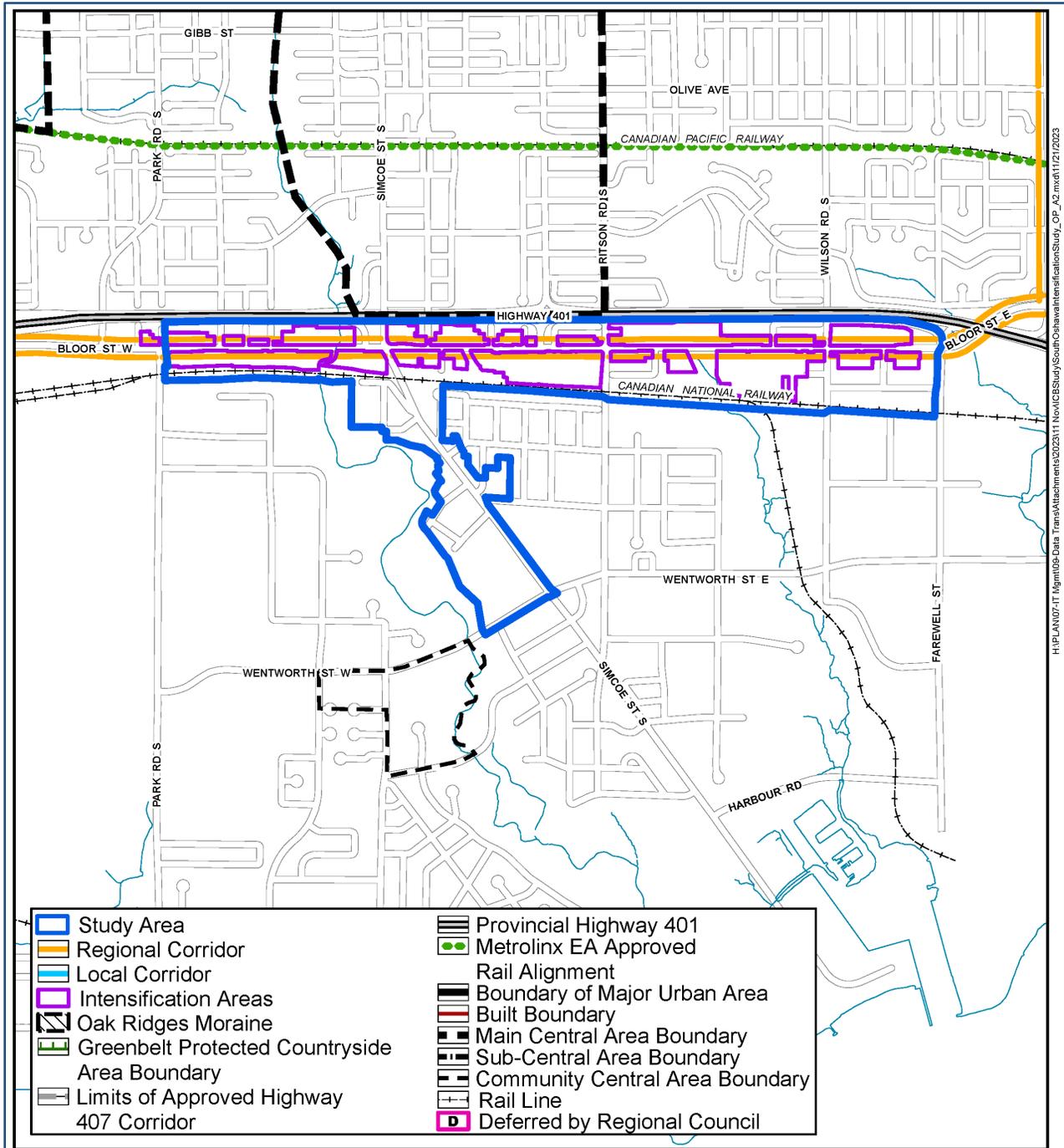
Other features identified on Schedule 'A' include the Main Central Area Boundary to the north, which is generally consistent with the limits of the Central Oshawa M.T.S.A. study that is currently underway, as well as the C.N.R. mainline to the south.

Various policies in the O.O.P. encourage residential intensification<sup>11</sup> in appropriate areas as a sustainable option that endeavours to address various matters including, but not limited to, affordable housing, pedestrian-friendly and energy-efficient urban form, and help to promote active transportation. Schedule 'A-2' of the O.O.P. identifies Corridors and Intensification Areas throughout the City. The Bloor Street Corridor is designated as a Regional Corridor and certain properties along Bloor Street are designated as Intensification Areas. Conversely, the Simcoe Street Corridor does not have a specific designation on Schedule 'A-2' of the O.O.P. (see Figure 4).

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<sup>11</sup> The O.O.P. defines "residential intensification" as the creation of new residential units or accommodation in existing buildings or on previously developed land in appropriate locations within the Major Urban Area and generally includes residential infill housing, residential redevelopment, non-residential conversion, garden suites, pursuant to Section 39.1 of the Planning Act, lodging housing and accessory apartments (O.O.P., Policy 6.4.1)

**Figure 4: Extract from Schedule 'A-2', Corridors and Intensification Areas, of the O.O.P.**



Intensification Areas are intended to support the achievement of density and intensification targets in key areas along Corridors. Specifically, Policy 2.1.5.3 of the O.O.P. states, in part, that “Development within Intensification Areas along Regional Corridors shall be planned to support an overall long-term density target of at least 60 residential units per gross hectare”. In addition, the O.O.P. seeks to encourage the

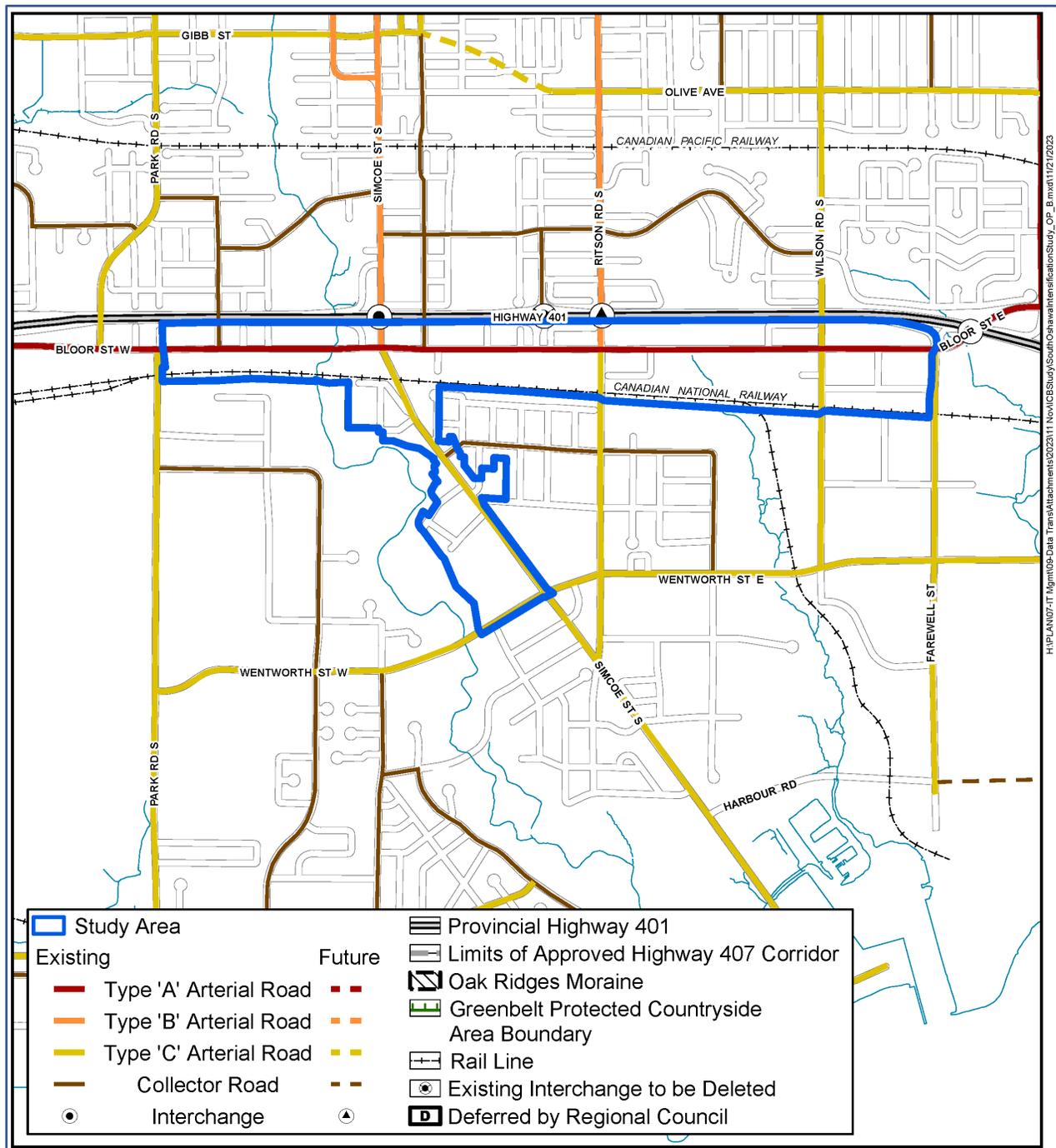
assembly of smaller land parcels along Corridors and Intensification Areas, in order to achieve more efficient, compact, intensive development (O.O.P., Policy 2.1.6.7).

Schedule 'B' of the O.O.P. identifies the City's Road Network. Within the Study Area, Bloor Street is designated as a Type 'A' Arterial<sup>12</sup> road (which allows for the highest traffic volumes). Simcoe Street South transitions from a Type 'B' Arterial<sup>12</sup> road (which allows for moderate traffic volumes) north of Bloor Street, to a Type 'C' Arterial<sup>12</sup> road (which allows for lower traffic volumes) south of Bloor Street.

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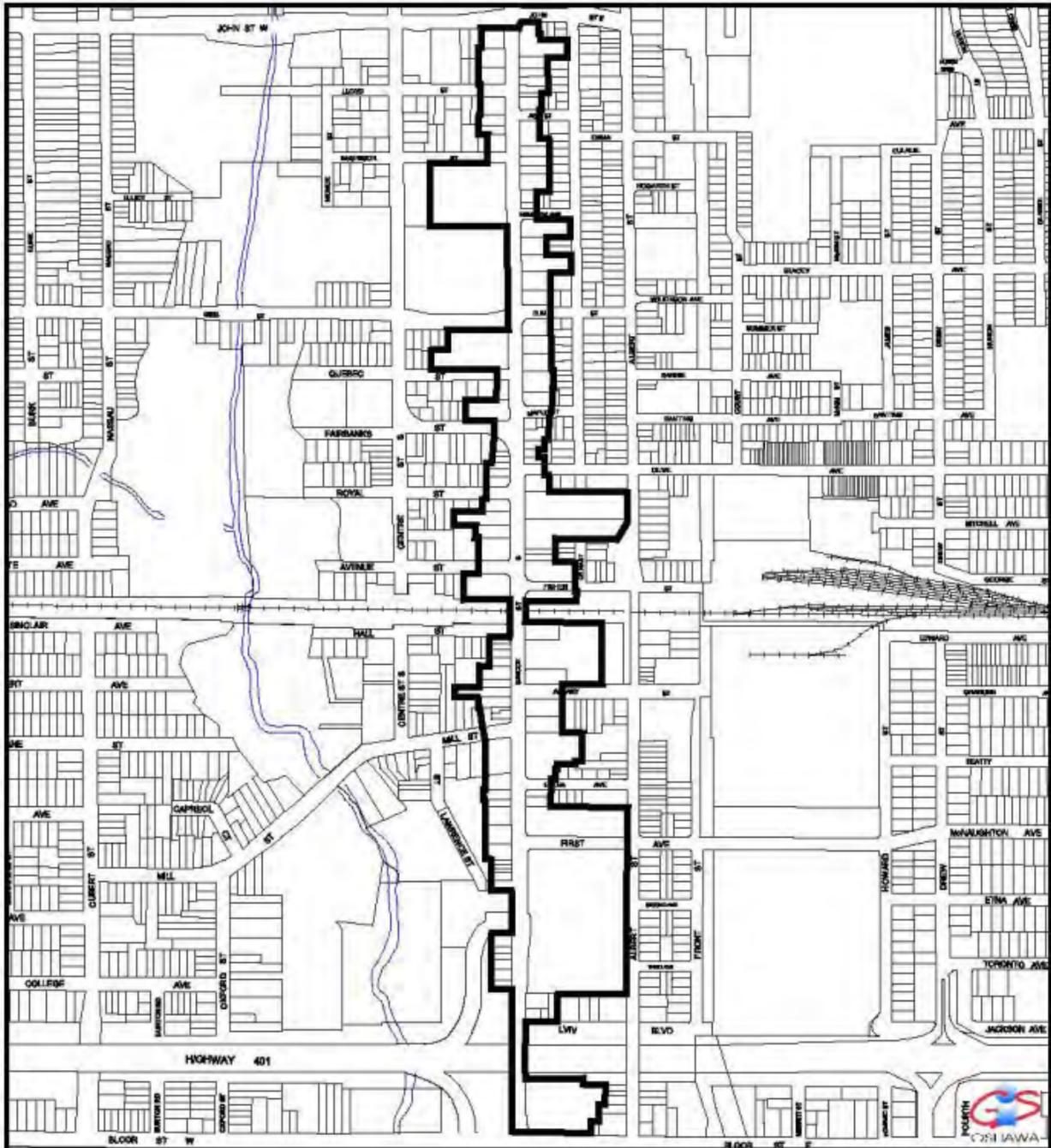
<sup>12</sup> Table 5: Classification of Roads in the O.O.P. outlines the criteria for the various road classes.

**Figure 5: Extract from Schedule ‘B’, Road Network, of the O.O.P.**



Schedule ‘C’ of the O.O.P. identifies Community Improvement Plan (the “C.I.P.”) areas. A portion of the Study Area is located within the Simcoe Street South Renaissance C.I.P. (the “Simcoe Street South C.I.P.”), which runs along the Simcoe Street South corridor generally between John Street West to the north and Bloor Street West to the South (see Figure 6).

**Figure 6: Extract from Schedule 'C', Community Improvement Areas, of the O.O.P.**



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The Simcoe Street South Renaissance C.I.P. Area contains retail, office, service and institutional uses concentrated along Simcoe Street South leading from Highway 401 into the Central Business District and offers the following four financial incentive programs to encourage development and redevelopment within the area:

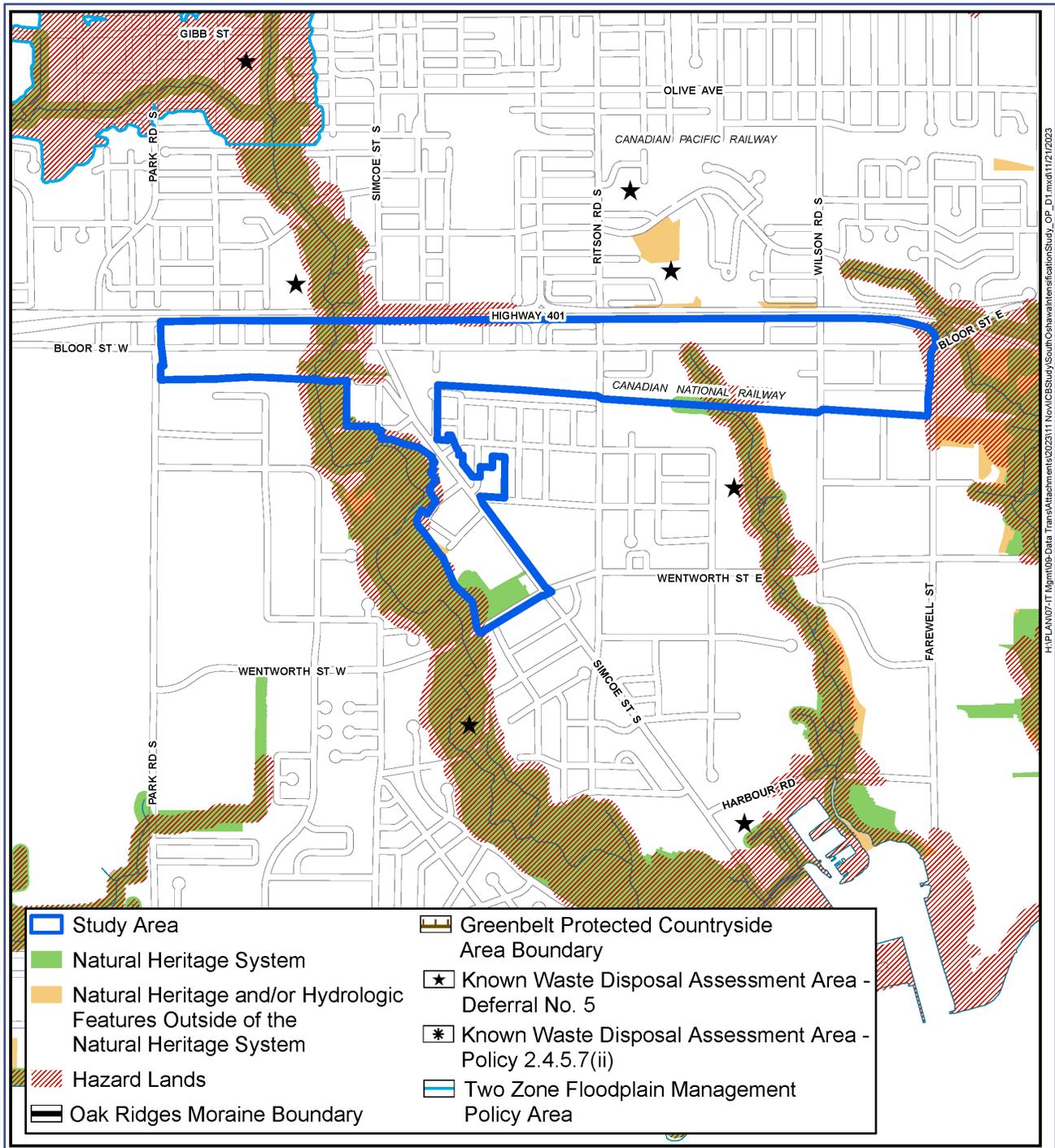
1. Economic Stimulus Grant;

2. Façade and Accessibility Improvement Grant;
3. Increased Assessment Grant; and,
4. Upgrade to Building and Fire Codes Grant.

That portion of the Simcoe Street South C.I.P. that falls within the Study Area is designated as Planned Commercial Strip on Schedule “A” of the O.O.P. These lands were previously leased by the City from the Ministry of Transportation (“M.T.O.”) and operated as the Oshawa Visitor Information Centre. In 2020, the Oshawa Visitor Information Centre was closed for the purposes of advancing M.T.O.’s work to replace the Simcoe Street South and Albert Street underpass structures along Highway 401.

Schedule ‘D-1’ of the O.O.P. identifies, among other features, the City’s Natural Heritage System and Hazard Lands (see Figure 7 below). The Natural Heritage System includes lands with the highest concentration of the most sensitive and/or significant natural heritage and hydrologic features and functions. Hazard Lands are primarily used for the preservation and conservation of land and/or the environment, and shall be managed in such a manner as to complement adjacent land uses and protect such uses from any physical hazards (such as flooding) or their effects.

Figure 7: Extract from Schedule 'D-1', Environmental Management, of the O.O.P.



### 2.3.3 Zoning By-law 60-94

The Zoning By-law was passed in 1994 and is updated in part through City-initiated technical amendments on a regular basis. The purpose of the Zoning By-law is to

implement on a fine-grained level the objectives and policies set out in the O.O.P. by specifically identifying permitted land uses and associated regulations/standards.

The zoning permissions within the Study Area include:

- Residential;
- Planned Strip Commercial;
- Convenience Commercial;
- Automobile Service Station;
- Community Institutional;
- Hazard Lands Open Space; and,
- General Industrial.

There are also several site-specific zoning permissions within the Study Area. Figure 8 below shows the geographical distribution of the various zones within the Study Area, as well as the zoning fabric of the surrounding area.

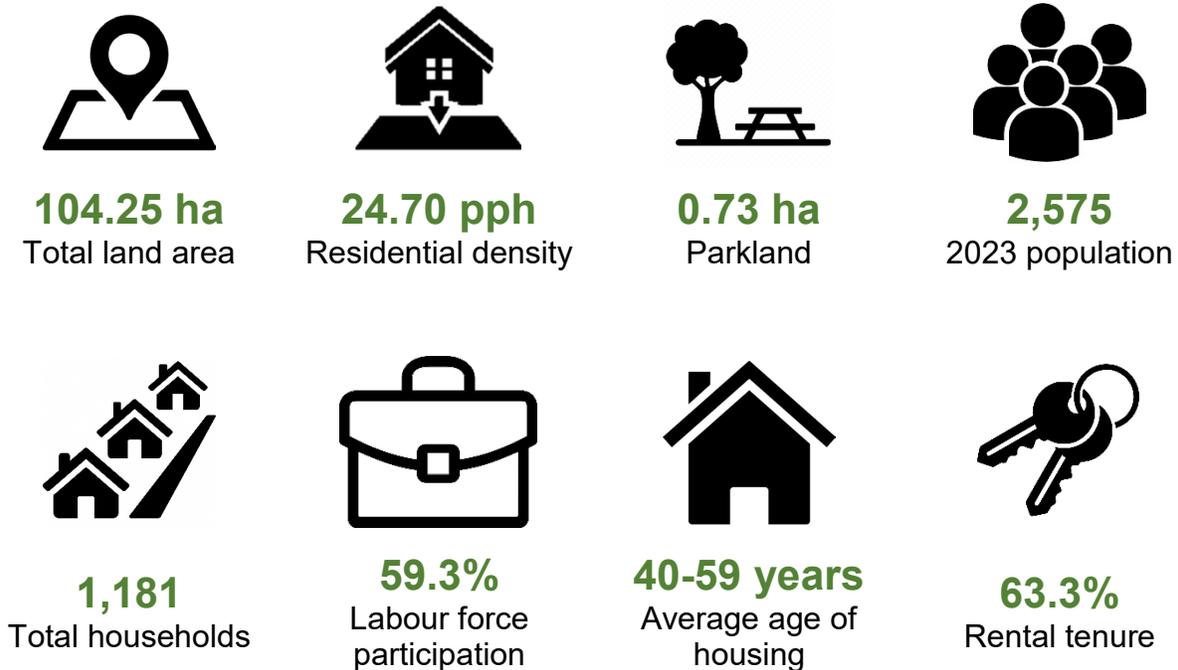


## 3.0 Study Area Analysis

### 3.1 Key Statistics and Existing Residential Conditions

Table 1 below outlines a variety of key statistics and data, including statistics pertaining to current residential conditions within the Study Area.

**Table 1: Key Study Area Statistics**

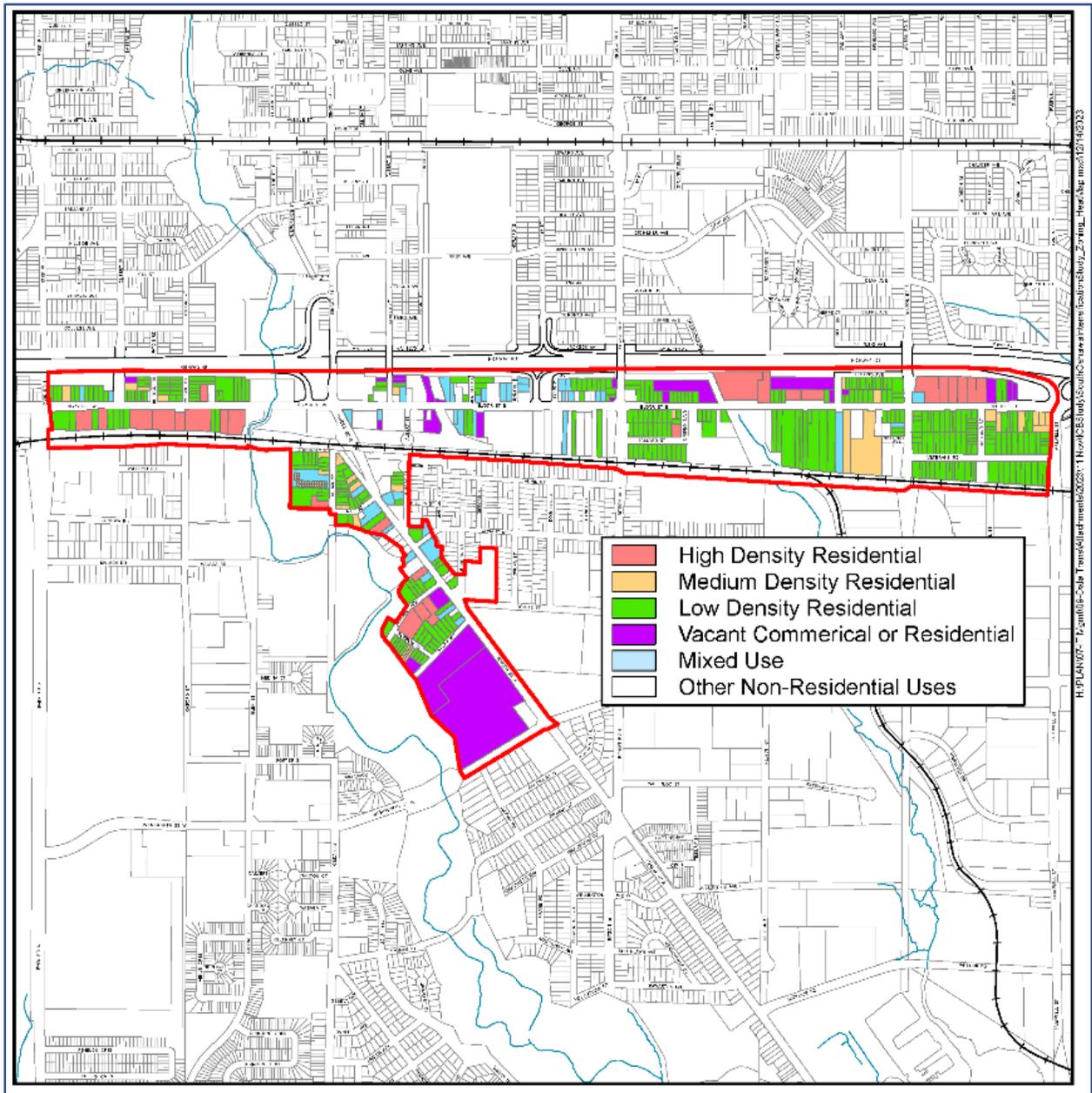


Based on the key statistics shown in Table 1, the existing residential density is 24.70 people per hectare (10.00 people per acre) within the Study Area.

Figure 9 below graphically shows the existing geographical distribution of residential density conditions within the Study Area, which is comprised of:

- 55% low density development, which includes single- and semi-detached dwellings as well as duplexes;
- 5% medium density development, which includes townhouses and low-rise apartments;
- 14% high density development, which includes medium- and high-rise apartments;
- 5% mixed use development, which includes dwellings that have both residential and commercial uses; and,
- 20% vacant commercial or residential land.

**Figure 9: Existing Residential Conditions**



### **3.2 Existing Conditions**

Within the Study Area, there are a wide range of uses along the Bloor Street Corridor. The westerly end of the Bloor Street Corridor has various long-established commercial and industrial type uses, apartment buildings, and single-detached homes, many of which are more than 70 years old. There are also several buildings of varying cultural and heritage value within the Bloor Street Corridor. The O.O.P. describes the Bloor Street and Simcoe Street South intersection as a gateway to the Downtown Oshawa Urban Growth Centre to the north. In addition, this intersection, as well as the Highway

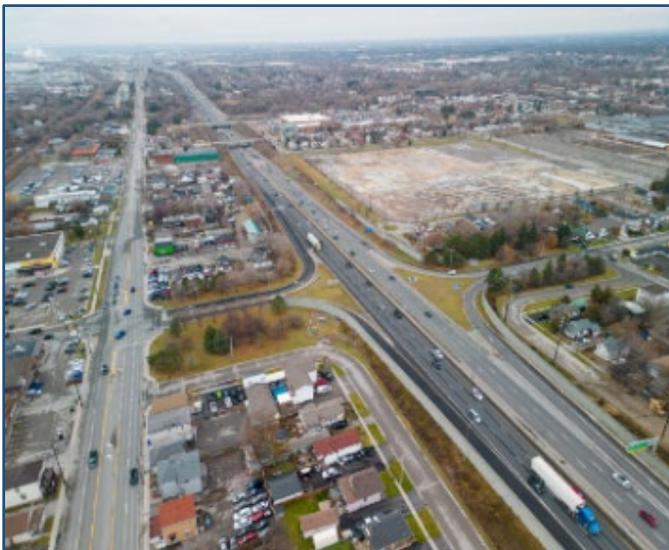
401 Simcoe Street off-ramp, also serves as a gateway to the immediate Lakeview community (see Figure 10).

**Figure 10: Photo of the Bloor Street and Simcoe Street South intersection, facing east**



East of the Bloor Street and Simcoe Street South intersection are a variety of commercial, residential and institutional uses (i.e. places of worship). Within this portion of the Study Area, there are a significant number of automobile-related businesses, such as automobile retailers and repair shops (see Figure 11). Staff note that there are limited streetscape amenities along the Bloor Street Corridor.

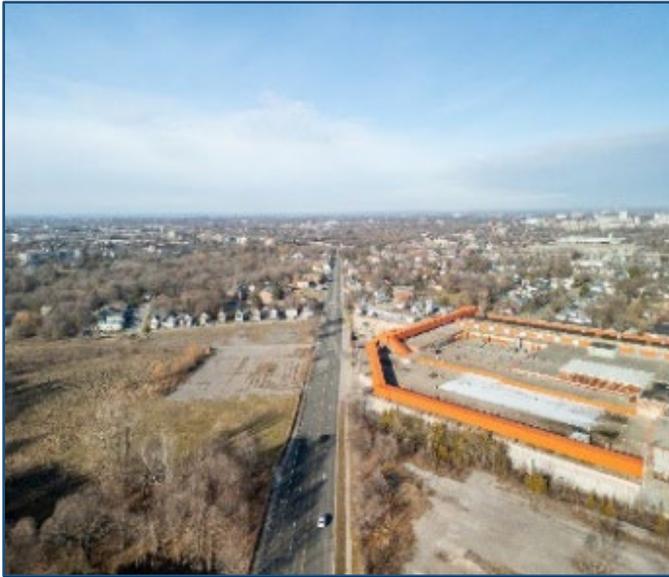
**Figure 11: Photo of Bloor Street East, west of Ritson Road South, facing west**



The Simcoe Street South Corridor contains a mix of residential, institutional, industrial and commercial uses, such as automobile retailers and repair shops, a clinic, and

restaurants (see Figure 12). There are also several buildings of varying cultural and heritage value within the Simcoe Street South Corridor, particularly 827 Gordon Street which was recently designated by the City under the Ontario Heritage Act, R.S.O. 1990, Chapter O.18 (the “Ontario Heritage Act”).

**Figure 12: Photo of Simcoe Street South, facing north**



### **3.2.1 Key Area Features**

#### **3.2.1.1 Highway 401 and the C.N.R. Mainline**

M.T.O. has recently initiated the replacement of the Simcoe Street South and Albert Street overpass structures in Oshawa, which are planned to be completed in 2024/2025. A C.N.R. mainline also traverses the Study Area, providing rail freight service between eastern Canada and southwestern Ontario (see Figure 13).

**Figure 13: Photo showing Highway 401 and the C.N.R. mainline**

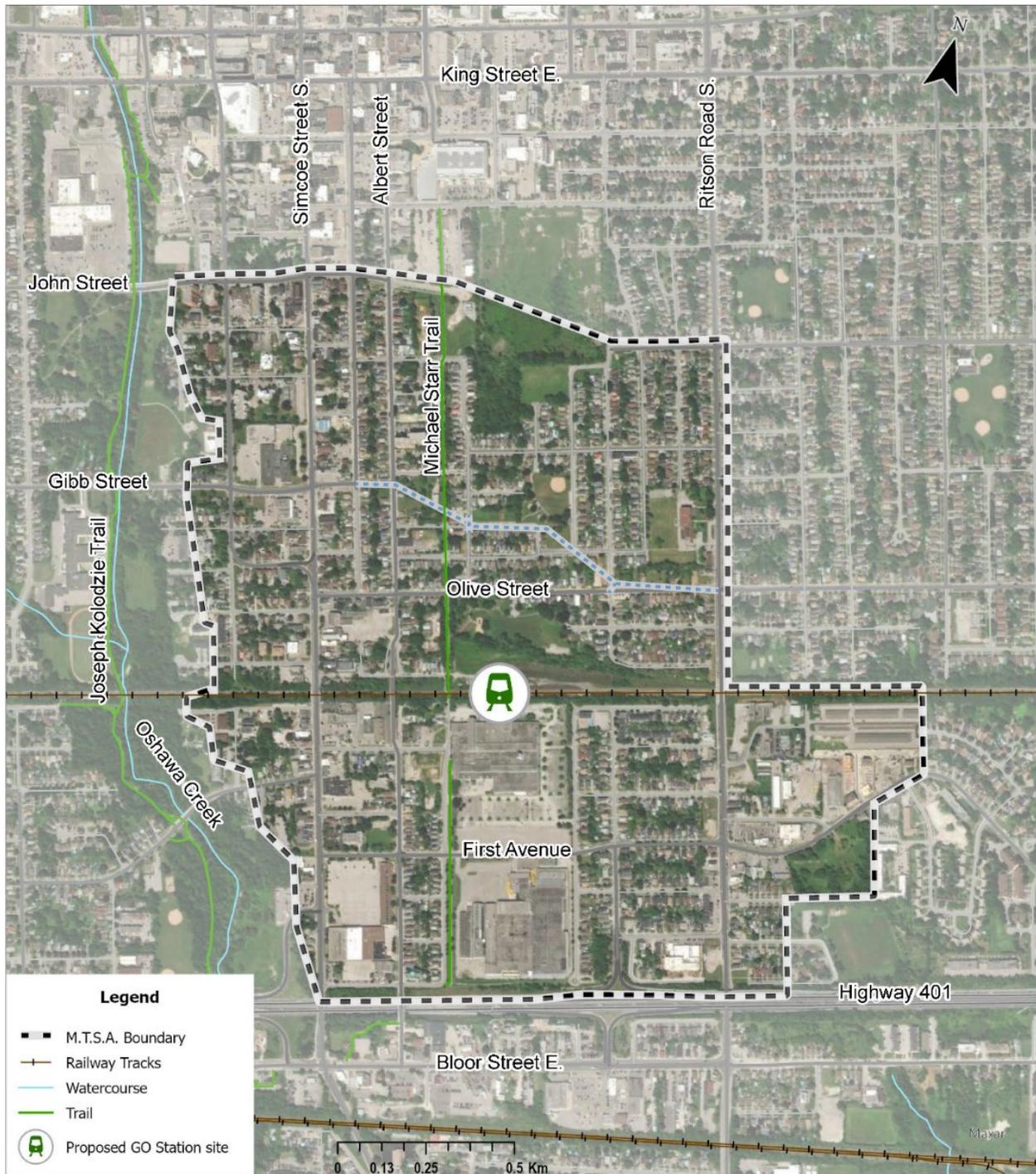


There are certain setback requirements for new development from a C.N.R. mainline and residential development proposals may require a supporting noise and ground-borne vibration study. In addition, staff note that Policy 3.5.5 of the O.O.P. states, in part, that the proposed development of sensitive land uses within 300 metres (984 ft.) of a rail corridor or railway commuter station shall be evaluated through a noise study, with consideration given to the noise and safety standards of the Ministry of the Environment, Conservation and Parks. Further, any development proposal featuring sensitive land uses within 75 metres (246 ft.) of a rail corridor or railway commuter station shall require a vibration study.

### **3.2.1.2 Oshawa to Bowmanville GO Rail Extension**

The City and its consultant are advancing an Integrated Major Transit Station Area Study for Central Oshawa in response to the announced Lakeshore East GO Rail Corridor extension to Bowmanville, which includes a new planned Central Oshawa GO Station at 500 Howard Street. Future transportation infrastructure will support the growing population in the surrounding area, including the Study Area. Figure 14 shows the limits of the Central Oshawa Major Transit Station Area (the “M.T.S.A.”), as well as the location of the planned Central Oshawa GO Station. Highway 401 marks the southerly limit of the M.T.S.A., and also forms the northerly limit of the Study.

**Figure 14: Integrated Major Transit Station Study Area Map**



### 3.2.1.3 Oshawa Creek and Trail Network

The Oshawa Creek Valley is identified in the Greenbelt Plan as an Urban River Valley. This valley contains a watercourse that flows from its headwaters in the Oak Ridges Moraine to its mouth on the west side of the Oshawa Harbour basin. These lands are protected under the Greenbelt Plan as well as Regional and City policies.

Within the Study Area, there is a connection from the Michael Starr Trail to the Joseph Kolodzie Oshawa Creek Bike Path, which runs along the Oshawa Creek Valley.

**Figure 15: Photo showing the Oshawa Creek Valley**



#### **3.2.1.4 Local Businesses**

There are a number of local businesses within the Study Area, such as automotive sales and repairs, animal and pet services, cafes and bakeries, home improvement retailers and a grocery store. A medical clinic is also located within the Study Area on Simcoe Street South.

**Figure 16: Photo of local businesses located on the Bloor Street Corridor**



### 3.2.1.5 Heritage Status

Several buildings of varying cultural and heritage value are located in the Study Area. Of particular note is 827 Gordon Street, being a former school building that was recently designated under the Ontario Heritage Act. Although the property at 827 Gordon Street is the only site in the Study Area that has been formally designated under the Ontario Heritage Act, there are other properties within the Study Area that have been identified in the Heritage Oshawa Inventory of City of Oshawa Heritage Properties as “Class A”, being properties that have the highest potential for designation, or as “Class B”, being properties that have good potential for designation.

**Figure 17: Photo of 827 Gordon Street**



### 3.2.2 Heritage and Cultural Value

The Study Area is located, in part, within the historic community of Cedar Dale, which was generally bounded by Bloor Street to the north, Lake Ontario to the south, Wilson Road to the east, and Park Road to the west.

There are no Registered, Non-Designated<sup>13</sup> properties within the Study Area. However, there are eleven (11) properties within the Study Area that are included in the Heritage Oshawa Inventory of City of Oshawa Heritage Properties as either Class A<sup>14</sup> or Class B<sup>15</sup> (Appendix A).

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<sup>13</sup> A Registered, Non-Designated Property, also referred to as a “Listed, Non-Designated Property”, is protected under the Ontario Heritage Act to the extent that a municipality can withhold a demolition permit for up to 60 days after receiving an application from the property owner to demolish or remove the building or structure.

<sup>14</sup> Class "A" Properties have been evaluated by Heritage Oshawa and are determined to have the highest potential for designation.

<sup>15</sup> Class "B" Properties have been evaluated by Heritage Oshawa and are determined to have good potential for designation.

On May 1, 2023, Oshawa City Council passed By-law 126-2023 to designate the property municipally known as 827 Gordon Street (the “Property”), commonly known as the former Cedardale Public School, under Section 29 of Part IV of the Ontario Heritage Act, based on the following criteria:

- The Property has design value as a representative example of a school building constructed in a refined Beaux-Arts architectural style;
- The Property is directly associated with Gordon Daniel Conant, a prominent Oshawa lawyer and former Premier of Ontario; and,
- The Property is prominently situated at an important intersection in the local community.

Subsequently, on May 29, 2023, Council considered Item CO-23-29 concerning the recognition of Historic Hamlets of Oshawa and directed staff to add “Historic Village of Cedar Dale” to the primary neighbourhood park signs within the area historically known as Cedar Dale.

**Figure 18: Photo of Historic Village of Cedar Dale sign**



### **3.2.3 Streetscape Amenities**

Streetscape amenities are features within municipal road rights-of-way that encourage activity on the street, particularly within the boulevard areas flanking the travelled portion of the road allowance. Additionally, having public amenities along streets provides opportunities for various modes of travel and enhance the identity of a community. Public amenities include such elements as public seating, planters, lighting, artwork and street trees.

Staff note that there are minimal streetscape amenities within the Study Area. This negatively impacts both the neighbourhood character and the pedestrian experience. The Study Area would greatly benefit from improvements to the existing streetscape design and the relationship of the adjacent built form to the public realm.

### **3.2.4 Public Transportation**

The Region of Durham provides region-wide public transportation through Durham Rapid Transit (“D.R.T.”). Although there are four D.R.T. bus routes that traverse the Study Area, there is currently no D.R.T. bus service along the section of Bloor Street East between Ritson Road South and Wilson Road South. As a result, there is no direct public transportation service along the Bloor Street Corridor, leaving individuals seeking to use public transportation in this area with no option but to find alternate routes, likely involving transfers.

### **3.3 Active Development Applications**

As of the date of this Study, there are a total of 11 active development applications (the “A.D.A.s”) (i.e. development applications that are at the Stage 2 Technical Pre-Consultation Stage or beyond) within the Study Area. All of the A.D.A.s propose to increase residential density on their respective sites, which, in principle, achieves the purpose and intent of Interim Control By-law 133-2023 and this Study.

The A.D.A.s range in proposed densities, from as low as 20 units per hectare (8 per ac.) to as high as 373 units per hectare (150.97 per ac.). A summary of each proposal is contained in Appendix B of this Study.

### **3.4 Other Ongoing Projects**

#### **3.4.1 Integrated Major Transit Station Area**

The Central Oshawa M.T.S.A. Study was initiated by the City in response to the announced Lakeshore East GO Rail Corridor Extension to Bowmanville and the planned Central Oshawa GO Station at 500 Howard Street. On March 28, 2022, City Council endorsed the selection of Parsons Inc. to complete the M.T.S.A. Study, the primary objective of which is to develop the following:

- A Complete Master Land Use and Urban Design Plan, in order to advance appropriate development and intensification in the M.T.S.A.; and,
- An area-specific Transportation Master Plan, in order to identify and recommend a preferred transportation option that accommodates future development.

The M.T.S.A. Study is now in Stage 3 of four stages. Stage 3 includes a review of the Council-endorsed land use alternative as the basis for development.

Staff note that the M.T.S.A. Study may impact the Study Area in the following ways:

- Increased transit options in proximity to the Study Area; and,
- Anticipated increased residential density in proximity to the Study Area.

### **3.4.2 Highway 401 Rehabilitation and Expansion**

M.T.O. is currently undertaking work for the Highway 401 rehabilitation and long-term widening needs from Brock Road in Pickering to Courtice Road in Courtice. The structure replacement and/or expansion work requirements were identified through M.T.O.'s Environmental Assessment process to accommodate the future widening of Highway 401. In Oshawa, M.T.O. has initiated the following work:

- The replacement of the Simcoe Street and Albert Street bridges over Highway 401;
- The replacement of the Wilson Road overpass; and,
- The realignment of the Harmony Road and Highway 401 interchange.

Staff note that the M.T.O. construction work related to rehabilitating and expanding Highway 401 in Oshawa may impact the Study Area in the following ways:

- Trigger land acquisition (including through potential expropriation) by M.T.O. to meet the land need requirements of the project, which could involve the demolition of various existing buildings and structures;
- Increase levels of noise and dust from construction; and,
- Exacerbate traffic congestion as a result of full or partial road closures.

### **3.4.3 Simcoe Street Rapid Transit Visioning Study**

The Region of Durham recently completed the fourth round of public consultation associated with the Simcoe Street Rapid Transit Visioning Study and Initial Business Case (the "I.B.C."). The Simcoe Street Rapid Transit Visioning Study and I.B.C. is designed to identify the most suitable form of higher order transit to operate in a dedicated right of way within the Simcoe Street Corridor between Highway 407 and Lakeview Park Beach in the City of Oshawa.

Staff note that the Simcoe Street Rapid Transit Visioning Study will impact the Study Area in the following ways:

- It will guide how Simcoe Street will evolve and grow, with a focus on mobility, sustainability, equity, economic opportunity and land use; and,
- It will provide improved transit options along Simcoe Street.

### **3.4.4 Housing Accelerator Fund Initiatives**

On June 26, 2023, Council considered Report CNCL-23-69 dated June 21, 2023 and directed staff to, among other matters, undertake the list of potential City initiatives identified in said report, including, but not limited to:

- Supporting the provision of greater housing density in strategic growth areas through the preparation of an intensification study;

- Enabling higher density development within the Downtown Oshawa Urban Growth Centre; and,
- Reviewing the City’s suite of Community Improvement Plans to review opportunities to address the “missing middle”<sup>16</sup>.

Staff note that the above-listed City initiatives will impact the Study Area in the following ways:

- Anticipated higher density development in strategic growth areas, in proximity to the Study Area; and,
- Additional potential funding/grant opportunities through the review of the City’s Community Improvement Plans.

### **3.5 Strengths, Weaknesses, Opportunities and Challenges Analysis**

A Strengths, Weaknesses, Opportunities and Challenges (“S.W.O.C.”) Analysis is a method for identifying and analyzing the strengths, weaknesses, opportunities and challenges that shape the existing and future conditions within the Study Area.

#### **3.5.1 Summary of Strengths**

##### **1. Gateway Locations**

A “gateway” is considered an important component of land use planning in the creation of a sense of place, and provides visual signals that both define and distinguish an area. Policy 4.2.3(c) of the O.O.P. states that the “[Simcoe Street South corridor between John Street and Bloor Street] serves as a gateway into the Downtown Oshawa Urban Growth Centre”. The Simcoe Street South and Highway 401 interchange functions as a primary entry to the Simcoe Street South Corridor, making it an important gateway to the community.

##### **2. Variety of Commercial Uses**

There are a variety of existing commercial uses located along the Bloor Street and Simcoe Street South corridors, including automotive sales and repairs, animal and pet services, cafes and bakeries, home improvement retailers and a grocery store. A medical clinic is also located within the Study Area on Simcoe Street South.

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<sup>16</sup> “Missing Middle” housing generally refers to a lack of medium density housing within urban areas. It is often characterized by a range of multi-unit or clustered housing types that are compatible in scale with single detached dwellings or transitional neighbourhoods. These include townhouses, stacked townhouses, duplexes, triplexes, and low rise apartment buildings.

### **3. Heritage Resources**

Several buildings of varying cultural and heritage value are located in the Study Area. 827 Gordon Street is a former school building that was recently designated under the Ontario Heritage Act. In addition, there are eleven (11) other properties located within the Study Area that have been identified in the Heritage Oshawa Inventory of City of Oshawa Heritage Properties as either “Class A”, being properties having the highest potential for designation, or as “Class B”, being properties that have good potential for designation. Preservation of cultural heritage resources, such as the former Cedardale School building at 827 Gordon Street, contributes to the creation of sense of place in a community.

### **4. Regional Corridor**

Within the Study Area, Bloor Street is designated as a Regional Corridor in Envision Durham, with an H.F.T.N., which forms a key connection between Strategic Growth Areas and other nodes and corridors, acting as an artery of the urban system. Regional Corridors support the movement of people and goods by encouraging development and intensification that is characterized by compact built form at a transit supportive density.

### **5. Active Transportation Network**

The Oshawa Creek Valley is identified in the Greenbelt Plan as an Urban River Valley, and contains a watercourse that flows from its headwaters in the Oak Ridges Moraine to its mouth in the Oshawa Harbour basin. These lands are protected under the Greenbelt Plan as well as Regional and City policies.

Within the Study Area, there is a key active transportation linkage between the Michael Starr Trail and the Joseph Kolodzie Oshawa Creek Trail, which runs along the Oshawa Creek Valley, connecting the Study Area to both downtown Oshawa and the waterfront. This provides Study Area residents access to an extensive, established active transportation network along and branching from the Oshawa Creek Trail. This provides both connectivity and access to greenspace as well as key destinations throughout the City.

#### **3.5.2 Summary of Weaknesses**

##### **1. Low-density Residential**

There is a high percentage of low-density residential uses along the Bloor Street and Simcoe Street Corridors, which is considered an inefficient form of development within the context of a Regional Corridor and Intensification Area (in the case of the Bloor Street Corridor), and a planned major Rapid Transit route (i.e. D.R.T. rapid transit along Simcoe Street, including through the Study Area).

## **2. Limited Parkland**

There is a total of 0.73 hectares (1.80 ac.) of parkland within the Study Area. However, for further context, there are 15.09 hectares (37.29 ac.) of park and open space lands within 500 metres (1,640 ft.) of the Study Area, which largely consists of the Oshawa Creek Valley.

## **3. Vacant/Poorly Maintained Buildings**

There are many vacant or poorly maintained buildings within the Study Area that can negatively impact neighbourhood character. Staff further note that approximately 20% of the total residential land area within the Study Area is currently vacant.

## **4. Limited Streetscape Amenities**

There are limited streetscape amenities, such as tree canopies for cooling and shade, and benches for sitting/gathering, along the Bloor Street and Simcoe Street corridors. Streetscape amenities assist to provide character to a neighbourhood and encourage active transportation.

### **3.5.3 Summary of Opportunities**

#### **1. Vacant/underutilized Lots**

The existing supply of vacant or underutilized lots in the Study Area presents an opportunity for potential development or adaptive reuse of existing buildings.

#### **2. Future Nearby Transit Options**

Future nearby transit options, including the future Central Oshawa GO Rail station and Simcoe Street Rapid Transit, will contribute to the development of complete communities.

### **3.5.4 Summary of Challenges**

#### **1. Restrictive Parcel Fabric**

The existing parcel fabric in certain locations, by virtue of lots that are small, oddly-shaped, elongated and/or narrow with minimal street frontage is restrictive in nature, in that it limits the potential for achieving the highest and best use of the lands.

#### **2. Potential Traffic Implications**

Increasing density within the Study Area would have potential traffic implications on the Bloor Street Corridor and Simcoe Street South Corridor.

Driveway access to newly developed lands may impact the flow of traffic within the Study Area.

### **3. Parking Requirements**

The City's current residential parking requirements are outlined in Table 39.8B of the Zoning By-law, which sets out specific standards to ensure adequate parking for various types of residential uses. The requirements outlined in Table 39.8B of the Zoning By-law apply throughout the entire City, and generally do not account for or factor in contextual conditions unless a site has been granted site specific parking requirements as a result of a development proposal.

Given that Strategic Growth Areas are intended to be developed having transit-supportive densities and access to a range of viable transportation options (e.g. public transportation, active transportation, etc.), the parking requirements outlined in Table 39.8B may be considered restrictive.

### **4. Highway 401 and the C.N.R. Mainline**

Highway 401 and the C.N.R. mainline indirectly serve to constrict development and have resulted in reduced through-traffic options to areas north and south of the Bloor Street Corridor.

## 4.0 Public and Stakeholder Consultation

Staff undertook a five-week public and stakeholder consultation process to engage community members on the Study. This engagement began on Tuesday, January 16, 2024 and concluded on Friday, February 23, 2024.

The consultation process was comprised of various engagement initiatives that included the use of Connect Oshawa ([www.connectoshawa.ca](http://www.connectoshawa.ca)), the City's online engagement platform.

Community members had the opportunity to provide their feedback in the following ways:

- Attending a Public Open House on Tuesday, January 30, 2024 from 6:30 p.m. to 8:45 p.m. in the C-Wing Committee Room at City Hall (50 Centre Street South).
  - Two identical 30-minute presentations were made, each followed by 30 minutes for discussion and questions on the presentation.
  - The presentation and display boards were available for viewing on Connect Oshawa ([ConnectOshawa.ca/BloorSimcoe](http://ConnectOshawa.ca/BloorSimcoe)).
- Completing a feedback form on [Connect Oshawa](http://ConnectOshawa.ca) or on paper at Service Oshawa, located at City Hall (50 Centre St. S.).
- Completing a mapping exercise for the area on [Connect Oshawa](http://ConnectOshawa.ca) and also submitting questions through [Connect Oshawa](http://ConnectOshawa.ca).

The consultation was promoted to the community using a variety of outreach tools and communication channels, including website promotion (Oshawa.ca and [ConnectOshawa.ca](http://ConnectOshawa.ca)), targeted emails, e-newsletters, social media and local media outreach. A Notice of Public Open House was mailed to all property owners within 120 metres of the Study area.

### 4.1 Public Response and Findings

The following is a summary of the public response to the public consultation component of the Study:

- The City received 58 responses, 57 online and 1 on paper;
- The map of the Study Area was viewed 364 times;
- The Public Open House Display Boards were downloaded 196 times;
- The Public Open House Presentation video was viewed 76 times;
- The aerial view image of the Bloor-Simcoe corridor was viewed 44 times; and,
- A total of 15 pins were placed on the mapping tool, and 5 questions were received through the Q and A tool.

In addition to the online feedback form, members of the public within the Study Area, including, but not limited to, land and business owners, provided comments to City staff by way of email correspondence and/or virtual meetings. In total, staff received comments from six (6) members of the public via email correspondence and/or virtual meetings.

Based on the public input received, the key benefits of residential intensification in the Study Area include improved transportation, economic development, new businesses, improved walkability, better waterfront access, enhanced urban design, improved greenspace, greater streetscape amenities, more social services and improved neighbourhood character. Figure 19 below is a word cloud diagram, which is a visual representation of text data in which the size of each word indicates its frequency or importance. Words shown in the word cloud diagram represent responses submitted to staff through the public consultation process, whereby the same comment was received from a minimum two (2) or more community members.

**Figure 19: Public Consultation - Benefits of Residential Intensification in the Study Area**



Based on the public input received, the key concerns raised by members of the public included the need to improve neighbourhood character, increased traffic and parking, the need to preserve cultural heritage, reduced privacy, increased noise, and the need to protect existing industrial businesses, encourage diversity, reduce crime and preserve existing zoning permissions. Like Figure 19, Figure 20 below provides a visual representation of the frequency or importance of the concerns raised by members of the public, with a word size indicating the relative magnitude of the various concerns identified.

**Figure 20: Public Consultation - Concerns with Residential Intensification in the Study Area**



## **4.2 Stakeholder Response and Findings**

Concurrent with the public consultation period for the Study, staff invited various stakeholders to provide comments on the Study. These included the various public agencies listed in Appendix D of this Study as well as members of the development community. In total, staff received responses from eight (8) stakeholders.

The following is a summary of the comments received from stakeholders regarding the Study:

### **Residential Intensification**

- It is anticipated that the Study will satisfy several initiatives for the City, including:
  - Identifying appropriate locations for residential intensification opportunities, including providing a mix of housing types and supportive densities in proximity to the future M.T.S.A.;
  - Establishing a gateway location for the City; and,
  - Providing opportunities for improved community connections from the downtown to the waterfront.
- It is the objective of the new Regional Official Plan (i.e. Envision Durham) to ensure Community Areas develop as complete communities, providing a range of housing, transportation and lifestyle choices, and creating opportunities for residents to live, shop, work and access services and amenities within their community.
- Bloor Street is identified as a component of the Region’s “High Frequency Transit Network” (refer to [Map 3a](#) of Envision Durham). In this regard, the City should seek

to establish a density target required to support Frequent Transit Service (i.e. one bus every 10-15 minutes) at a minimum of 80 people and jobs per hectare (i.e. approx. 37 units per hectare).

- The built form along Regional Corridors is generally encouraged to be multi-storey, compact, pedestrian-friendly and transit supportive, and reflect the relevant transit-oriented development design principles, in accordance with Envision Durham Policy 8.1.4. Area municipalities are encouraged to establish transit supportive density targets along Regional Corridors and, where appropriate, designate key development areas that represent prime opportunities for development, redevelopment and intensification.
- Intensifying the Bloor Street and Simcoe Street South Corridors is supported given the Study Area's proximity to the Protected Major Transit Station Area ("P.M.T.S.A.") for the planned Central Oshawa GO Station (located north of Highway 401, east of Simcoe Street and west of Ritson Road). In addition, as noted within the City's report initiating this Study, the Bloor-Simcoe intersection acts as a gateway to residents and visitors exiting Highway 401.
- Envision Durham strives to ensure development within Urban Areas makes efficient use of land and supports the efficient use of existing and planned infrastructure, including transit, municipal water and sewage services, and public service facilities. This is achieved by prioritizing and promoting intensification, redevelopment and growth – particularly within areas that can support intensification within delineated built-up areas, such as those identified as Regional Corridors. Additional guidance for intensification within the Region's delineated built-up area, which includes the City's Bloor-Simcoe Intensification Study area, is available within [Section 5.1](#) (General Urban System Policies) of Envision Durham.

## Transportation

- Economic and Development Services staff provided comments concerning future municipal right-of-way requirements within the Study Area.
- The Bloor Street and Simcoe Street South Corridors function as part of two key transportation connections within the City, providing east-west intermunicipal connectivity in Durham Region, and north-south connectivity between the Downtown Urban Growth Centre and the Oshawa Waterfront.
- The ongoing Simcoe Street Rapid Transit Visioning Study is reviewing the potential for rapid transit on Simcoe Street, from Highway 407 to Lakeview Park Beach. Intensification along Simcoe Street South would also provide benefits for transit improvements along that corridor, pending the recommendations that come out from the Visioning Study. Any requirements for additional right-of-way for Simcoe Street will be determined through a future Transit Project Assessment Process Environmental Assessment Study, depending on the extent and type of rapid transit

system recommended for Simcoe Street through the Visioning Study within the Study Area.

- A transportation impact study should be completed to assess the impacts of the proposed intensification on all travel modes and identify mitigation measures.
- Bloor Street is a Type 'A' Arterial road, so direct vehicular access should be minimized. Parcel/access consolidation and shared access should be encouraged.

### **Natural Environment**

- The intensification of existing urban areas also creates an increased need for open space, linkages, and passive recreational opportunities. With this in mind, a balanced approach between development and natural open spaces will be important to ensure the impacts of intensification can be managed to have minimal impact upon the existing Urban River Valley ("U.R.V.") system and residential communities.
- While the U.R.V.s provide for significant natural heritage connections for wildlife and passive recreational trails for the community, the U.R.V.s also provide a very important role in the management of riparian and urban flooding.
- The City should embed the directions of the Greenbelt Plan as it relates to the Oshawa Creek U.R.V. into the planning and design of the Bloor-Simcoe Intensification Study. This will further strengthen the ongoing maintenance and enhancement of Natural Heritage Systems and their associated hazards for future generations.
- Once the preferred land use plan and density targets for the area have been established, the City should undertake a high-level assessment to determine if the preferred land use will have any negative impacts on the extent of the existing floodplain.
- A high-level drainage analysis, master stormwater drainage plan, and downstream erosion assessment analysis should be undertaken to assess the accumulated impacts of intensification. A storm sewer capacity study may also be advisable. Once the preferred land use alternative has been determined, an update to the hydrology model should be undertaken to assess potential impacts.

### **General**

- TransNorthern Pipelines noted that it does not have any infrastructure within the Study Area.
- Region of Durham staff commended the City's efforts to educate the community by including an intensification guide illustrating common types of built form and densities that would achieve higher rates of intensification and result in complete communities. To further assist in this effort, Regional staff offer use of additional resources available at [www.durham.ca/Density](http://www.durham.ca/Density).

### 4.3 Oshawa Advisory Committees

Staff gave a presentation concerning the public consultation process for the Study (the “Presentation”) to the Heritage Oshawa Advisory Committee (“Heritage Oshawa”), the Oshawa Environmental Advisory Committee (“O.E.A.C.”) and the Oshawa Accessibility Advisory Committee (“O.A.A.C.”) [together referred to as “the Advisory Committees], and invited them to provide input on the Study. The input received from the Advisory Committees is summarized below:

- On January 25, 2024, Heritage Oshawa heard the Presentation and received it for information. However, staff note that Heritage Oshawa members discussed the following comments, prior to receiving the presentation for information:
  - The Cedar Dale community has significant cultural and heritage value to the City;
  - There are several buildings of varying cultural and heritage value within the Study Area; and,
  - Intensification plans for the Study Area should have regard for and protect the area’s existing cultural and heritage attributes.
- On February 6, 2024, the O.E.A.C. heard the Presentation and formed a Bloor-Simcoe Intensification Study Working Group to provide comments on the Study. Staff note that O.E.A.C. did not meet quorum for their meeting on March 5, 2024. Consequently, any comments that may result from the review O.E.A.C. Bloor-Simcoe Intensification Study Working Group remain forthcoming. However, staff note that in the event the O.E.A.C. does provide staff with comments on the Study, the comments may be considered in a future Planning Act Public Meeting report prepared for the purpose of advancing amendments to the O.O.P. and Zoning By-law to implement the recommendations of the Study.
- On February 20, 2024, the O.A.A.C. heard the Presentation and adopted the following motion (Item OAAC-24-09):
  - “1. That based on the presentation from Planning Staff concerning the Bloor-Simcoe Intensification Study-Consultation Process, the Oshawa Accessibility Advisory Committee receive a special report on the potential for model accessibility improvements in the Bloor-Simcoe Intensification Study in both publicly owned lands and private lands in alignment with Oshawa, Durham Region, Ontario Ministry of Transportation and Metrolinx official plans; and,
  2. That this shall include key features of Highway 401, CN Rail, Future Go Expansion, Oshawa Creek and Trail Network, Heritage Status and Local Business.”

On March 4, 2024, the Economic and Development Services Committee considered Report ED-24-29, being the referred motion from the O.A.A.C., and received it for

information. However, during the discussion preceding the passage of this motion, the Committee was informed by staff that while the purpose of the Study is to prepare a policy framework that encourages residential intensification in appropriate locations and at appropriate densities within the Study Area, specific accessibility requirements or improvements will continue to be advanced through the development process, including consideration of [the Oshawa Accessibility Design Standards](#).

## 5.0 Recommendations

The Recommendations in this Study were formulated by City staff and are based on staff's research findings as well as input from the public and stakeholder consultation outlined in Sections 2 to 4 of this Study. This Study recommends certain amendments to the O.O.P. and Zoning By-law with the intent of encouraging residential intensification in appropriate locations and at appropriate densities within the Study Area.

Based on the results of the Study, approximately 39.36 hectares (97.26 ac.) of land within the Study Area is considered appropriate for intensification and recommended to be rezoned to permit higher residential densities. Of the lands recommended to be rezoned, below is a high-level summary of the residential density metrics resulting from this Study:

- Average existing net density: 22.31 uph;
- Average existing maximum permitted net density: 90.45 uph; and,
- Average proposed maximum permitted net density: 180.37 uph.

### 5.1 Proposed Amendments to the Oshawa Official Plan

As noted in Section 2.3.2 of this Study, certain portions of the Bloor Street Corridor are designated as Intensification Areas in the O.O.P., which shall be planned to achieve the overall long-term density targets set out in Policies 2.1.5.3 and 2.1.5.4 of the O.O.P. The current Intensification Area designation along the Bloor Street Corridor generally applies only to lands that front onto Bloor Street. It is appropriate to amend the Intensification Area designation to include certain lands along the Bloor Street Corridor that are adjacent to but do not necessarily front onto Bloor Street, in order to encourage the assembly of smaller land parcels to create efficient development sites.

There are certain Provincial, Regional and City-owned lands within the Bloor Street Corridor that are identified as Natural Heritage System and/or Hazard Lands on Schedule 'D-1', Environmental Management, of the O.O.P., and which are also designated as an Intensification Area on Schedule 'A-2', Corridors and Intensification Areas, of the O.O.P. It is appropriate to remove the Intensification Area designation from these government-owned lands given that they are also identified as Natural Heritage System and/or Hazard Lands on Schedule 'D-1', Environmental Management, of the O.O.P.

#### **Proposed Amendment:**

- (a) That Schedule 'A-2', Corridors and Intensification Areas, of the O.O.P. be amended to add the Intensification Area designation to certain lands located on Bloor Street, as shown in Appendix E of this Study.
- (b) That Schedule 'A-2', Corridors and Intensification Areas, of the O.O.P. be amended to remove the Intensification Area designation from certain government-owned lands located on Bloor Street are identified as Natural Heritage System and/or Hazard

Lands on Schedule 'D-1', Environmental Management, of the O.O.P., as shown in Appendix E of this Study.

### **5.1.1 Align the City's Corridor Policies with Envision Durham**

## **5.2 Proposed Amendments to the City of Oshawa Zoning By-law 60-94**

Where amendments to the Zoning By-law are proposed, black text represents existing text. Red text represents text proposed to be added (i.e. **text**). Black struck out text represents text proposed to be deleted (i.e. ~~text~~).

### **5.2.1 Introduce a New Intensification Area Zone**

In order to complement and reciprocate the proposed updated boundaries delineating Intensification Areas along the Bloor Street Corridor, new IA-A, IA-B and IA-C (Intensification Area) Zones are recommended to be added to the Zoning By-law. Each IA Zone will permit a maximum residential density of 150 units per hectare (60 units per acre), unless noted otherwise using a Regulatory Zone for density on the zoning maps. Generally, the proposed Intensification Area (IA) Zones will be implemented as follows:

- The IA-A Zone will, where appropriate, replace the PSC-A (Planned Strip Commercial) Zone within the Study Area;
- The IA-B Zone will, where appropriate, replace certain Residential Zones within the Study Area; and,
- The IA-C Zone will, where appropriate, replace certain Residential Zones within the Study Area.

Staff note that the maximum residential density of 150 units per hectare (60 units per ac.) permitted in the proposed IA (Intensification Area) Zones is appropriate for certain lands within the Bloor Street Corridor, given the surrounding land use context outlined in this Study. For reference, 1300 Benson Street (Figure 21) and 1720-1800 Simcoe Street North (Figure 22) are examples of recent developments in Oshawa that have a residential density of approximately 150 units per hectare. Furthermore, using the Zoning By-law's Regulatory Zones for height and density, it is recommended that certain lands along the Bloor Street Corridor permit a residential density of 300 units per hectare (121 units per acre) with a maximum height of 30 metres (98.4 ft.). Recent examples of developments in Oshawa that have a density of approximately 300 units per hectare include 30 Adelaide Avenue East (Figure 23) and 2550 Simcoe Street North (Figure 24). The purpose and effect of said proposed amendments is to implement appropriate zoning permissions along the Bloor Street Corridor that encourages residential intensification in such a way that fits into the existing land use context.

**Figure 21: A photo of 1300 Benson Street, which was built in 2019 (residential density of 142 units per hectare)**



**Figure 22: A photo of 1720-1800 Simcoe Street North, which was built in 2019 (residential density of 149 units per hectare)**



**Figure 23: A photo of 30 Adelaide Avenue East, which was built in 2017 (residential density of 295 units per hectare)**



**Figure 24: A photo of 2550 Simcoe Street North, which was built in 2024 (residential density of 358 units per hectare)**



## Proposed Amendments:

- (a) Create a new Section 38(C) for a new zone to be given the symbol “IA” and named “Intensification Area” (see Appendix F). It is intended that the new IA (Intensification Area) Zone will generally be applied in areas along Bloor Street within the Study Area identified as a Regional Corridor and Intensification Areas in the O.O.P.
- (b) Subsection 38(C).1 will outline the permitted uses in the IA-A, IA-B and IA-C Zones (see Appendix F), generally as follows.
- (i) The IA-A Zone will permit the same list of uses as the PSC-A (Planned Strip Commercial) Zone. The PSC-A Zone permits uses such as, but not limited to, apartment building, block townhouse, flat, long term care facility, retirement home, automobile repair garage, cinema, hotel, office, personal service establishment, restaurant and retail store. The IA-A Zone does not contain a minimum residential density requirement.
- (ii) The IA-B Zone will permit the following uses:
- Apartment building;
  - Block townhouse;
  - Long term care facility;
  - Nursing home; and,
  - Retirement home.
- The IA-B Zone requires a minimum residential density of 40 dwelling units per hectare.
- (iii) The IA-C Zone will permit the following uses:
- Apartment building;
  - Block townhouse;
  - Day care centre;
  - Flat;
  - Office;
  - Personal service establishment;
  - Restaurant; and,
  - Retail store.
- The IA-C Zone requires a minimum residential density of 40 dwelling units per hectare.
- (c) Subsection 38(C).2 will outline the regulations for the IA (Intensification Area) Zones. Appendix F of this Study contains proposed regulations for the IA Zones.
- (d) The zoning map in Schedule “A” to the Zoning By-law will be amended to change the zoning of certain lands to IA-A, IA-B and IA-C (see Appendix G).

(e) Maintain all existing site specific zoning conditions, as appropriate.

Staff note that the proposed new zoning shown in Appendix G of this Study contains a high-level summary of where the new IA (Intensification Area) zoning will apply. Where a site features compound zoning [i.e. where two or more zoning symbols divided by an oblique line (“/”) are shown on the zoning maps as applying to a lot, or as compounded by a Special Condition], this Study does not recommend the removal of the additional zoning symbol, where the context permits.

### **5.2.2 Introduce a New “h-88” Zone for certain lands located along Bloor Street East (various locations)**

Certain lands located along Bloor Street East are currently underutilized or in transition. It is appropriate to add a holding provision to these lands to ensure that, in the event they are developed, certain specified studies and easement(s) are obtained.

#### **Proposed Amendment:**

(a) Add a new holding provision for certain lands located within the Study Area (see Appendix G) to ensure that certain specified requirements have been addressed to the City’s satisfaction, prior to development on a site proceeding.

#### **3.5.2(88) h-88 (various locations)**

Purpose: To ensure that:

- (a) Site plan approval is obtained from the City;
- (b) Noise and vibration mitigation measures are implemented to the satisfaction of the City; and,
- (c) Appropriate cross-access easement(s) are obtained, granting access to and from the adjacent properties, to the satisfaction of the City.

Permitted Interim Uses:

- (a) All existing uses.

### **5.2.3 Introduce a New “h-89” Zone for certain lands along located on Simcoe Street South**

Certain lands located at the southwest quadrant of the Simcoe Street South and Frank Street intersection are zoned R3-A/R4-A/R6-C (Residential) and are currently vacant. The Oshawa Creek Valley is located to the west of said lands and any proposed development on these lands must address any contamination and downstream erosion and flooding impacts. Accordingly, it is appropriate to add a holding provision to these lands to ensure that, in the event they are developed, the applicable associated studies have been provided to the City.

## Proposed Amendment:

- (a) Add a new holding provision for certain lands located at the southwest quadrant of the Simcoe Street South and Frank Street intersection, to ensure that certain specified requirements have been addressed to the City's satisfaction, prior to development proceeding:

### **3.5.2(89) h-89 Zone (0 Simcoe Street South, comprising the southwest quadrant of Simcoe Street South and Frank Street)**

Purpose: To ensure that:

- (a) Appropriate engineering and environmental studies, including, but not limited to, a drainage analysis and a master stormwater management drainage plan, are prepared to the satisfaction of the Central Lake Ontario Conservation Authority and the City to address floodplain and stormwater management issues and any potential environmental impacts of the proposed development on the Oshawa Creek;
- (b) A qualified person under the Environmental Protection Act and related regulations verifies, to the satisfaction of the City and the Region of Durham, that the subject site is suitable for the proposed use. A Record of Site Condition acknowledged by the Ministry of the Environment, Conservation and Parks shall be required if required by the Region's Site Contamination Protocol; and
- (c) The City has granted site plan approval.

Permitted Interim Uses:

- (a) All existing uses.

## **5.2.4 Update the Minimum Residential Parking Requirements along the Bloor Street Corridor**

On May 1, 2023, Council considered Report ED-23-77 dated April 12, 2023 concerning City-initiated amendments to the O.O.P. and Zoning By-law related to the City of Oshawa Parking Study. While Council had previously endorsed the City-wide Study pursuant to Memorandum CNCL-22-76 dated November 15, 2022, amendments to the O.O.P. and Zoning By-law to implement the recommended City-side Parking Study standards did not proceed pursuant to Council's consideration of Report ED-23-77 dated April 12, 2023. Having now completed the Study including the identification of key findings, staff advise that it is appropriate to consider reduced parking rates for the Bloor Street Corridor specifically at this time for the following reasons:

- Bloor Street is designated as a Regional Corridor in Envision Durham, which is intended to form a key connection between strategic growth areas and other nodes and corridors, and certain Employment Areas, acting as a main artery of the urban

system. Regional Corridors support the movement of people and goods by encouraging development and intensification that is characterized by compact built form at a transit supportive density.

- Bloor Street is identified as a component of the Region’s H.F.T.N. on Map 3a of Envision Durham. Accordingly, it is appropriate that the City establish a density target commensurate with that required to support Frequent Transit Service (i.e. one bus every 10-15 minutes), which Envision Durham identifies as a minimum of 80 people and jobs per hectare (i.e. approx. 37 units per hectare).
- Policy 8.1.3(e) of Envision Durham provides that the Region will “encourage provision for alternative development standards, including reduced minimum parking requirements, potential redevelopment of existing surface parking and the establishment of maximum parking requirements for both privately initiated development applications and area municipal zoning by-laws, which are tailored to the level of transit service proposed”.
- Reducing parking minimums within the Bloor Street Intensification Area will assist to accelerate development by providing developers with more design flexibility, allowing the land to be used more efficiently and streamlining the development process for proposals seeking reduced parking rates.

**Proposed Amendment:**

- (a) Amend Table 39.3B – Residential Parking Requirements by introducing new parking rates for lands zoned IA (Intensification Area) along the Bloor Street Corridor (see Appendix H).
- (b) Amend Table 39.3B – Residential Parking Requirements by eliminating the application of separate parking rates based on tenure (i.e. rental versus condominium) for certain types of residential uses within an IA (Intensification Area) Zone along the Bloor Street Corridor (see Appendix H).

**5.2.5 New Regulatory Zone for certain lands located along Simcoe Street South**

Certain lands located on the west side of Simcoe Street South between Erie Street and Frank Street, and on the east side of Simcoe Street South between Albert Street and Gordon Street, are currently zoned PSC-A (Planned Commercial Strip) on Schedule ‘A’ of the Zoning By-law. The Simcoe Street South Corridor is not currently designated as a Corridor or an Intensification Area in the O.O.P. Accordingly, it is appropriate for these lands to maintain the PSC-A (Planned Commercial Strip) zoning. However, given their associated contextual conditions and proximity to the Intensification Areas located along the Bloor Street Corridor, it is appropriate for a regulatory zone to be applied to these lands to ensure that they are developed with a minimum lot frontage that is consistent with the minimum lot frontage requirements of the proposed IA (Intensification Area) Zones along the Bloor Street Corridor.

## **Proposed Amendment:**

- (a) That Schedule 'A' of the Zoning By-law be amended to change the zoning of those lands currently zoned PSC-A (Planned Strip Commercial) located on the west side of Simcoe Street South between Erie Street and Frank Street, and on the east side of Simcoe Street South between Albert Street and Gordon Street from PSC-A to PSC-A.F30 (see Appendix G).

### **5.3 Prepare Master Block Concept Plans for certain lands along Bloor Street East**

Staff note that the existing parcel fabric of certain lands within the Study Area, generally bounded by Highway 401 to the north, the C.N.R. mainline to the south, Wilson Road South to the east, and Simcoe Street South to the west, pose a unique challenge with respect to both development potential and road access from Bloor Street East, for the following reasons:

- The existing parcel fabric in the general area is fragmented and contains properties with deep lot depths and narrow lot frontages, as well as properties with irregular lot boundaries;
- The Zoning By-law contains regulations for development throughout the City that include, but are not limited to, minimum lot frontages and minimum rear and side yard depths;
- The C.N.R. mainline located to the south restricts the potential developable area for certain lands, given that new residential development requires a 30 metre (98.43 ft.) setback from the railway corridor to provide a buffer from railway operations and address any land use incompatibilities;
- Bloor Street East is a Regional Road and is identified as a component of the Region's H.F.T.N. It is anticipated that new developments will be required to convey a portion of their lands to the Region for the purpose of expanding the Bloor Street East right-of-way, and therefore decreasing the total developable land area; and,
- The Highway 401 corridor located to the north may restrict the potential developable area for certain lands, given that a minimum setback from M.T.O. lands may be required and that M.T.O. may acquire additional lands (including through potential expropriation) to meet the land need requirements of the Highway 401 rehabilitation and expansion project.

The above-noted cumulative development constraints present a challenge for landowners who wish to develop their sites for the highest and best use. It is recommended that staff develop two (2) Master Block Concept Plans for certain lands along Bloor Street East generally west of Wilson Road South and east of the Bloor Parkette, as well as for lands along Bloor Street East generally between Ritson Road

South and Simcoe Street South, to be presented at a subsequent Planning Act public meeting. The goals of the concept plans will be as follows:

- Encourage the development of a mixed-use community with residential, commercial and employment uses;
- Provide a range of housing options in proximity to commercial uses and greenspace;
- Alleviate traffic pressures on Bloor Street East by incorporating an internal vehicular road/drive aisle; and,
- Maximizing the development potential of the properties within the block plan area(s) and allowing for enhanced streetscape amenities along Bloor Street East by locating the shared driveways and parking at the rear of buildings, originating from the shared access points.

## **5.4 Future Considerations**

### **5.4.1 Environmental Analysis and Planning**

The Study Area contains a portion of the main branch of Oshawa Creek to the west and Montgomery Creek to the east, which are designated as Natural Heritage System and Hazard Lands in the O.O.P. The O.O.P. contains policies to promote the aquatic, riparian and terrestrial restoration and enhancement of the Oshawa Creek corridor and direct development away from Hazard Lands.

Staff note that the proposed increase in residential density within the Study Area will subsequently increase the amount of impermeable surface area, which may impact the surrounding Natural Heritage System. Accordingly, in order to give additional consideration with respect to the potential for the proposed intensification of the Study Area to exacerbate flooding constraints for upstream and/or downstream properties, it is recommended that staff be directed to investigate undertaking a high-level drainage analysis, master stormwater drainage plan and downstream erosion assessment, once the proposed land use policies are in place.

### **5.4.2 Potential Future Amendments to be considered through the Municipal Comprehensive Review of the Oshawa Official Plan**

Although the geographical limits of the Study are scoped to the Bloor Street and Simcoe Street South Corridors within the Study Area, certain additional amendments to the O.O.P. affecting Central Areas and Corridors on a City-wide basis were identified as worthwhile of future consideration. The recently initiated municipal comprehensive review of the O.O.P. provides an ideal opportunity to consider these potential amendments, which are as follows:

- The potential designation of Simcoe Street South, south of Highway 401, as a Local Corridor;

- Strengthening Policies 2.1.2.8 and 2.1.6.7 of the O.O.P. to provide that the City will encourage the assembly of smaller land parcels within Central Areas, Corridors and Intensification Areas, in order to achieve more efficient development;
- Strengthening Policy 2.1.5.1 of the O.O.P. to ensure that development along Corridors is advanced in a way that promotes the efficient use of land by encouraging shared services and driveway access within development blocks, where appropriate;
- Adding a new Policy 2.1.5.3(a) to the O.O.P. to ensure that where highway off-ramps intersect with Regional Corridors, development in such areas enhances the community's quality of place and the "gateway" entry experience for both visitors and residents; and,
- Amending certain policies in Section 2.1.6 of the O.O.P. to ensure that development within Corridors is planned to promote movement and connectivity to strategic growth areas in Oshawa and other municipalities.

The following subsections provide additional details on these potential amendments, in the same sequential order as they are listed above.

#### **5.4.2.1 Designate Simcoe Street South, south of Bloor Street, as a Local Corridor**

Envision Durham encourages municipalities to designate Local Centres and Local Corridors, which are intended to provide for transit supportive density and connections between Strategic Growth Areas, Waterfront Places and/or Local Centres in their respective official plans. The Oshawa Harbour is designated as a Waterfront Place on Map 1, Regional Structure – Urban and Rural Systems, of Envision Durham.

Staff note that Simcoe Street South is the primary north-south connection leading from the Oshawa Harbour to downtown Oshawa. During the public consultation for this Study, providing improved access to the waterfront (i.e. Oshawa Harbour and Lakeview Park) was identified as a key benefit of residential intensification in the Study Area.

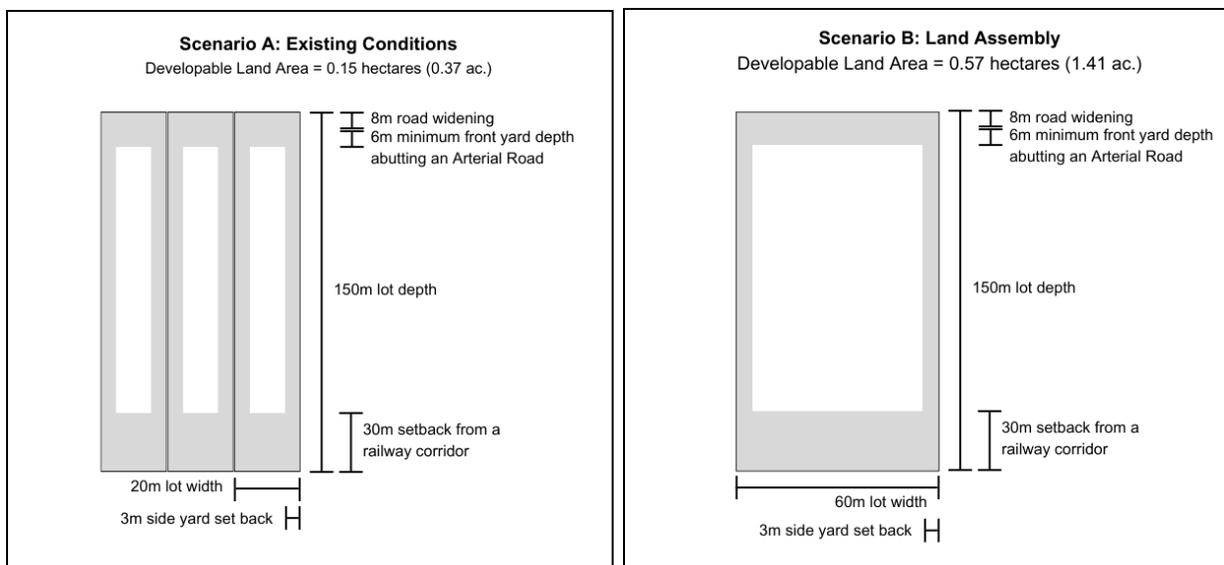
Sections 2.1.5 and 2.1.6 of the O.O.P. outline general planning policies and specific planning criteria for Corridors within the Major Urban Area. Corridors, including Regional and Local Corridors, form key connections to Central Areas in Oshawa and neighbouring municipalities. It is appropriate to consider designating Simcoe Street South, south of Highway 401, as a Local Corridor on Schedule 'A-2' of the O.O.P., as an overlay of the underlying land use designation(s). However, staff note that pursuant to Policy 2.1.6.1 of the O.O.P., the Region requires a retail impact study prior to the delineation or designation of any new Corridor. Accordingly, it is recommended that through the City's municipal comprehensive review of the O.O.P., the potential designation of Simcoe Street South, south of Highway 401, as a Local Corridor be considered as part of said review, in order to encourage transit supportive density and connections from the Oshawa Harbour and other Strategic Growth Areas across the City. Such consideration would appropriately include an evaluation of whether or not

the unique contextual conditions associated with this section of Simcoe Street South support the implementation of a higher transit supportive density target than what generally may be contemplated under Envision Durham, as noted in Section 2.2 of this Study.

#### 5.4.2.2 Strengthen Lot Assembly Policy Language

Policies 2.1.2.8 and 2.1.6.7 of the O.O.P. provide that the City will encourage the assembly of smaller land parcels within Central Areas, Corridors and Intensification Areas, respectively, in order to achieve more efficient development. The existing parcel fabric in certain portions of the Study Area, particularly on the south side of Bloor Street East, west of Wilson Road South, features numerous properties with lot depths generally ranging from approximately 120 metres (393.70 ft.) to 175 metres (574.15 ft.), and lot frontages ranging from 10 metres (32.81 ft.) to 33 metres (108.27 ft.). Figure 25 demonstrates how the existing regulations impact the total developable land area of a site and present a challenge for landowners who wish to develop their site efficiently<sup>17</sup>.

**Figure 25: Sample diagram showing potential developable land area based on existing conditions (Scenario A) and land assembly (Scenario B)**



It is proposed that policies 2.1.2.8 and 2.1.6.7 be amended to affirm that the City will encourage the assembly or consolidation of smaller land parcels to achieve more efficient parcel configurations that are suitable for development purposes. Although the Study Area is not within a Central Area, it is also appropriate to review Policy 2.1.2.8 in conjunction with Policy 2.1.6.7.

<sup>17</sup> The values shown in Figure 20 are approximate and do not represent the exact values or scale of any particular property within the Study Area. The values and scale shown are for visual reference and information purposes only.

## Potential Amendment:

- (a) Amend Policy 2.1.2.8 to further encourage the assembly or consolidation of smaller land parcels. In this regard, Policy 2.1.2.8 of the O.O.P. could potentially be amended to read as follows (with strike-throughs indicating text that would be deleted and text in red font indicating new text to be added):

“Proponents of development within Central Areas will be encouraged to assemble ~~or consolidate~~ smaller land parcels to create efficient development parcels, ~~where appropriate~~, to create efficient development parcels ~~configurations that are suitably sized to optimize and facilitate development~~. The City may not support the piecemeal development of smaller land parcels if such development is considered to impede over the long term the ability to achieve more efficient, compact, intensive development in keeping with this Plan’s intentions for the development of Central Areas. This includes achieving applicable density and ~~Floor Space Index~~ targets through consolidating smaller land parcels as part of a larger development assembly. ~~The City will encourage the merging of lands, or the undertaking of multi-party development agreements, in order to meet this policy intent.~~”

- (b) Amend Policy 2.1.6.7 to further encourage the assembly or consolidation of smaller land parcels. In this regard, Policy 2.1.6.7 of the O.O.P. could potentially be amended to read as follows (with strike-throughs indicating text that would be deleted and text in red font indicating new text to be added):

“Proponents of development along Corridors and in Intensification Areas in particular will be encouraged to assemble ~~or consolidate~~ smaller land parcels, ~~where appropriate~~, to create efficient development parcels ~~configurations that are suitably sized to optimize and facilitate development~~. The City may not support the piecemeal development of smaller land parcels if such development is considered to impede over the long term the ability to achieve more efficient, compact, intensive development in keeping with this Plan’s intentions for the development of Corridors. This includes achieving density and ~~Floor Space Index~~ targets for Intensification Areas through consolidating smaller land parcels as part of a larger development assembly. ~~The City will encourage the merging of lands, or the undertaking of multi-party development agreements, in order to meet this policy intent.~~”

### 5.4.2.3 Encourage Shared Services and Driveway Access along Corridors

Envision Durham encourages the efficient use of land and promotes higher density development with shared or combined access along arterial roads. Sections 2.1.5 and 2.1.6 of the O.O.P. outline general planning provisions and specific planning criteria for Corridors within the Major Urban Area. Corridors, including Regional and Local Corridors, form key connections to Central Areas in Oshawa and neighbouring municipalities. It is appropriate to ensure that development along Corridors is advanced in a manner that promotes the efficient use of land by encouraging shared services and driveway access within development blocks, where appropriate.

**Potential Amendment:**

- (a) Amend Policy 2.1.5.1 of the O.O.P. to add language that will ensure that new development will fit within the existing and planned context as well as support adjacent land uses and enhance the public realm. In this regard, the following new text could potentially be added to the end of the second paragraph of Policy 2.1.5.1 (with text in red font indicating new text to be added):

“Development within Corridors, including Intensification Areas along Regional Corridors, shall have regard for the safety and walkability of the public realm and, where possible, use shared service areas and consolidate driveway access within development blocks.”

**5.4.2.4 Establish Gateway Sites at the Intersection of Freeway off-ramps and Regional Corridors**

The Bloor Street and Simcoe Street South intersection within the Study Area is a gateway to the City of Oshawa, as well as the City’s downtown area. Functionally, the Highway 401 off-ramps currently located at Simcoe Street South, Ritson Road South and Farewell Street also represent key gateway locations into the City. Accordingly, it is recommended that policies be added to the O.O.P. to recognize the importance of the connection from freeway off-ramps to Regional Corridors (e.g. Bloor Street) as gateways into the local community.

**Potential Amendment:**

- (a) Add a new paragraph to the end of Policy 2.1.5.3 to ensure that where freeway off-ramps intersect with Regional Corridors, development in such areas enhances the community’s quality of place and the entry experience for both visitors and residents. In this regard, a new paragraph could potentially be added reading as follows (with text in red font indicating new text to be added):

“Where a freeway off-ramp intersects with a Regional Corridor, developable lands in proximity to the intersection shall generally be considered as a gateway area and be developed in such a way that enhances the community’s quality of place as an attractive point of entry to the Region and City. In this regard, *development* within said gateway areas shall generally employ such design practices as:

- (i) Siting buildings appropriately to frame and address the gateway area;
- (ii) Incorporating design elements into the public realm, such as public seating, lighting and street trees, that contribute to complete, active and pedestrian-oriented streets and public places; and,
- (iii) Incorporating the use of urban design elements to assist with orientation, including wayfinding and the use of gateways and entrance features.”

#### 5.4.2.5 Align the City's Corridor Policies with Envision Durham

The Bloor Street Corridor is designated as a Regional Corridor, which shall be planned to promote movement and connectivity to strategic growth areas in Oshawa and other municipalities. Improvements to the public realm within the Study Area along both the Bloor Street and Simcoe Street South Corridors are essential in order to create a pedestrian-friendly and walkable community. Accordingly, certain amendments to the O.O.P. could be undertaken to achieve the following goals:

- Improve the public realm by promoting continuous movement and incorporating design elements that improve safety, accessibility and connectivity;
- Provide access to functional greenspaces, natural amenities and privately-owned public open spaces; and,
- Promote a pedestrian-friendly and walkable community.

#### Potential Amendments:

- (a) Amend Policy 2.1.6.2(b) to ensure that development within Corridors and Intensification Areas promotes movement and connectivity, by creating a pedestrian-friendly and walkable community. In this regard, Policy 2.1.6.2(b) of the O.O.P. could potentially be amended to read as follows (with strike-throughs indicating text that would be deleted and text in red font indicating new text to be added):

“Ensuring that development within Corridors (including Intensification Areas) is primarily oriented toward and integrated with the public realm, to promote vibrant, active streetscapes and public spaces **that facilitate continuous movement and incorporate clear and attractive visual connections throughout the area. This is to be achieved, in part, by incorporating design elements that improve safety, accessibility and connectivity and ensuring** ~~the importance of the public realm as a focus for safe, inclusive and attractive,~~ high quality urban design;”

- (b) Amend Policy 2.1.6.2(d)(viii) to ensure that publically accessible open spaces are developed in such a way that enhances the public realm. In this regard, Policy 2.1.6.2(d)(viii) of the O.O.P. could potentially be amended to read as follows (with text in red font indicating new text to be added):

“Providing a network of publicly accessible open spaces (e.g., outdoor gathering/sitting spaces) at a range of scales, that are **strategically placed and integrated with and complement the public realm, to contribute to an improved streetscape and enhance publicly owned open spaces and parks;**”

- (c) Amend Policy 2.1.6.2(d) to ensure that development within Corridors and Intensification Areas promotes social interaction and gathering. In this regard, a new

Policy 2.1.6.2(d)(xi) could potentially be added to the O.O.P., to read as follows (with text in red font indicating new text to be added):

“Providing for active uses that provide an interface with the public realm that enhances the liveliness and vibrancy of the streetscape, such as public seating, lighting and public art displays, in accordance with the scale and character of the surrounding buildings;”

(d) Amend Policy 2.1.6.2(m) to ensure that development within Corridors and Intensification Areas has consideration for the character of the cultural heritage resources within the area. In this regard, Policy 2.1.6.1(m) of the O.O.P. could potentially be amended to read as follows (with text in red font indicating new text to be added):

“Ensuring that cultural heritage resources are preserved and enhanced by encouraging appropriate adaptive reuse of heritage resources and encouraging high quality, complementary urban and architectural design;”

#### **5.4.3 Review and Update the Simcoe Street South Renaissance Community Improvement Plan**

On June 26, 2023, Council considered Report CNCL-23-69 dated June 21, 2023 concerning the Canada Mortgage and Housing Accelerator Fund and, among other matters, directed staff to review the City’s suite of C.I.P.s to determine where improvements or revisions can be made.

C.I.P.s are financial incentive programs that are designed to encourage development and redevelopment in designated areas throughout the City. As noted in Section 2.3.2 of this Study, the Simcoe Street South C.I.P. offers four (4) financial incentive programs to encourage development and redevelopment along Simcoe Street South between John Street and Bloor Street, as this segment of Simcoe Street South functions as a key transportation link connecting Highway 401 to downtown Oshawa.

Staff note that the results of this Study have demonstrated that the entire Study Area, not only that portion that falls within the Simcoe Street South C.I.P., forms an important transportation link to the City’s downtown, for the following reasons:

- Bloor Street is designated as a Regional Corridor through Envision Durham. Regional Corridors are to be planned to provide for a full range and mix of uses, while implementing appropriate built form principles in order to support the movement of people and goods by encouraging development and intensification at a transit supportive density;
- The M.T.O. has initiated the replacement of the Simcoe Street South and Albert Street overpass structures in Oshawa. The Simcoe Street South and Highway 401 interchange is a gateway location to the City leading to the downtown;

- The Simcoe Street South Rapid Transit Visioning Study recognizes the importance of providing an integrated rapid transit system along the Simcoe Street corridor, as it is a key connection to both the downtown and other local areas. Staff note that the Public Consultation Round 4 for the Visioning Study showed proposed transportation stops all along the Simcoe Street South corridor, from Winchester Road in the north to Lakeview Park in the South; and,
- Throughout the public consultation for the Study, staff received numerous comments concerning improving the transportation network, neighbourhood character and the public realm within the Study Area. C.I.P.s are an effective tool available to municipalities that can help to achieve multiple objectives, including public realm improvements.

In addition, staff note that the Integrated M.T.S.A. Study is the City's response to the announced Lakeshore East GO Rail Corridor Extension to Bowmanville and the planned Central Oshawa GO Station at 500 Howard Street. That portion of Simcoe Street South located south of John Street and north of Highway 401 falls within the M.T.S.A. study area. For this reason, it is appropriate to consider including the M.T.S.A. study area in the review of the Simcoe Street South C.I.P., given its proximity and transit connection to the downtown and other local areas. Alternatively, the M.T.S.A. study area could form part of a new transit-oriented development C.I.P. area, together with other areas of the City that are deemed appropriate for transit-oriented development.

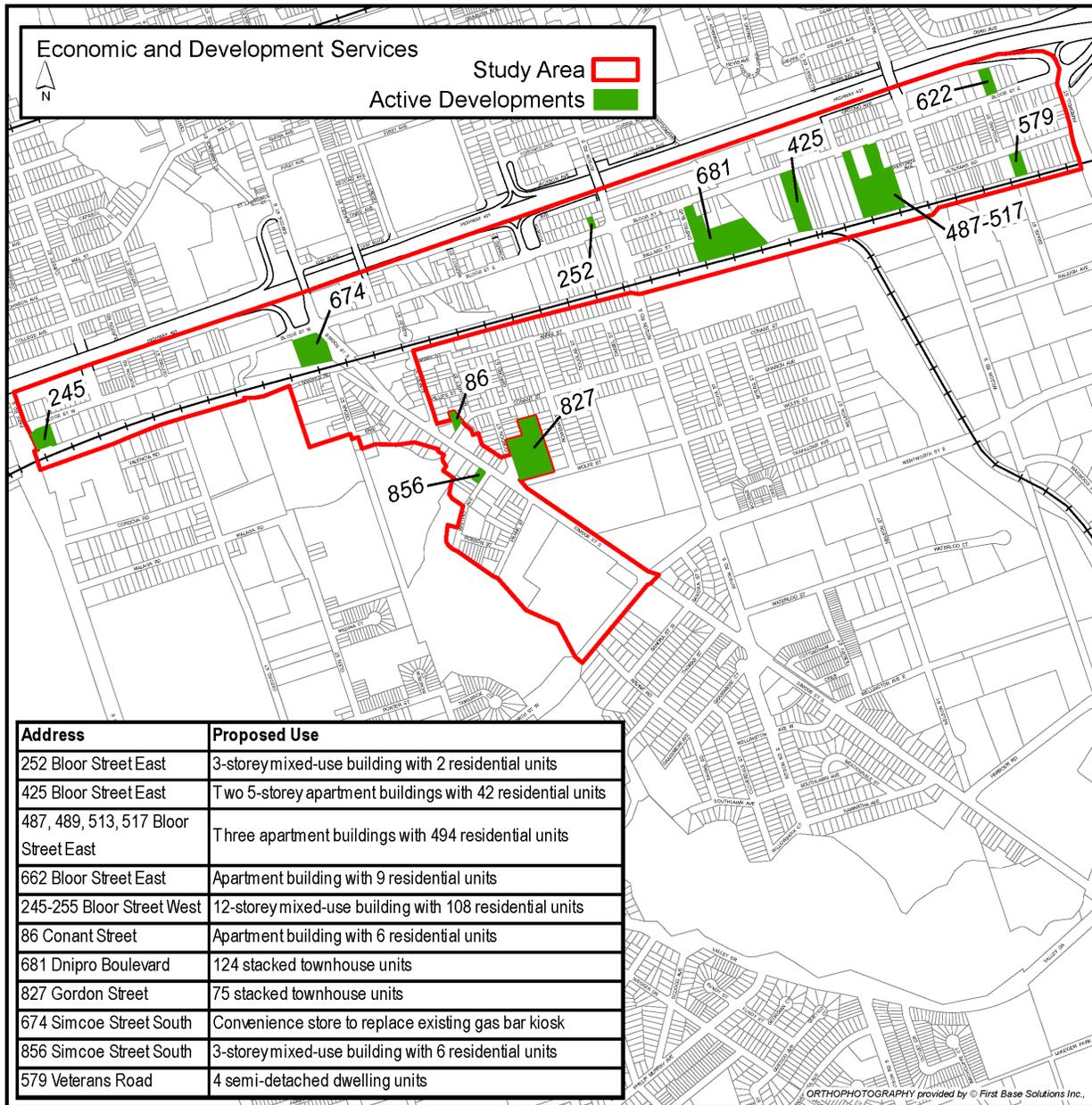
Accordingly, it is recommended that staff undertake to review the Simcoe Street South C.I.P. and investigate the potential implementation of a new Transit-oriented Development C.I.P. for the City. This work would include looking at potential boundary adjustments to the Simcoe Street South C.I.P., such as adjustments to include the Study Area. As part of investigating the potential implementation of a new Transit-oriented Development C.I.P., consideration will be given to including urban design guidelines as criteria that an applicant's development proposal would need to be consistent with in order to be eligible for funding, or would be evaluated against to improve an applicant's overall score.

## 6.0 Appendices

### 6.1 Appendix A: Heritage Oshawa Inventory of City of Oshawa Heritage Properties

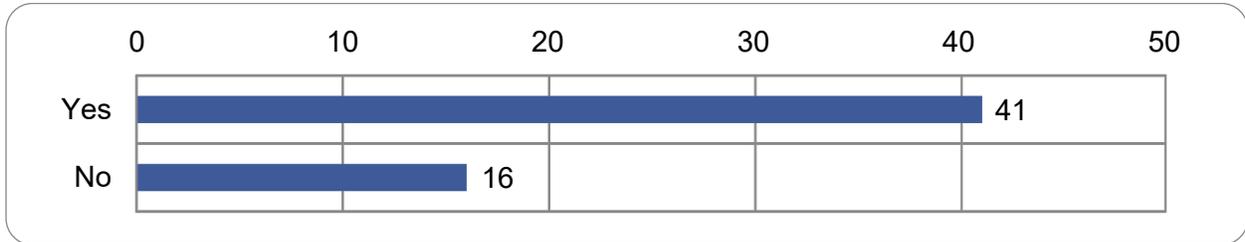
Property	Heritage Class	Existing Use	Current Zoning
827 Gordon Street	Designated	Former Cedardale Public School, now used as a music school/recording studio (The Rehearsal Factory) and currently for sale by the owner.	R1-C (Residential)/CIN (Community Institutional)
35 Bloor Street East	Class A	St. John the Baptist Ukrainian Orthodox Church	PSC-A (Planned Strip Commercial)
824 Simcoe Street South	Class A	United Church of Canada	PSC-A (Planned Strip Commercial)
62 Whiting Avenue	Class A	Single-detached dwelling	R1-B (Residential)
13 Knights Road	Class B	Single-detached dwelling	R3-A/R5-B (Residential)
725 Cedar Street	Class B	Single-detached dwelling	R3-A/R5-B (Residential)
728 Simcoe Street South	Class B	Sixplex	R3-A/R5-B (Residential)
750 Simcoe Street South	Class B	Single-detached dwelling	R3-A/R5-B (Residential)
809 Simcoe Street South	Class B	Single-detached dwelling	PSC-A (Planned Strip Commercial)
853 Simcoe Street South	Class B	Single-detached dwelling	PSC-A (Planned Strip Commercial)
856 Simcoe Street South	Class B	Single-detached dwelling with registered apartment	PSC-A (Planned Strip Commercial)
18 Whiting Avenue	Class B	Converted dwelling with two units	R3-A/R5-B (Residential)

## 6.2 Appendix B: Active Development Applications



### 6.3 Appendix C1: Public Consultation – Feedback Form Results

**Question 1: Have you watched the virtual open house presentation related to the Bloor-Simcoe Intensification Study?**

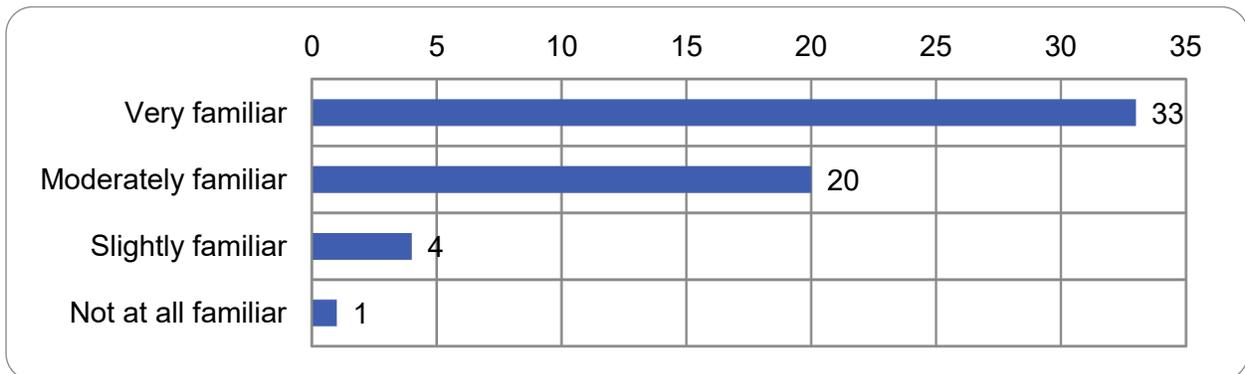


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57 community members responded to this question. The results indicate that:

- 41 community members responded “Yes”.
- 16 community members responded “No”.

**Question 2: How familiar are you with the Study Area?**

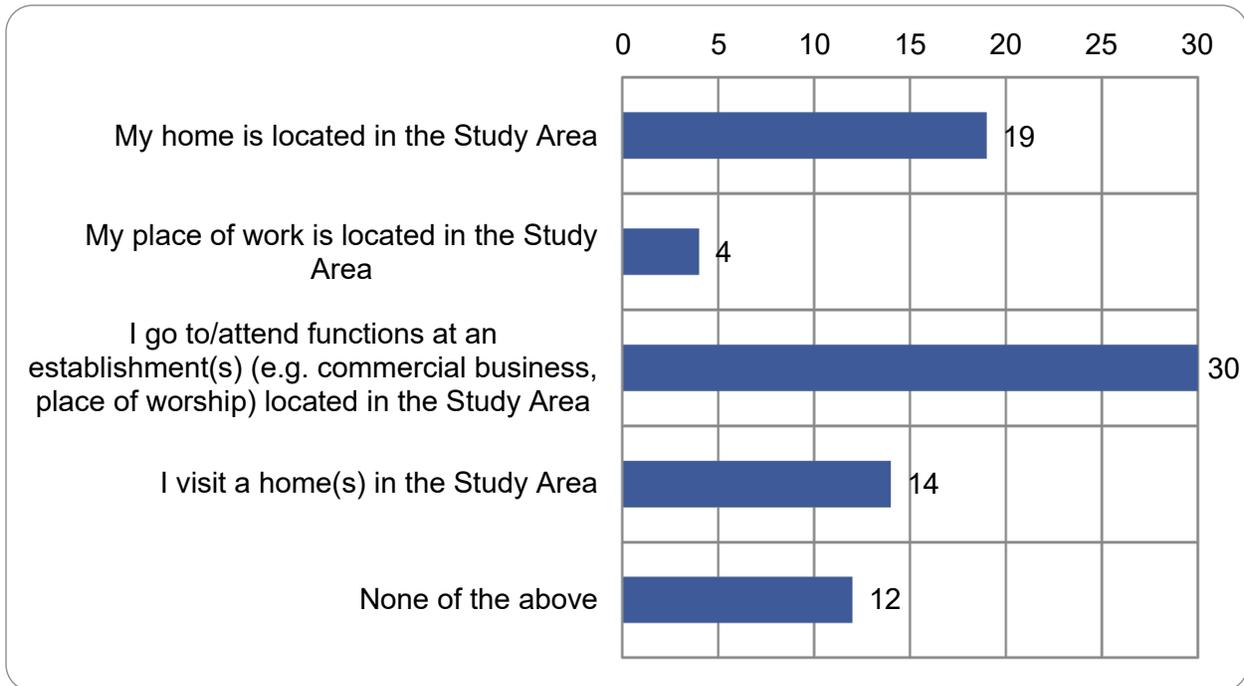


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58 community members responded to this question. The results indicate that:

- 33 community members responded “Very familiar”.
- 20 community members responded “Moderately familiar”.
- 4 community members responded “Slightly familiar”.
- 1 community members responded “Not at all familiar”.

**Question 3: Please select all that apply.**

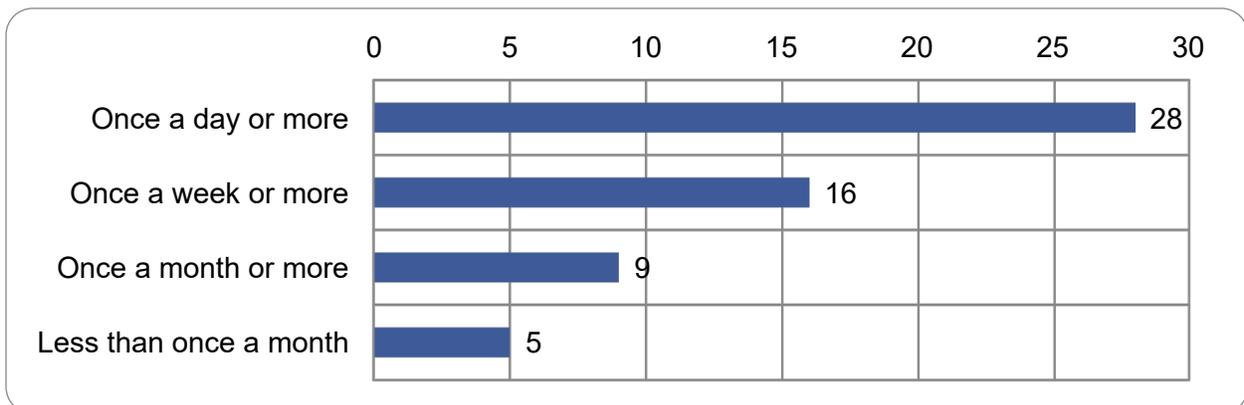


Skipped: 1, multiple responses available

57 community members responded to this question. The results indicate that:

- 19 community members responded “My home is located in the Study Area”.
- 4 community members responded “My place of work is located in the Study Area”.
- 30 community members responded “I go to/attend functions at an establishment(s) (e.g. commercial business, place of worship) located in the Study Area”.
- 14 community members responded “I visit a home(s) in the Study Area”.
- 12 community members responded “None of the above”.

**Question 4: How often do you travel to/through the Study Area?**

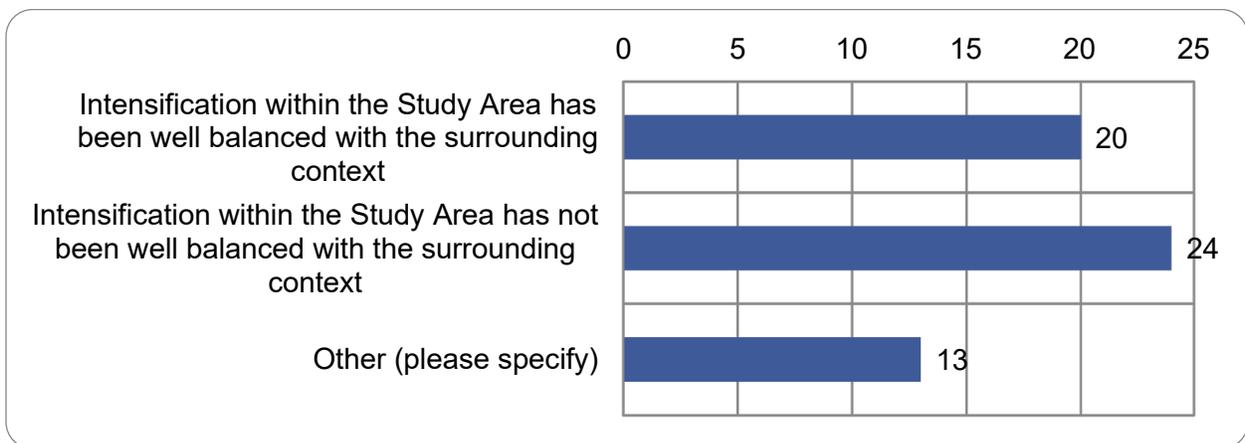


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58 community members responded to this question. The results indicate that:

- 28 community members responded “Once a day or more”.
- 16 community members responded “Once a week or more”.
- 9 community members responded “Once a month or more”.
- 5 community members responded “Once a year or more”.
- 0 community members responded “Never”.

**Question 5: “Intensification” refers to the development of a property, site or area at a higher density than currently exists. Different forms of intensification may include the redevelopment of existing sites or buildings, the development of vacant and/or underutilized lots, infill development between existing lots, etc.**



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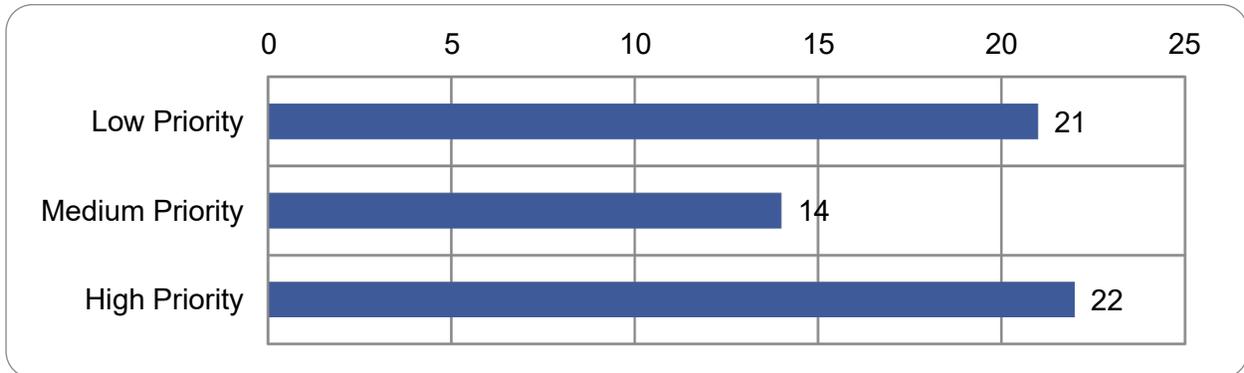
57 community members responded to this question. The results indicate that:

- 20 community members responded “Intensification within the Study Area has been well balanced with the surrounding context”.
- 24 community members responded “Intensification within the Study Area has not been well balanced with the surrounding context”.
- 13 community members responded “Other”, generally with the following comments:
  - Needs much more density and transit-oriented development. Less parking. Less car space more people space.

- Waste of money considering that no one uses that ramp based on traffic lights, no proximity to homes and no industrial business to use it. Simcoe Street North is nothing but traffic lights. All Industrial has located to Stephenson.
- Received a ticket for turning on Bloor should be cement divider with no turning left.
- Need even more intensification in this area. Almost no intensification has occurred in this area for decades besides a few lower rise buildings but we need some 20+ story buildings to bring more people into this area.
- I haven't seen any intensification on Bloor Street. We need more/better intensification in this area with medium rise buildings. There are too many low-rise buildings, parking lots, and sprawl. It's a concrete jungle.
- Extremely moderate intensification could occur with the emphasis on well-balanced public services (i.e. parks, pedestrian walkways, bike lanes, public transport, etc.). Definitely not high-rise buildings. Looking for improvements of the area for existing residents and not necessary making it packed with new people hence cars.
- My concern is that intensification occur while preserving the existing heritage (built and natural) features of the area.
- We need amenities for the people who live here, maybe start with a bank, which we haven't had in the area in over 20 years. Destroying land around the creek and the lake for overpriced homes that the average family "south of Bloor" can't afford is not what we need.
- Heritage buildings need to be left alone.
- Please save Churches and Cedardale Public School.
- I believe that the current intensification within the study area is in need of work. Many older buildings are in need of updating. Some need a reuse plan but should not be fully demolished and intensified for lack of better wording. Some will be better off being demolished and started fresh. There needs to be balance. In the intensification plan without fully damaging the city's cultural and heritage value literally and figuratively.
- Intensification should consider the existing lot fabric. It might be difficult to accumulate multiple smaller properties within the Study Area to achieve the intensification the City is trying to achieve throughout the Study Area.

**Question 6: “Neighbourhood Character” generally refers to the look and feel of an area, which is influenced by both built and natural features. Based on this definition, what aspects of neighbourhood character are important to you when considering proposals for residential intensification in the Study Area? Please rank each on a scale of low, medium or high priority.**

**Preserving Existing Homes**

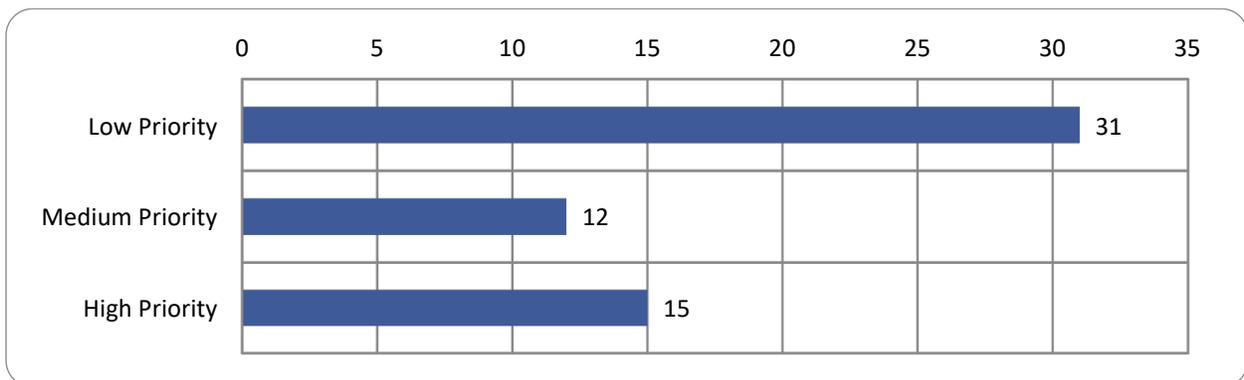


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57 community members responded to this question. The results indicate that:

- 21 community members consider preserving existing homes a “Low Priority”.
- 14 community members consider preserving existing homes a “Medium Priority”.
- 22 community members consider preserving existing homes a “High Priority”.

**Maintaining similar façade details as adjacent dwellings**

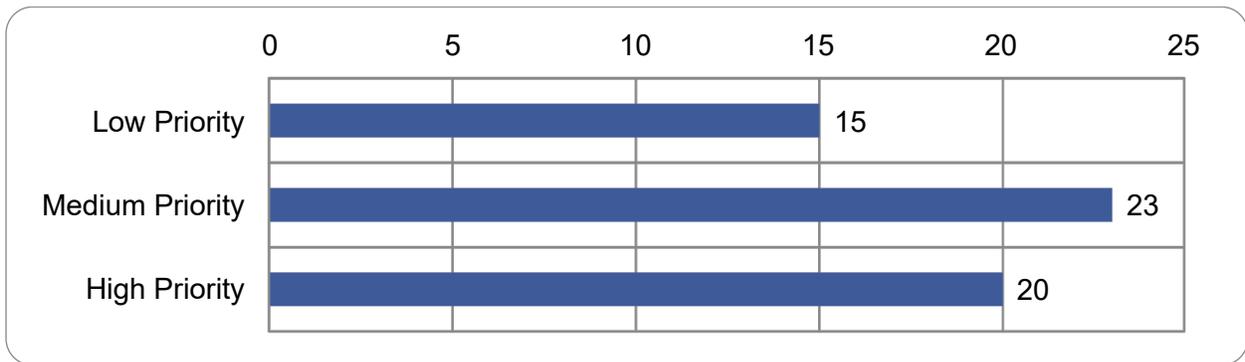


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58 community members responded to this question. The results indicate that:

- 31 community members consider maintaining similar façade details as adjacent dwellings a “Low Priority”.
- 12 community members consider maintaining similar façade details as adjacent dwellings a “Medium Priority”.
- 15 community members consider maintaining similar façade details as adjacent dwellings a “High Priority”.

### Ensuring appropriate height transitions

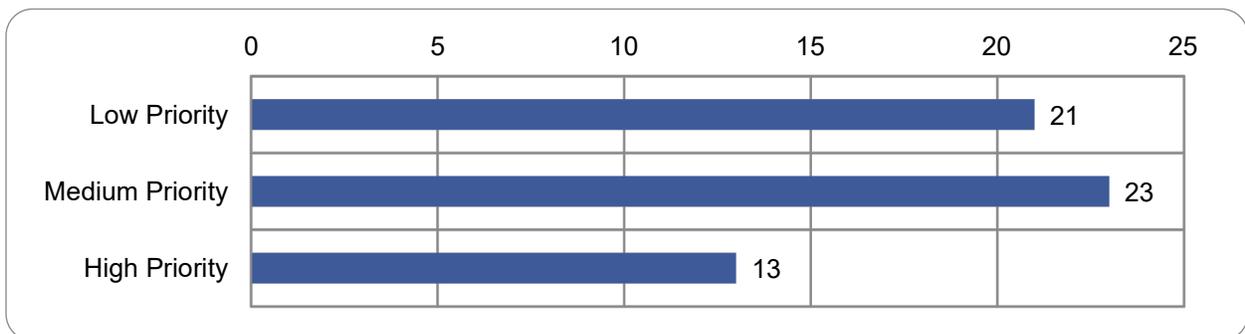


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58 community members responded to this question. The results indicate that:

- 15 community members consider ensuring appropriate height transitions a “Low Priority”.
- 23 community members consider ensuring appropriate height transitions a “Medium Priority”.
- 20 community members consider ensuring appropriate height transitions a “High Priority”.

### Maintaining similar lot coverage as adjacent properties

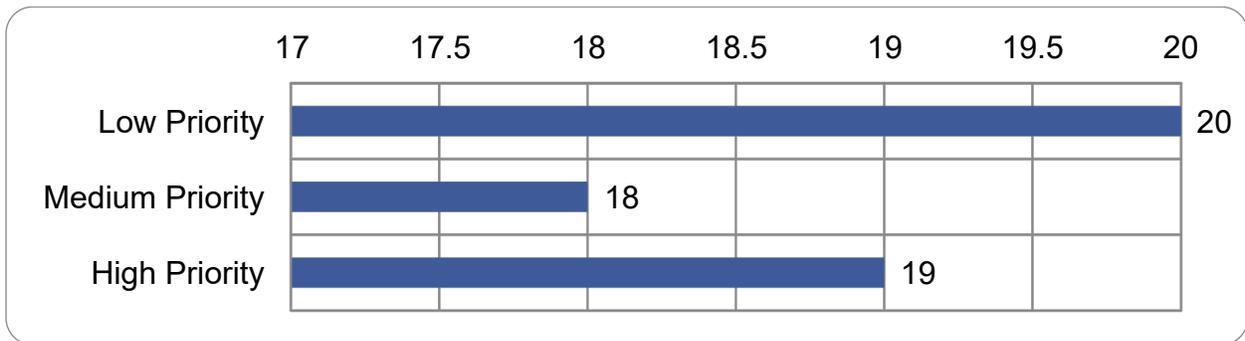


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58 community members responded to this question. The results indicate that:

- 21 community members consider maintaining similar lot coverage as adjacent properties a “Low Priority”.
- 23 community members consider maintaining similar lot coverage as adjacent properties a “Medium Priority”.
- 13 community members consider maintaining similar lot coverage as adjacent properties a “High Priority”.

**Providing similar front yard setbacks**

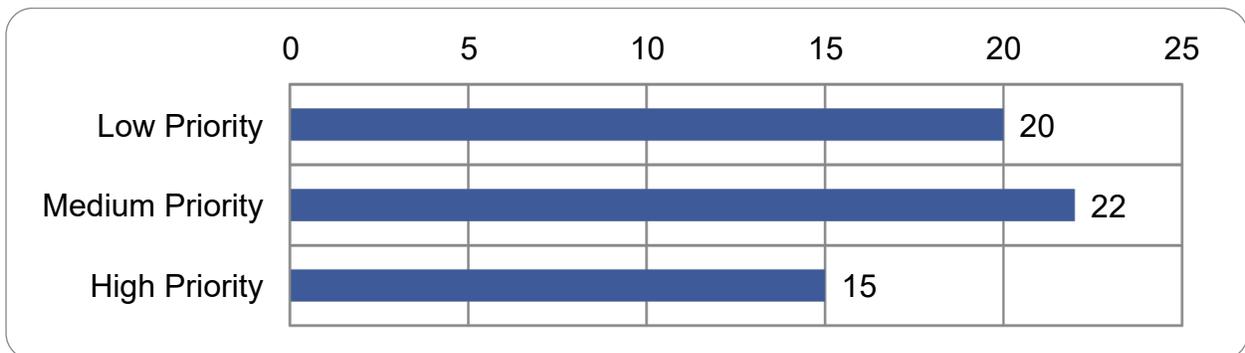


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56 community members responded to this question. The results indicate that:

- 20 community members consider providing similar front yard setbacks a “Low Priority”.
- 18 community members consider providing similar front yard setbacks a “Medium Priority”.
- 19 community members consider providing similar front yard setbacks a “High Priority”.

**Providing similar side yard setbacks**

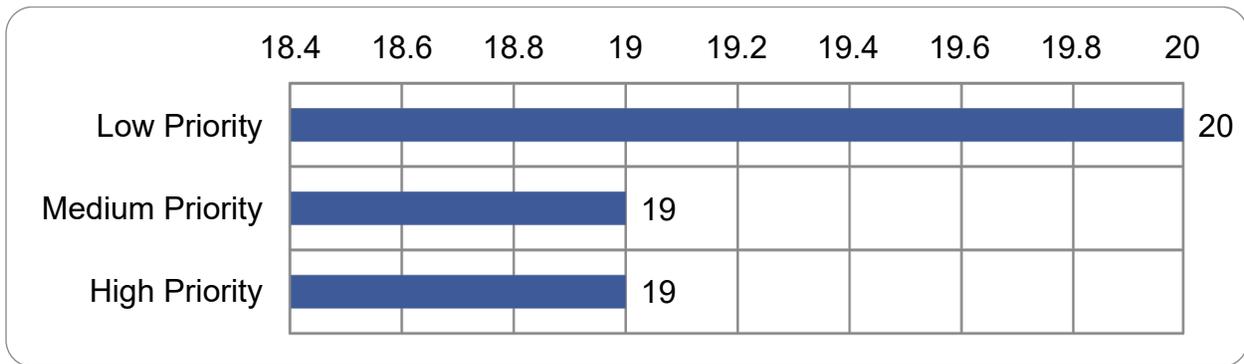


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57 community members responded to this question. The results indicate that:

- 20 community members consider providing similar side yard setbacks a “Low Priority”.
- 22 community members consider providing similar side yard setbacks a “Medium Priority”.
- 15 community members consider providing similar side yard setbacks a “High Priority”.

**Providing similar lot frontages**

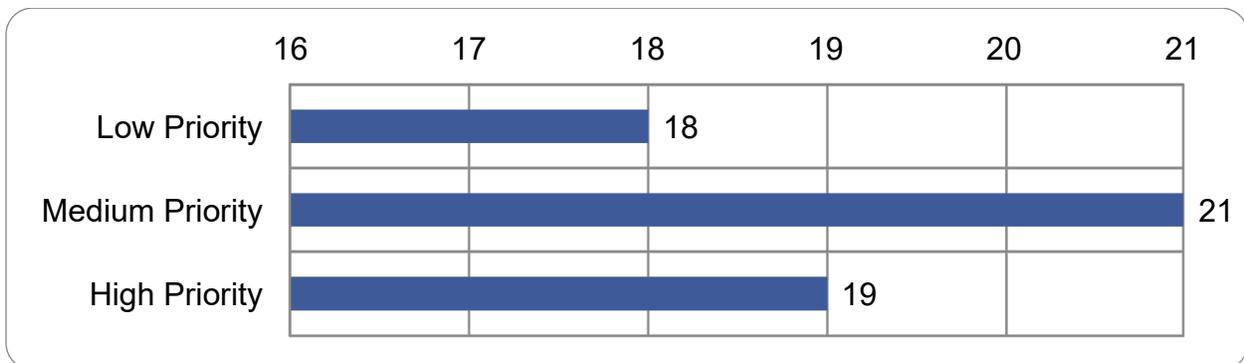


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58 community members responded to this question. The results indicate that:

- 20 community members consider providing similar lot frontages a “Low Priority”.
- 19 community members consider providing similar lot frontages a “Medium Priority”.
- 19 community members consider providing similar lot frontages a “High Priority”.

**Ensuring an appropriate lot depth**

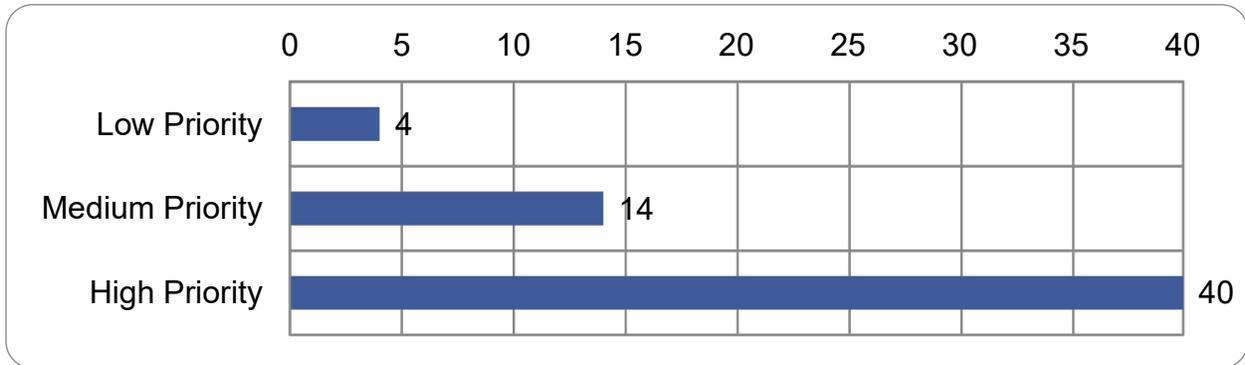


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58 community members responded to this question. The results indicate that:

- 18 community members consider ensuring an appropriate lot depth a “Low Priority”.
- 21 community members consider ensuring an appropriate lot depth a “Medium Priority”.
- 19 community members consider ensuring an appropriate lot depth a “High Priority”.

### Retaining existing trees and vegetation

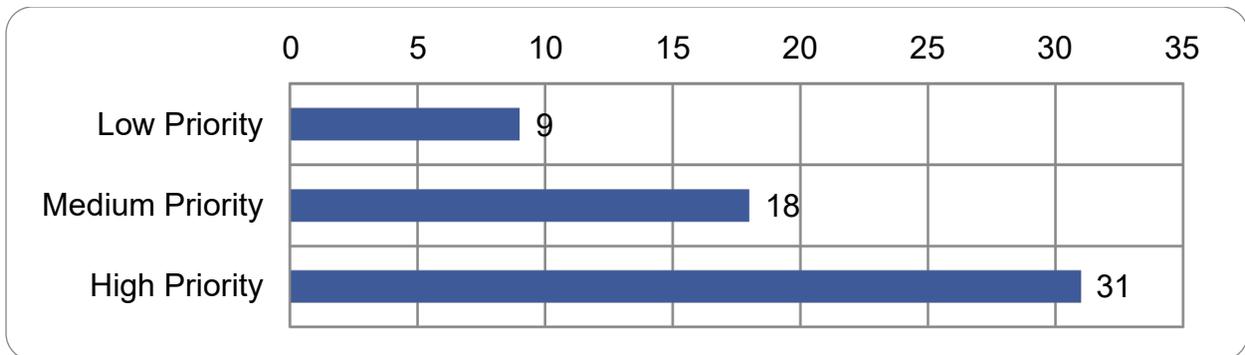


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58 community members responded to this question. The results indicate that:

- 4 community members consider retaining existing trees and vegetation a “Low Priority”.
- 14 community members consider retaining existing trees and vegetation a “Medium Priority”.
- 40 community members consider retaining existing trees and vegetation a “High Priority”.

### Minimizing impacts to adjacent properties (e.g. privacy, shadows, etc.)



Skipped: 0

58 community members responded to this question. The results indicate that:

- 9 community members consider minimizing impacts to adjacent properties a “Low Priority”.
- 18 community members consider minimizing impacts to adjacent properties a “Medium Priority”.
- 31 community members consider minimizing impacts to adjacent properties a “High Priority”.

**Question 7: Are there other aspects of neighbourhood character that are important to you that are not listed above?**

Skipped: 15, long form response

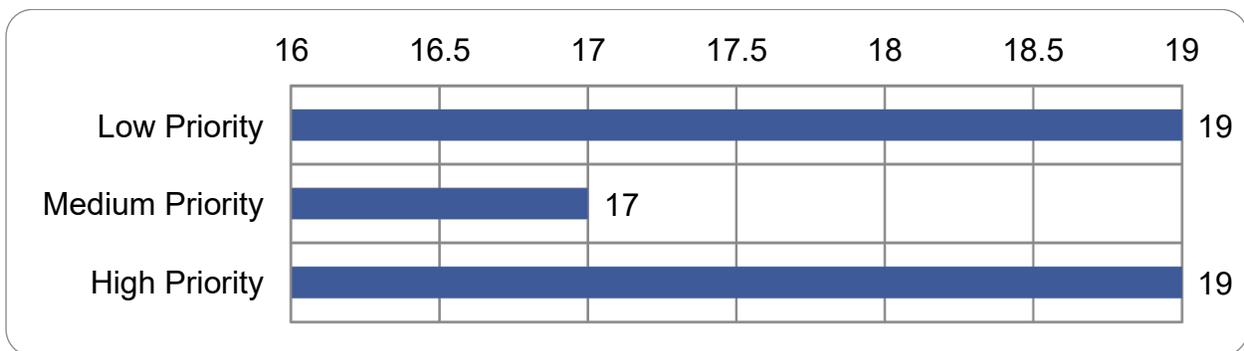
43 community members responded to this question. Below is a summary of the general responses:

- Homes should have similar construction to adjacent houses or the neighbourhood. This gives a feel of good neighbours and equality among residents.
- Support small businesses and ensure property standards are maintained in order to avoid vandalized/abandoned homes.
- Make housing financially and physically accessible.
- Older, affordable housing close to the street.
- There is a lack of adequate bus service, cycling facilities and pedestrian walkways, as well as too many driveways.
- Ensure that the front locations do not become parking lots for a row of cars.
- There is a need for more medical clinics in the Study Area. There are a lot of manufacturing establishments, which have large vacant lands.
- The City can get creative with maximizing mixed-use residential buildings (e.g. Montgomery in Toronto and the James Cooper Mansion).
- The Study Area would benefit from additional path streetlights to improve safety.
- Consideration should be given to community safety as it relates to existing parking enforcement, criminality and homelessness. The City should also consider the diversity and culture of new populations moving to Oshawa in future intensification plans (e.g. multi-family/multi-generational homes).
- The City should make it mandatory for all new buildings to provide lots of trees and appropriate parking. The sidewalks are too narrow on Bloor Street and there needs to be more space between the street and pedestrians.
- Another grocery store is needed in the Study Area.
- Increasing density in proximity to existing heavy industrialized area is not appropriate.

- The City should research and preserve the existing heritage assets, and potentially consider this area a Historic District. It is important that the City not lose the heritage in this area.
- The Study Area needs more amenities and services.
- There are serious traffic concerns in the Study Area.
- Preserve places of worship and their parking spaces.
- Include commercial businesses on the first floor of buildings.
- Increase infrastructure to support intensification.
- Plant trees on City boulevards.

**Question 8: What potential benefits of residential intensification are most important to you? Please rank each on a scale of low, medium or high priority.**

**Meeting required intensification targets**

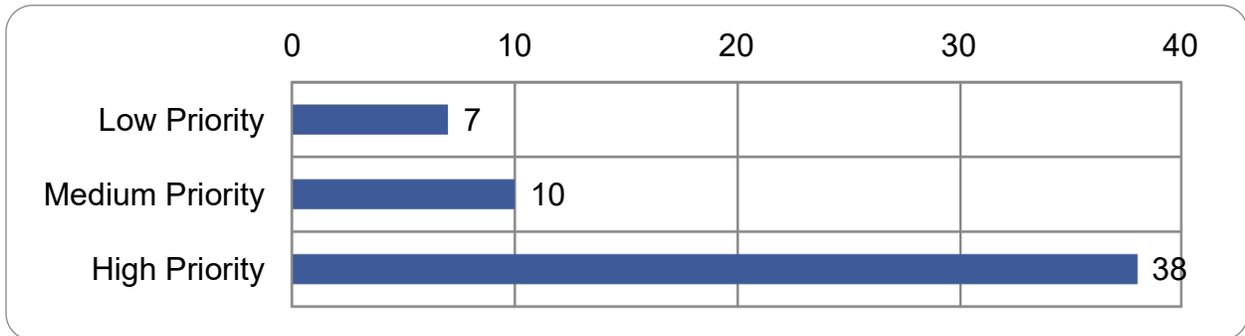


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55 community members responded to this question. The results indicate that:

- 19 community members consider meeting required intensification targets a “Low Priority”.
- 17 community members consider meeting required intensification targets a “Medium Priority”.
- 19 community members consider meeting required intensification targets a “High Priority”.

### Increasing housing affordability

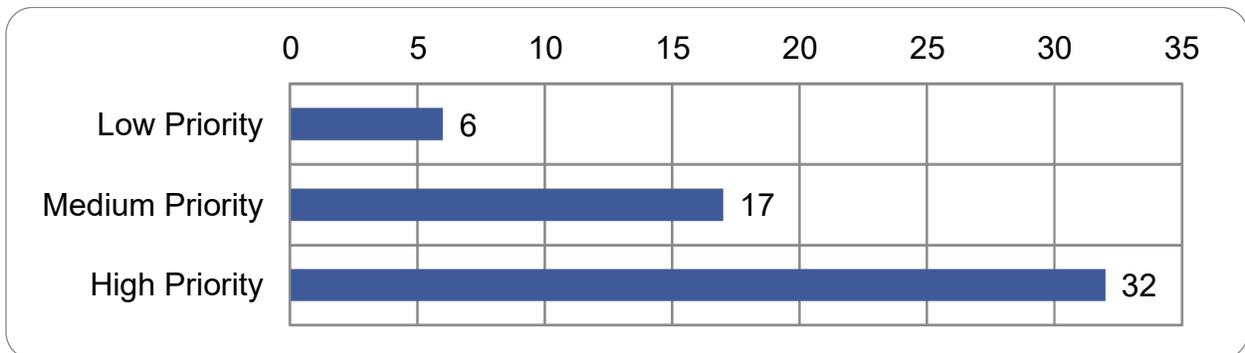


Skipped: 3

55 community members responded to this question. The results indicate that:

- 7 community members consider increasing housing affordability a “Low Priority”.
- 10 community members consider increasing housing affordability a “Medium Priority”.
- 38 community members consider increasing housing affordability a “High Priority”.

### Increasing housing options for residents

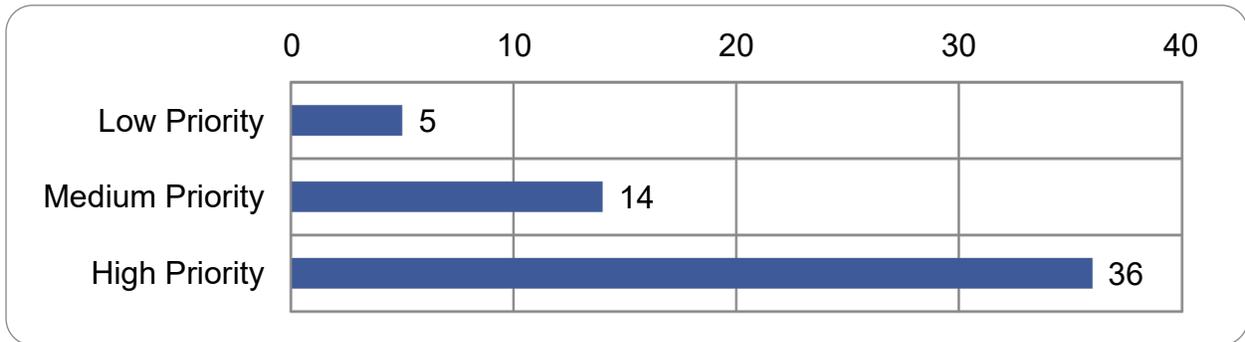


Skipped: 3

55 community members responded to this question. The results indicate that:

- 6 community members consider increasing housing options for residents a “Low Priority”.
- 17 community members consider increasing housing options for residents a “Medium Priority”.
- 32 community members consider increasing housing options for residents a “High Priority”.

### Making more efficient use of existing services and infrastructure

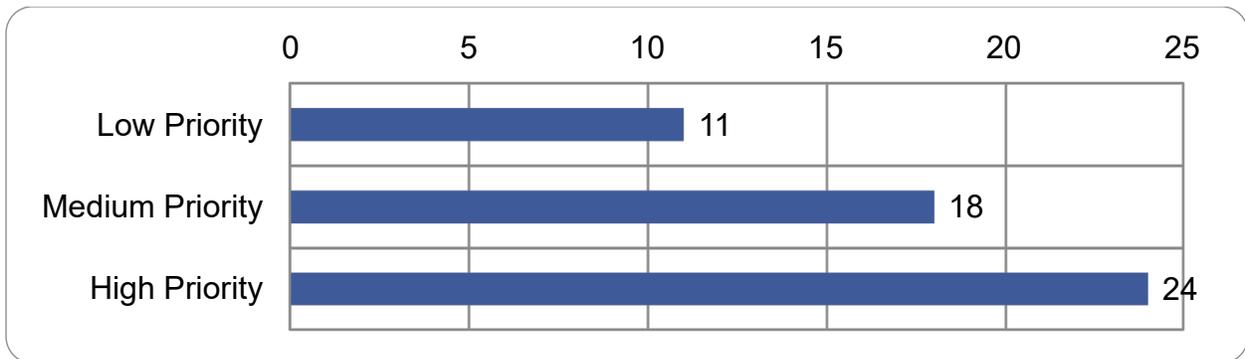


Skipped: 3

55 community members responded to this question. The results indicate that:

- 5 community members consider making more efficient use of existing services and infrastructure a “Low Priority”.
- 14 community members consider making more efficient use of existing services and infrastructure a “Medium Priority”.
- 36 community members consider making more efficient use of existing services and infrastructure a “High Priority”.

### Minimizing sprawl

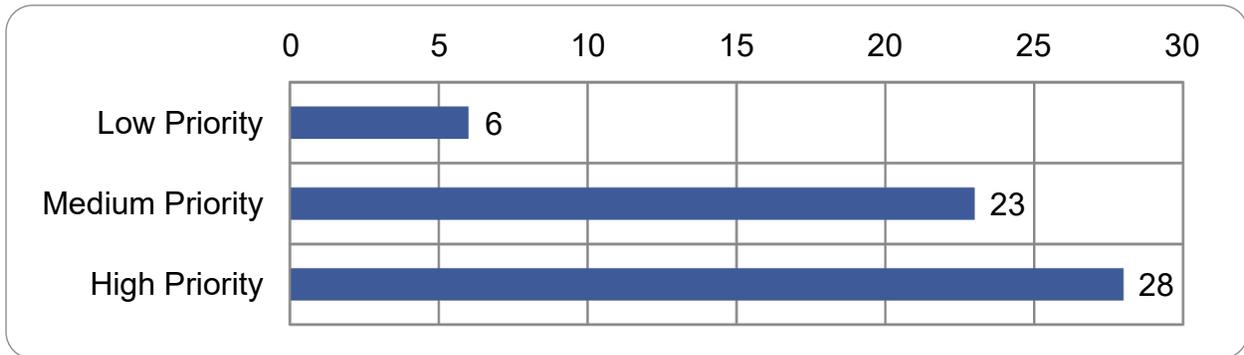


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53 community members responded to this question. The results indicate that:

- 11 community members consider minimizing sprawl a “Low Priority”.
- 18 community members consider minimizing sprawl a “Medium Priority”.
- 24 community members consider minimizing sprawl a “High Priority”.

### Attracting residents and economic development

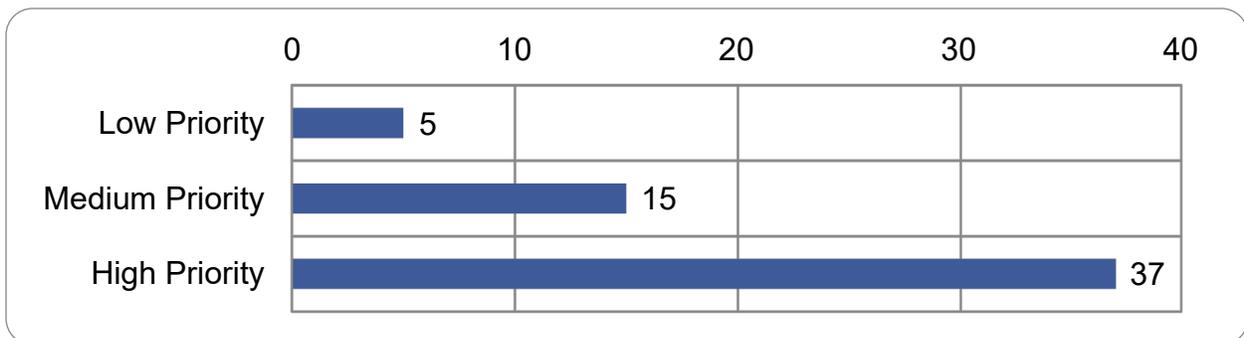


Skipped: 1

57 community members responded to this question. The results indicate that:

- 6 community members consider attracting residents and economic development a “Low Priority”.
- 23 community members consider attracting residents and economic development a “Medium Priority”.
- 28 community members consider attracting residents and economic development a “High Priority”.

### Improving the neighbourhood character within the Study Area



Skipped: 1

57 community members responded to this question. The results indicate that:

- 5 community members consider improving the neighbourhood character within the Study Area a “Low Priority”.
- 15 community members consider improving the neighbourhood character within the Study Area a “Medium Priority”.
- 37 community members consider improving the neighbourhood character within the Study Area a “High Priority”.

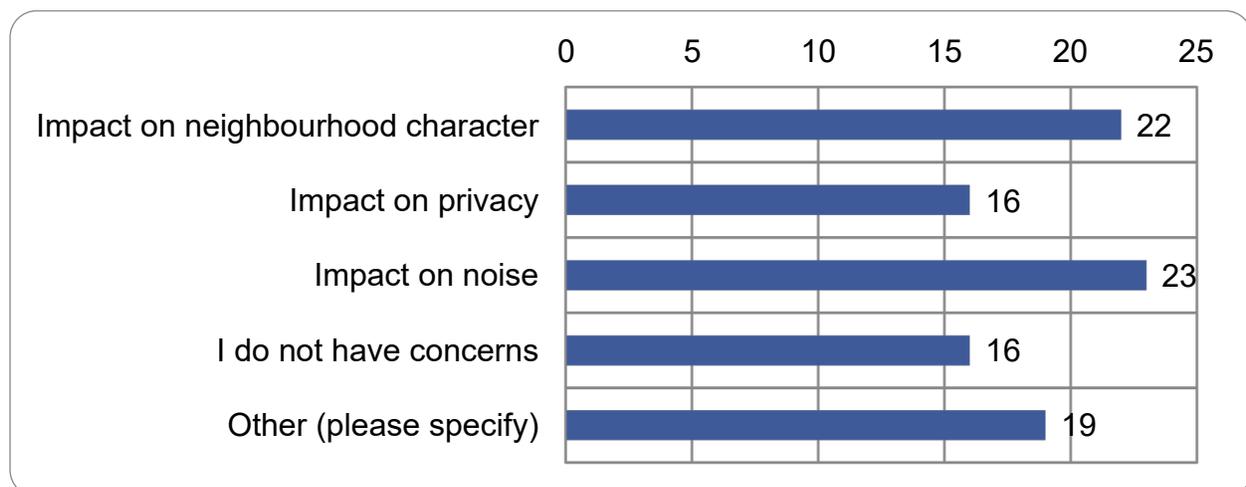
**Question 9: Are there other potential benefits of residential intensification that are of interest to you?**

Skipped: 28, long form response

30 community members responded to this question. Below is a summary of the general responses:

- A mix of residential and commercial uses along Simcoe Street South.
- An influx of new businesses.
- Improved public transportation and transit-oriented development.
- Access to transit to reduce reliance on cars.
- Improvement economic development by attracting talent and work opportunities.
- Adding street lights and new bus shelters.
- Consideration for diversity, equity and inclusion in the planning process.
- Improving the Simcoe Street South corridor as a connection to the waterfront.
- Development of vacant land within the Study Area to improve neighbourhood character.
- Adding rooftop gardens and opportunities for local/community food productions (backyard eggs, etc.).
- Providing affordable rental accommodation and walkability to services.
- Bringing more people to the Cedar Dale community.
- Safe walking and cycling infrastructure.

**Question 10: What concerns do you have related to residential intensification within the Study Area?**

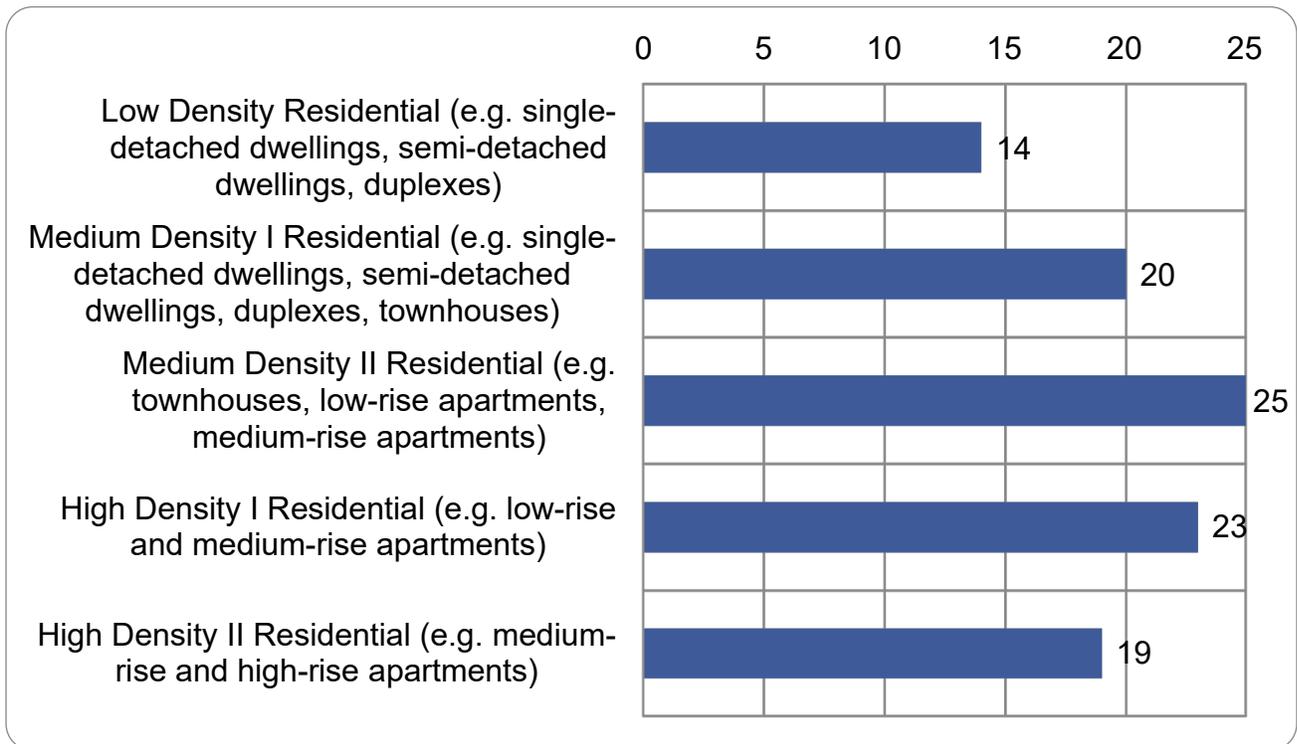


Skipped: 0, multiple responses available

58 community members responded to this question. The results indicate that:

- 22 community members responded “Impact on neighbourhood character”.
- 16 community members responded “Impact on privacy”.
- 23 community members responded “Impact on noise”.
- 16 community members responded “I do not have concerns”.
- 19 community members responded “Other”, generally with the following comments:
  - How will the current residents and land owners be impacted while implementing the plan?
  - Traffic concerns related to more cars on the road from increased densities.
  - There aren’t enough essential services in the Study Area.
  - The minimum parking requirements are too high.
  - Impact on infrastructure and traffic congestion if road improvements are not aligned with population growth in the Study Area.
  - The Study Area needs to be pedestrian friendly by providing cycling lanes, trees, benches and parkettes on the major streets.
  - Increased residential density is incompatible with the existing heavy industrial uses in the Study Area. Measures should be taken to ensure that new residential developments do not encroach on the existing industrial uses.
  - Potential increased crime without adequate support services.
  - Potential impacts on the historic neighbourhood of Cedar Dale, which has been underserved. The heritage in the Study Area should be preserved.
  - The impact on existing homes (e.g. expropriation of homes).

**Question 11: What types of residential intensification do you think would benefit the Study Area?**

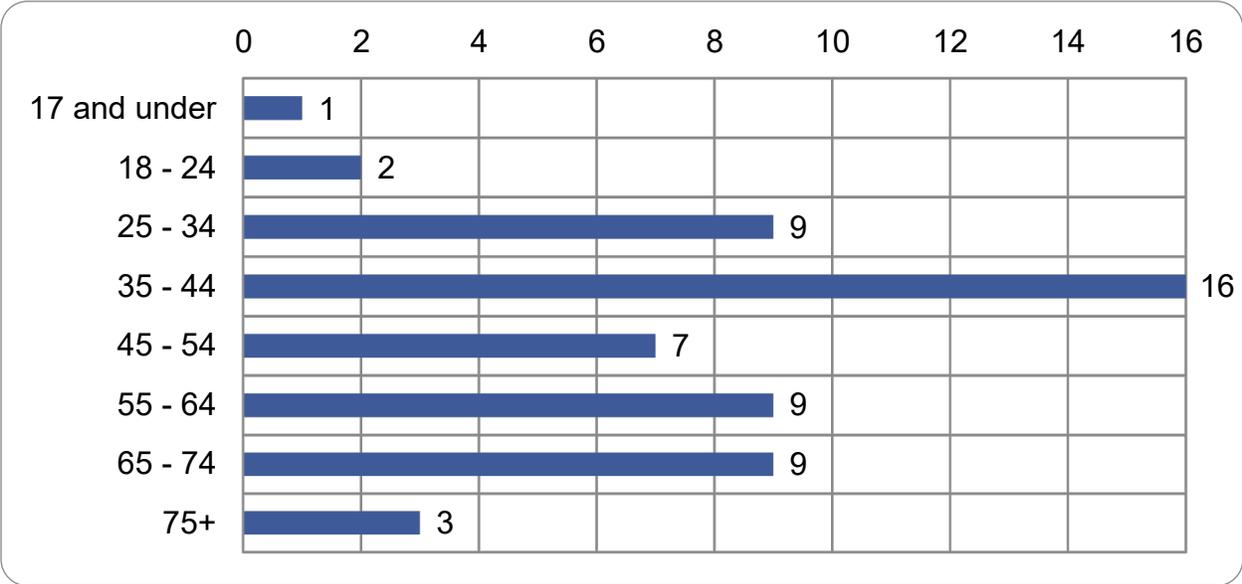


Skipped: 2, multiple responses available

56 community members responded to this question. The results indicate that:

- 14 community members responded “Low Density Residential”.
- 20 community members responded “Medium Density I Residential”.
- 25 community members responded “Medium Density II Residential”.
- 23 community members responded “High Density I Residential”.
- 19 community members responded “High Density II Residential”.

**Question 12: How old are you?**

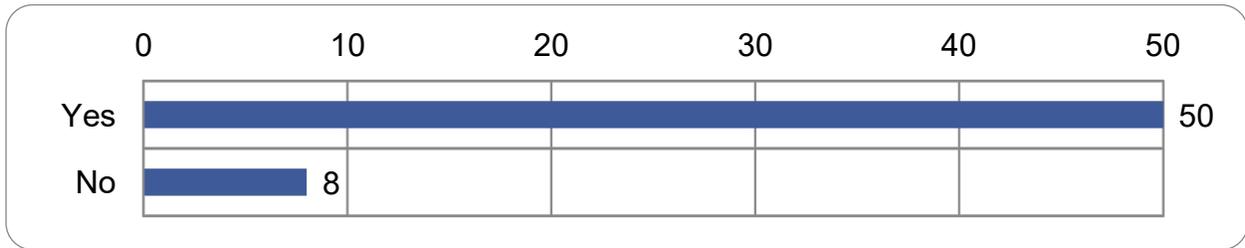


Skipped: 2

56 community members responded to this question. The following responses were submitted:

- 1 community member responded “17 and under”.
- 2 community members responded “18-24”.
- 9 community members responded “25-34”.
- 16 community members responded “35-44”.
- 7 community members responded “45-54”.
- 9 community members responded “55-64”.
- 9 community members responded “65-74”.
- 3 community members responded “75+”.

**Question 13: Are you an Oshawa resident, and/or Oshawa business/property owner?**

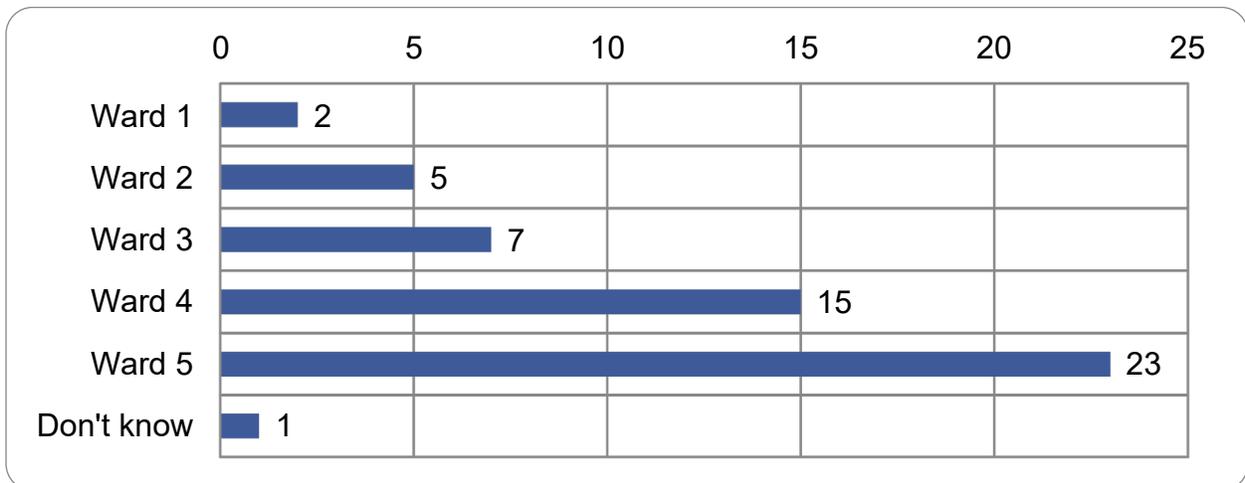


Skipped: 0

58 community members responded to this question. The results indicate that:

- 50 community members responded “Yes”.
- 8 community members responded “No”.

**Question 14: What ward to you live in/is your business/property located in?**



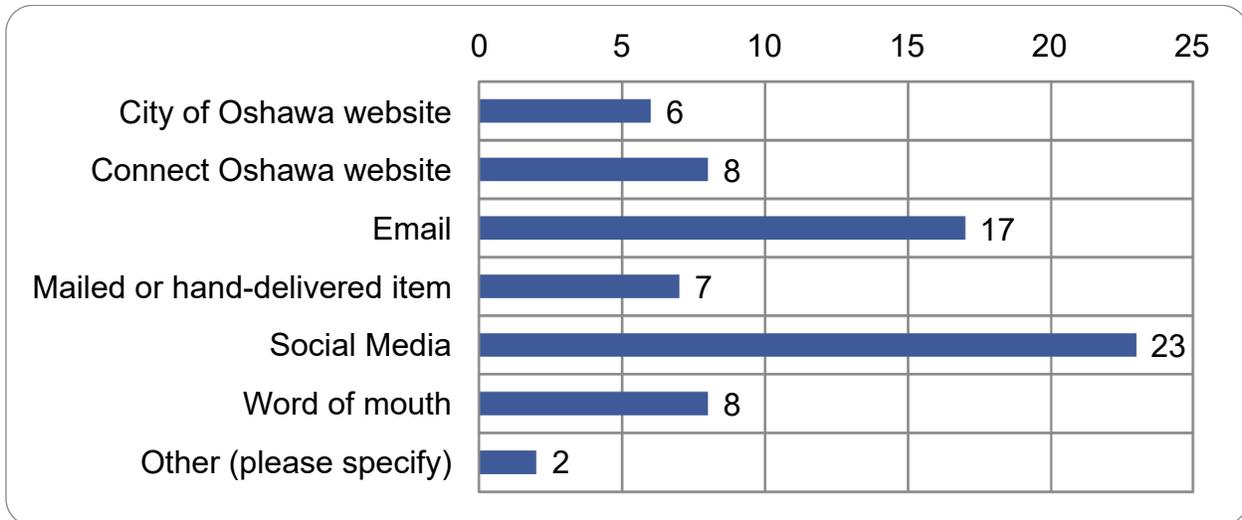
Skipped: 9, multiple responses available

49 community members responded to this question. The results indicate that:

- 2 community members selected “Ward 1”.
- 5 community members selected “Ward 2”.
- 7 community members selected “Ward 3”.
- 15 community members selected “Ward 4”.
- 23 community members selected “Ward 5”.

- 1 community member responded “Don’t know”.

**Question 15: How did you learn about this community engagement opportunity?**

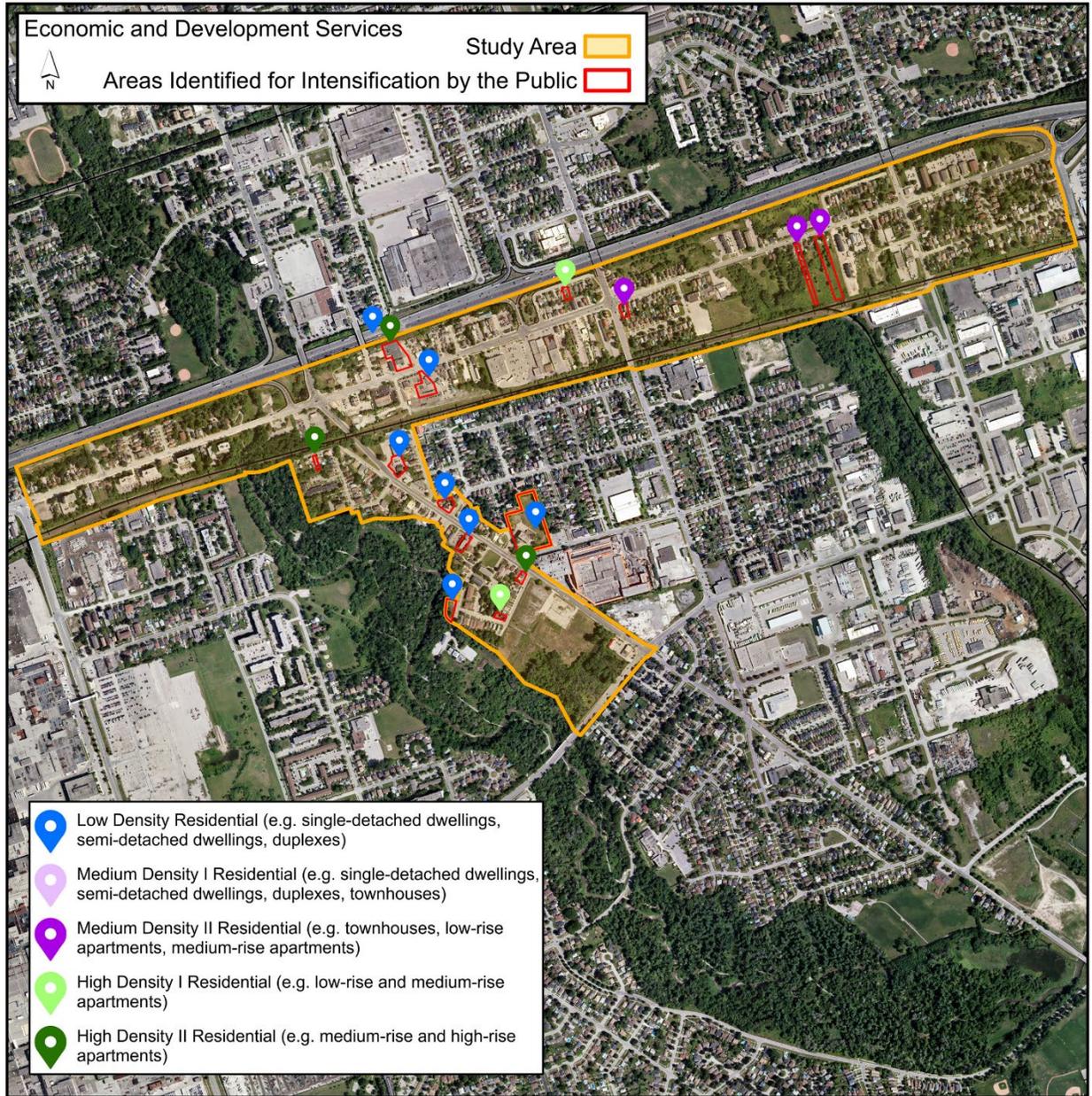


Skipped: 2, multiple responses available

56 community members responded to this question. The results indicate that:

- 6 community members selected “City of Oshawa website”.
- 8 community members selected “Connect Oshawa website”.
- 17 community members selected “Email”.
- 7 community members selected “Mail or hand-delivered item”.
- 23 community members selected “Social Media”.
- 8 community members selected “Word of mouth”.
- 2 community members selected “Other”, with the following comments:
  - Through a friend.
  - A family member lives in the area.

## 6.4 Appendix C2: Public Consultation – Mapping Exercise



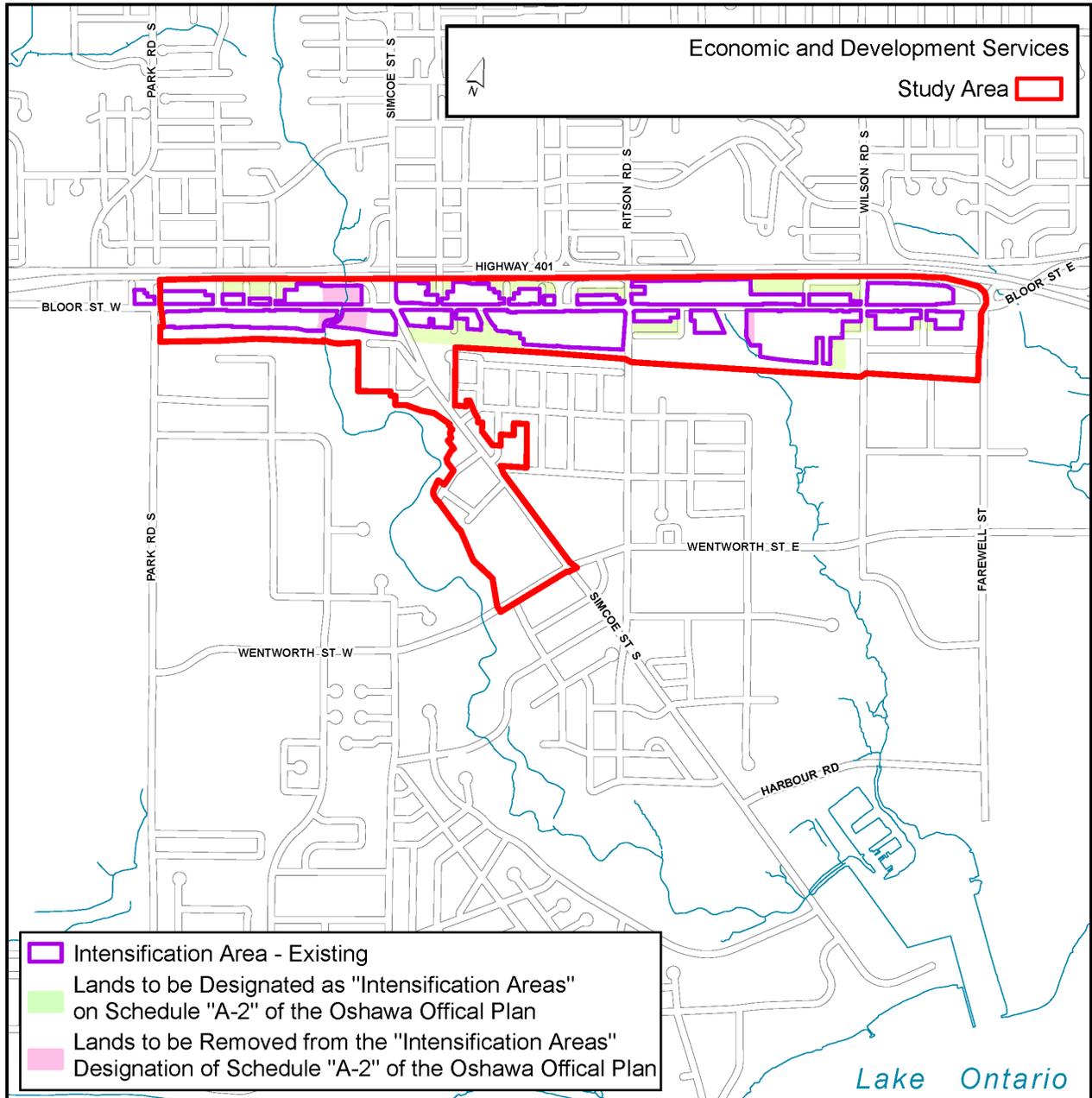
## 6.5 Appendix D: Stakeholder Consultation

The list of public agencies included in the table below is consistent with the City's standard circulation list for development applications.

Organization	Response Received (Y/N)
Allstream	N
Bell Canada	Y
City of Oshawa (various departments)	Y
Central Lake Ontario Conservation Authority	Y
CMHC	N
Conseil Scolaire de District Catholique	N
Conseil Scolaire Viamonde	N
Durham Catholic District School Board	N
Durham District School Board	N
Durham Region (various departments)	Y
Durham Region Transit	Y
Enbridge Gas	N
Enbridge Pipelines	N
GO Transit/Metrolinx	Y
Hydro One Inc.	N
MPAC	N
MTO	N
Ontario Power Generation Inc.	N
Oshawa PUC Networks Inc.	N
Rogers	N
Technical Standards and Safety Authority	N
Trans Northern Pipelines	Y
TransCanada Pipelines	N

## 6.6 Appendix E: Proposed Amendments to Schedule 'A-2', Corridors and Intensification Areas, of the Oshawa Official Plan

Appendix E consists of a map showing proposed changes to Schedule 'A-2', Corridors and Intensification Areas, of the O.O.P. as it relates to the Study Area.



## 6.7 Appendix F: Proposed New Section 38(C) of Zoning By-law 60-94 to introduce a new IA (Intensification Area) Zone

Red text represents text proposed to be added to Zoning By-law (i.e. **text**).

### **Section 38(C): IA – Intensification Area Zones**

#### 38(C).1 Permitted Uses

38(C).1.1 No person shall within any IA Zone use any land or erect or use any building or structure for any purpose or use other than the uses listed in this Subsection.

38(C).1.2 The following uses are permitted in any IA-A Zone:

- (a) Animal hospital
- (b) Apartment building
- (c) Art gallery
- (d) Auction establishment
- (e) Automobile rental establishment
- (f) Automobile repair garage
- (g) Automobile sales and service establishment
- (h) Block townhouse
- (i) Brew your own operation
- (j) Church
- (k) Cinema
- (l) Club
- (m) Commercial recreation establishment, except a billiard hall
- (n) Commercial school
- (o) Craft Brewery
- (p) Crisis care residence
- (q) Day care centre
- (r) Financial institution
- (s) Flat
- (t) Funeral home
- (u) Hotel
- (v) Lodging house
- (w) Long Term Care Facility
- (x) Merchandise service shop
- (y) Museum
- (z) Nursing home
- (aa) Office
- (bb) Outdoor storage accessory to a permitted use in the IA-A Zone
- (cc) Peddle
- (dd) Personal service establishment
- (ee) Printing establishment
- (ff) Private School

- (gg) Restaurant
- (hh) Retail store
- (ii) Retirement home
- (jj) Studio
- (kk) Tavern
- (ll) Taxi establishment
- (mm) Theatre

38(C)1.3 The following uses are permitted in any IA-B Zone:

- (a) Apartment building
- (b) Block townhouse
- (c) Long Term Care Facility
- (d) Nursing home
- (e) Retirement home

38(C)1.4 The following uses are permitted in any IA-C Zone:

- (a) Apartment building
- (b) Block townhouse
- (c) Day care centre
- (d) Flat
- (e) Long Term Care Facility
- (f) Nursing Home
- (g) Office
- (h) Personal service establishment
- (i) Restaurant
- (j) Retail store
- (k) Retirement home

**38(C).2 Regulations**

38(C).2.1 No person shall within any IA Zone use any land or erect or use any building or structure except in compliance with the regulations as set out in Table 38(C).2 and this Subsection.

**Table 38(C).2 – Regulations for IA Zones**

Zones		IA-A	IA-B	IA-C
Minimum Lot Frontage (m)		30.0	30.0	30.0
Minimum Front Yard and Exterior Side Yard Depth (m)	For first 10.5m or part thereof of height	3.0	3.0	3.0
	For any portion of a building greater than 10.5m in height	4.5	4.5	4.5
Maximum Front Yard and Exterior	For first 10.5m or part thereof of height	6.0	6.0	6.0

<b>Zones</b>		<b>IA-A</b>	<b>IA-B</b>	<b>IA-C</b>
Side Yard Depth (m)	For any portion of a building greater than 10.5m in height	N/A	N/A	N/A
Minimum Interior Side Yard Depth (M)	Abutting an R1, R2, R3, R4, R5, or R7 Zone	4.5m for the first 11.0m or part thereof of height, and 6.0m above the first 11.0m		
	Abutting an OSU or OSP Zone	4.5m for the first 11.0m or part thereof of height, and 6.0m above the first 11.0m		
	Abutting a Commercial Zone	0.0m for the first 11.0m or part thereof of height, and 3.0m above the first 11.0m		
	Abutting a Zone other than R1, R2, R3, R4, R5, R7, OSU, OSP or a Commercial Zone	3.0m for the first 11.0m or part thereof of height, and 4.5m above the first 11.0m		
Minimum Rear Yard Depth (m)	Abutting an R1, R2, R3, R4, R5, R7, OSU or OSP Zone	7.5m for the first 7.5m or part thereof of height, and every 1.0m of additional height shall have an additional minimum yard depth of 1.0m, up to a maximum required yard depth of 19.5m		
	Abutting a Commercial Zone	0.0m for the first 11m or part thereof of height, and 9.0m above the first 11m		
	Abutting a Zone other than R1, R2, R3, R4, R5, R7, OSU, OSP or a Commercial Zone	3.0m for the first 11m or part thereof of height, and 9.0m above the first 11m		
Minimum Density – dwelling units per hectare		N/A	40	40
Maximum Density – dwelling units per hectare		150	150	150
Minimum Height (m)		10.0	9.0	9.0
Maximum Height (m)		26.4	20.0	20.0
Maximum Height of Ground Floor (m)		4.5	N/A	N/A
Maximum Lot Coverage		N/A	50	50
Minimum Building Frontage on an Arterial Road (%)		60	60	60
Minimum Landscaped Open Space (%)		N/A	25	25
Minimum Landscaped Open Space Abutting a Residential Zone (m)		3.0	3.0	3.0

<b>Zones</b>	<b>IA-A</b>	<b>IA-B</b>	<b>IA-C</b>
Location of day care centre, office, personal service establishment, retail store or restaurant	N/A	N/A	First storey only
Maximum combined gross floor area of day care centre, office, personal service establishment, retail store and restaurant floor space (m <sup>2</sup> )	N/A	N/A	50% of the gross floor area of the first storey excluding basements, or 93m <sup>2</sup> , whichever is less

- 38(C).2.2 Notwithstanding any other provision of this By-law to the contrary, in any IA-C Zone, the permitted uses shall be located in a development consisting of at least one of the following:
- (a) An apartment, a block townhouse, a building containing a long term care facility, nursing home or retirement home, or a mix thereof; or,
  - (b) A mixed-use building provided that for every 1m<sup>2</sup> of gross floor area devoted to a day care centre, office, personal service establishment, restaurant or retail store, 2m<sup>2</sup> of floor space devoted to an apartment building, block townhouse, flat, long term care facility, nursing home or retirement home shall be provided.
- 38(C).2.3 The gross floor area occupied by any individual financial institution, merchandise service shop, personal service establishment or retail store, excluding any floor area used for storage, interior pedestrian walkways, the provision of heating, air conditioning, plumbing, electrical or other services, washrooms or parking areas, shall not exceed 1,550m<sup>2</sup> in an IA-A Zone.
- 38(C).2.4 The floor area of the uppermost storey of a building shall be a minimum of 50% of the ground floor area of the same building for any building 3 storeys in height or less.
- 38(C).2.5 Notwithstanding the minimum required height in Table 38(C).2 to the contrary, a maximum of 25% of the coverage of any individual main building in an IA Zone may be less than the minimum height.
- 38(C).2.6 For any block townhouse permitted in any IA Zone, the regulations in Table 9.2 and the relevant general provisions applicable to the R4-A Zone

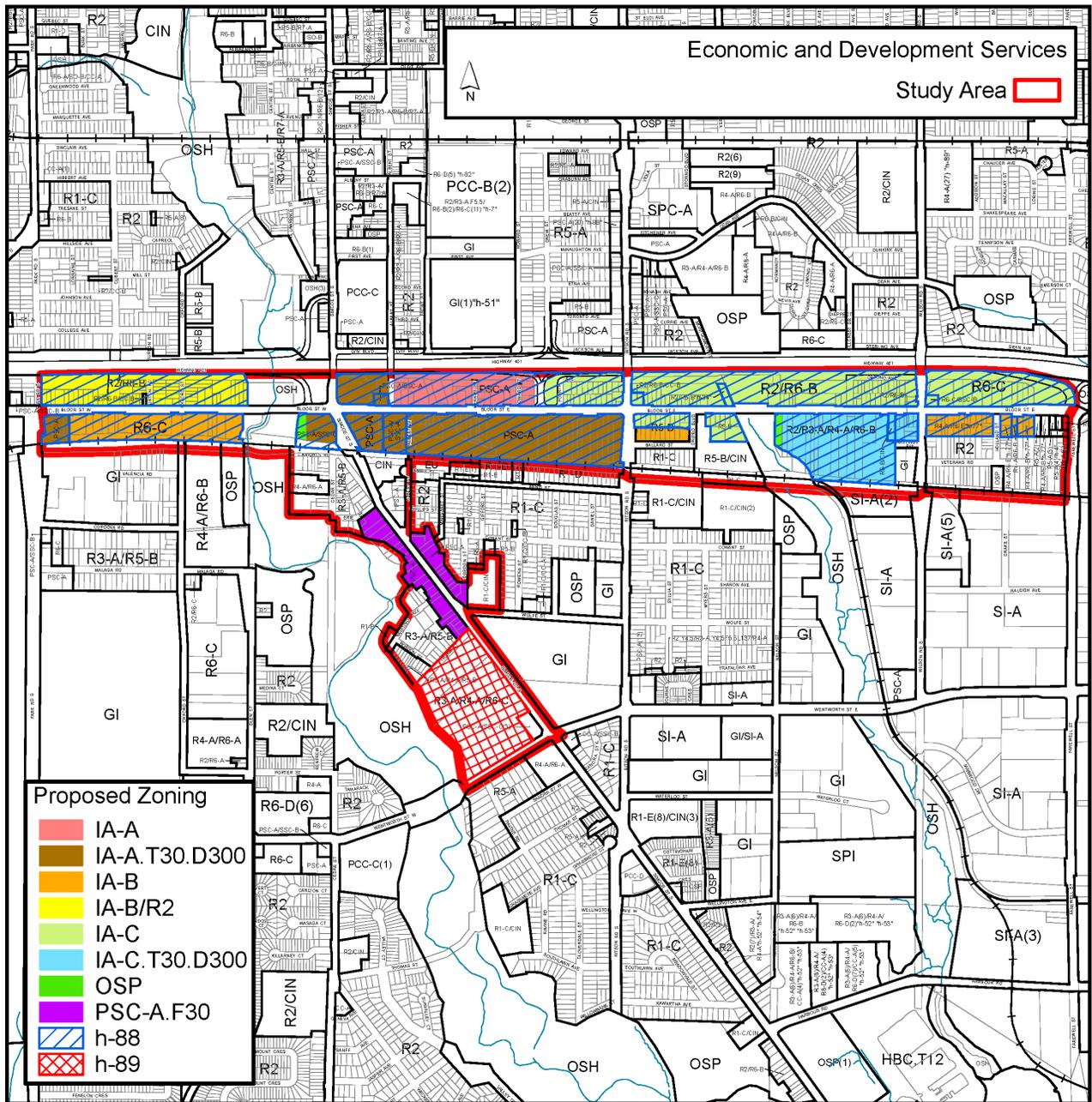
shall apply to such use, except with respect to the following regulations, in which case the regulations in Table 38(C).2 shall apply to such use:

- (a) Maximum front yard and exterior side yard depth
- (b) Minimum height
- (c) Minimum height of ground floor
- (d) Minimum building frontage

38(C).2.7 Notwithstanding the definitions in Section 2 of this By-law to the contrary, in any IA Zone, as shown on Schedule "A" to this By-law, the following definitions shall apply:

- (a) Notwithstanding the definition of "front lot line" in Section 2 of this By-law to the contrary, the street line abutting an arterial road shall be the front lot line. In the case of a lot that abuts two or more arterial roads, the lot line that abuts the widest street shall be deemed to be the front lot line, but where the streets are of equal width, the lot line that abuts a Regional Road shall be deemed to be the front lot line, and in the case of two or more of the streets being under the same jurisdiction and of the same width, the City may designate which street line shall be the front lot line.
- (b) Minimum Building Frontage means that percentage of the frontage on an arterial road where, cumulatively, the length of walls of main buildings facing the street are constructed in the area ranging from the minimum front yard and exterior side yard depth to the maximum front yard and exterior side yard depth applicable to the relevant Zone.

# 6.8 Appendix G: Proposed Amendments to Schedule "A" of Zoning By-law 60-94



**6.9 Appendix H: Proposed Amendments to Table 39.3B of Zoning By-law 60-94**

**Table 39.3B – Residential Parking Requirements**

Use or Purpose	Minimum Number of Parking Spaces Required	
	<b>City-wide other than in IA (Intensification Area) Zones along the Bloor Street Corridor</b>	<b>Bloor Street Corridor IA (Intensification Area) Zones</b>
Accessory Apartment – pursuant to Article 5.12.2 (89-2014, 66-2023)	1 parking space per accessory apartment, in addition to residential parking requirements for a single detached dwelling, semi-detached dwelling, semi-detached building, duplex or street townhouse dwelling (89-2014, 66-2023)	1 parking space per accessory apartment, in addition to residential parking requirements for a single detached dwelling, semi-detached dwelling, semi-detached building, duplex or street townhouse dwelling
Any building not specifically mentioned containing 3 or more dwelling units	1 per dwelling unit plus 0.33 per dwelling unit for visitors	1 per dwelling unit plus 0.25 per dwelling unit for visitors
Apartment building – condominium	1.45 per dwelling unit plus 0.3 per dwelling unit for visitors	0.50 per dwelling unit plus 0.25 per bedroom after the first and 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	0.50 per dwelling unit plus 0.25 per bedroom after the first and plus 0.25 per dwelling unit for visitors
Bed and breakfast establishment	2 parking spaces plus 1 parking space for each bedroom which is available to travelers (17-1999)	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 (90-2011)	1 per dwelling unit for residents 0.25 per dwelling unit for visitors

Use or Purpose	Minimum Number of Parking Spaces Required	
Block townhouse - rental	1.25 per dwelling unit plus 0.35 per dwelling unit for visitors	1 per dwelling unit for residents 0.25 per dwelling unit for visitors
Duplex	1 per dwelling unit	1 per dwelling unit
Flat or dwelling unit other than those listed in this table	1 per dwelling unit	1 per dwelling unit
Group home, including correction group home	1 parking space for every 3 residents	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 <b>(62-2000)</b>	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 <b>(69-2019)</b>	1 parking space for every 4 beds <b>(66-1998, 138-2008)</b>	1 parking space for every 4 beds
Retirement home	0.38 parking spaces for every suite in a retirement home <b>(138-2008)</b>	0.30 per dwelling unit for residents plus 0.15 per dwelling unit for visitors
Semi-detached building	4 parking spaces per building	4 parking spaces per building
Semi-detached dwelling	2 per dwelling unit	2 per dwelling unit
Senior citizens apartment building	0.5 per dwelling unit	0.27 per dwelling unit for residents plus 0.03 per dwelling unit for visitors
Single detached dwelling	2 per dwelling unit	2 per dwelling unit