



# Planning Act Public Meeting Report

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To: Economic and Development Services Committee

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

Report Number: ED-24-68

Date of Report: May 29, 2024

Date of Meeting: June 3, 2024

Subject: Bloor-Simcoe Intensification Study and Interim Control By-law  
133-2023: Proposed City-initiated Amendments to the Oshawa  
Official Plan and Zoning By-law 60-94, and Draft Master Block  
Plan

Ward: Ward 5

File: 12-03-3567

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## 1.0 Purpose

The purpose of this Report is to:

- (a) Provide background information for the Planning Act public meeting to consider various proposed City-initiated amendments to the Oshawa Official Plan (the "O.O.P.") and Zoning By-law 60-94 (the "Zoning By-law") associated with the Bloor-Simcoe Intensification Study (the "Study") and Interim Control By-law 133-2023 ("By-law 133-2023"); and,
- (b) Present for Council's review a draft proposed Master Block Concept Plan ("M.B.C.P.") for certain lands along the Bloor Street East corridor, which will be used as a tool in the review of development applications by staff in the M.B.C.P. area moving forward.

Attachment 1 contains proposed amendments to the O.O.P. and Zoning By-law resulting from the Study and in accordance with the Council direction given on April 29, 2024.

Attachment 2 is a draft proposed M.B.C.P. for certain lands along the Bloor Street East corridor.

A notice advertising the public meeting was provided to all required public bodies as well as posted on the City's website and communicated through its Corporate social media accounts, as appropriate. The notice was also provided in accordance with the City's Public Notice Policy GOV-23-02.

The notice regarding the public meeting provided an advisory that the meeting is open to the public and will take place in person in the Council Chamber at Oshawa City Hall. Members of the public wishing to address the Economic and Development Services Committee through electronic means rather than appear in-person to make a delegation were invited to register their intent to participate electronically by 12:00 p.m. on May 31, 2024.

## **2.0 Recommendation**

That, pursuant to Report ED-24-68 dated May 29, 2024 concerning the draft proposed Master Block Concept Plan and various City-initiated amendments to the Oshawa Official Plan and Zoning By-law 60-94 associated with the Bloor-Simcoe Intensification Study, staff be directed to further review and prepare a subsequent report and recommendation back to the Economic and Development Services Committee. This direction does not constitute or imply any form or degree of approval.

## **3.0 Executive Summary**

Not applicable.

## **4.0 Input from Other Sources**

### **4.1 Other Departments and Agencies**

The proposed amendments to the O.O.P. and Zoning By-law, as well as the draft proposed M.B.C.P., have been circulated to other departments and agencies for review and comment. Staff have requested that all department and agency comments be submitted by July 8, 2024.

## **5.0 Analysis**

### **5.1 Background**

On October 30, 2023, Council considered [Report ED-23-192](#) dated October 11, 2023 and passed Interim Control By-law 133-2023 pursuant to Section 38 of the Planning Act, R.S.O. 1990, c. P.13 (the "Planning Act"). The purpose of Interim Control By-law 133-2023 was to prohibit development along certain portions of the Bloor Street and Simcoe Street South corridors while staff developed an intensification policy framework to guide future development in suitable locations and appropriate types of built form. 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.

On December 11, 2023, Council considered [Item ED-23-218](#) and authorized staff to schedule a Public Information Centre for the first quarter of 2024, to be held in-person at Oshawa City Hall, for the purpose of obtaining public input on the background research and review for the Study, including providing appropriate notice of the public consultation process for the Study.

Staff undertook a five-week public consultation process beginning on January 16, 2024 and concluding on 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, 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 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.
- Completing a feedback form on Connect Oshawa 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.

On April 29, 2024, Council considered [Report ED-24-44](#) dated April 3, 2023 concerning the results of the public consultation process and the findings of the Study and, among other matters, authorized staff to:

1. Initiate the statutory public process under the Planning Act for Council to consider proposed amendments to the O.O.P. and Zoning By-law, as further amended by Council on April 29, 2024; and,
2. Prepare two Master Block Concept Plans for certain lands along the Bloor Street East corridor.

The proposed amendments to the O.O.P. and Zoning By-law, as well as the draft proposed M.B.C.P., implement the recommendations of the Study.

## **5.2 Summary of Proposed Amendments and Recommendations**

### **5.2.1 Proposed Amendments to the Oshawa Official Plan**

The proposed amendments to the O.O.P. consist of amending Schedule 'A-2', Corridors and Intensification Areas, of the O.O.P. to:

1. Add the Intensification Area designation to certain lands located within the Study area along the Bloor Street corridor, as shown on Attachment 1 to this Report; and,
2. Remove the Intensification Area designation from certain government-owned lands located within the Study area along 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., as shown on Attachment 1 to this Report.

### **5.2.2 Proposed Amendments to Zoning By-law 60-94**

As a result of the findings of the Study pursuant to Report ED-24-44, staff proposed that the following amendments to the Zoning By-law be advanced:

1. Introduce a new regulatory zone for certain lands zoned PSC-A (Planned Strip Commercial) located within the Study area along the Simcoe Street South corridor;
2. Introduce a new holding zone for certain lands located within the Study area along the Bloor Street corridor;
3. Introduce a new holding zone for certain lands located within the Study area along the Simcoe Street South corridor;
4. Introduce a new Intensification Area Zone for certain lands located within the Study area along the Bloor Street corridor;
5. Update the Minimum Residential Parking Requirements for certain lands within the Study area along the Bloor Street corridor; and,
6. Amend Schedule "A", Maps A1, B1 and C1 of the Zoning By-law to complement and reciprocate the proposed amendments to the Zoning By-law noted in Items 1 to 5 above.

On April 29, 2024, Council considered Report ED-24-44 dated April 3, 2024 concerning the Study and directed staff to advance the recommendations contained in said report, together with certain amendments to staff's proposed new Section 38(C) of the Zoning By-law for a new Intensification Area (IA) Zone. A summary of the Council-directed amendments is contained below together with staff comments.

**Table 1: Council Directed Amendments**

<b>Council-directed Amendment to the Proposed IA (Intensification Area) Zone</b>	<b>Staff Comments</b>
<p>That the proposed new Article 38(C).1.3 be amended to remove use (b), Block Townhouse, as a permitted use.</p>	<p>Proposed new Article 38(C).1.3 of the Zoning By-law outlines the permitted uses in any IA-B (Intensification Area) Zone.</p> <p>Pursuant to the Zoning By-law, “Block Townhouses” are defined as “a townhouse served by a private driveway or aisle, but does not include a Street Townhouse Building”. However, an “Apartment Building” means a “building or part of a building containing three or more dwelling units, including stacked townhouses but does not include flats, block townhouses or street townhouse buildings”. Accordingly, stacked townhouses would continue to be permitted in the IA-B (Intensification Area) Zone.</p> <p>Staff note that low-rise residential buildings including, but not limited to, block townhouses, street townhouses and flats, provide appropriate transitions from existing low-density residential neighbourhoods (i.e. single-detached and semi-detached dwellings) to high-rise buildings.</p>
<p>That the proposed new Article 38(C).1.3 be amended to add Restaurant and Retail Store as permitted uses.</p>	<p>Staff note that the intent of the IA-B (Intensification Area) Zone was to increase permitted residential densities in certain areas along the Bloor Street corridor, whereby only residential uses would be permitted. With the addition of restaurants and retail stores as permitted uses, the IA-B (Intensification Area) Zone would no longer permit residential uses only. Accordingly, consideration should be given to Table 38(C).2 – Regulations for IA Zones, as to the location of retail stores and restaurants in IA-B (Intensification Area) Zones.</p> <p>Further, staff note that with the Council-directed amendment to add restaurants and retail stores as permitted uses in the IA-B (Intensification Area) Zone, the only uses permitted in an IA-C (Intensification Area) Zone that would not be permitted in an IA-B (Intensification Area) Zone include a day care centre, office and personal service establishment. Accordingly, given the Council direction to expand the list of permitted uses in the IA-B (Intensification Area) Zone beyond residential uses only, consideration should be given as to whether the IA-B and IA-C (Intensification Area) Zones may be combined to eliminate any redundancies.</p>
<p>That the proposed new Article 38(C).1.4 be</p>	<p>Proposed new Article 38(C).1.4 of the Zoning By-law outlines the permitted uses in any IA-C (Intensification Area) Zone.</p>

Council-directed Amendment to the Proposed IA (Intensification Area) Zone	Staff Comments
amended to remove uses (b), Block Townhouse, and (d), Flat, as permitted uses.	<p>Pursuant to the Zoning By-law, “Block Townhouses” are defined as “a townhouse served by a private driveway or aisle, but does not include a Street Townhouse Building”. However, an “Apartment Building” means a “building or part of a building containing three or more dwelling units, including stacked townhouses but does not include flats, block townhouses or street townhouse buildings”. Accordingly, stacked townhouses would continue to be permitted in the IA-B (Intensification Area) Zone.</p> <p>Staff note that low-rise residential buildings including, but not limited to, block townhouses, street townhouses and flats, provide appropriate transitions from existing low-density residential neighbourhoods (i.e. single-detached and semi-detached dwellings) to high-rise buildings.</p>

The resulting proposed amendments to the Zoning By-law are contained in Attachment 1 to this Report.

**5.2.3 Draft Proposed Master Block Concept Plan**

The draft proposed M.B.C.P. was prepared with the intent of achieving the following goals:

- Encourage the development of a residential/commercial mixed-use community;
- 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 shared access points.

Attachment 2 to this Report contains the draft proposed M.B.C.P. In the event Council endorses the M.B.C.P. in tandem with approving the proposed amendments to the O.O.P. and Zoning By-law resulting from the Study, it will be used as the basis for the review of development applications by staff in the M.B.C.P. area moving forward.

**6.0 Financial Implications**

Anticipated costs to the City are included in the appropriate 2024 Departmental budgets and relate primarily to the passing of any by-laws.

## 7.0 Relationship to the Oshawa Strategic Plan

Holding a public meeting on the proposed amendments to the O.O.P. and Zoning By-law, as well as the draft proposed M.B.C.P., 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

**1. Oshawa Official Plan – Schedule ‘A-2’, Corridors and Intensification Areas**

**Issue:**

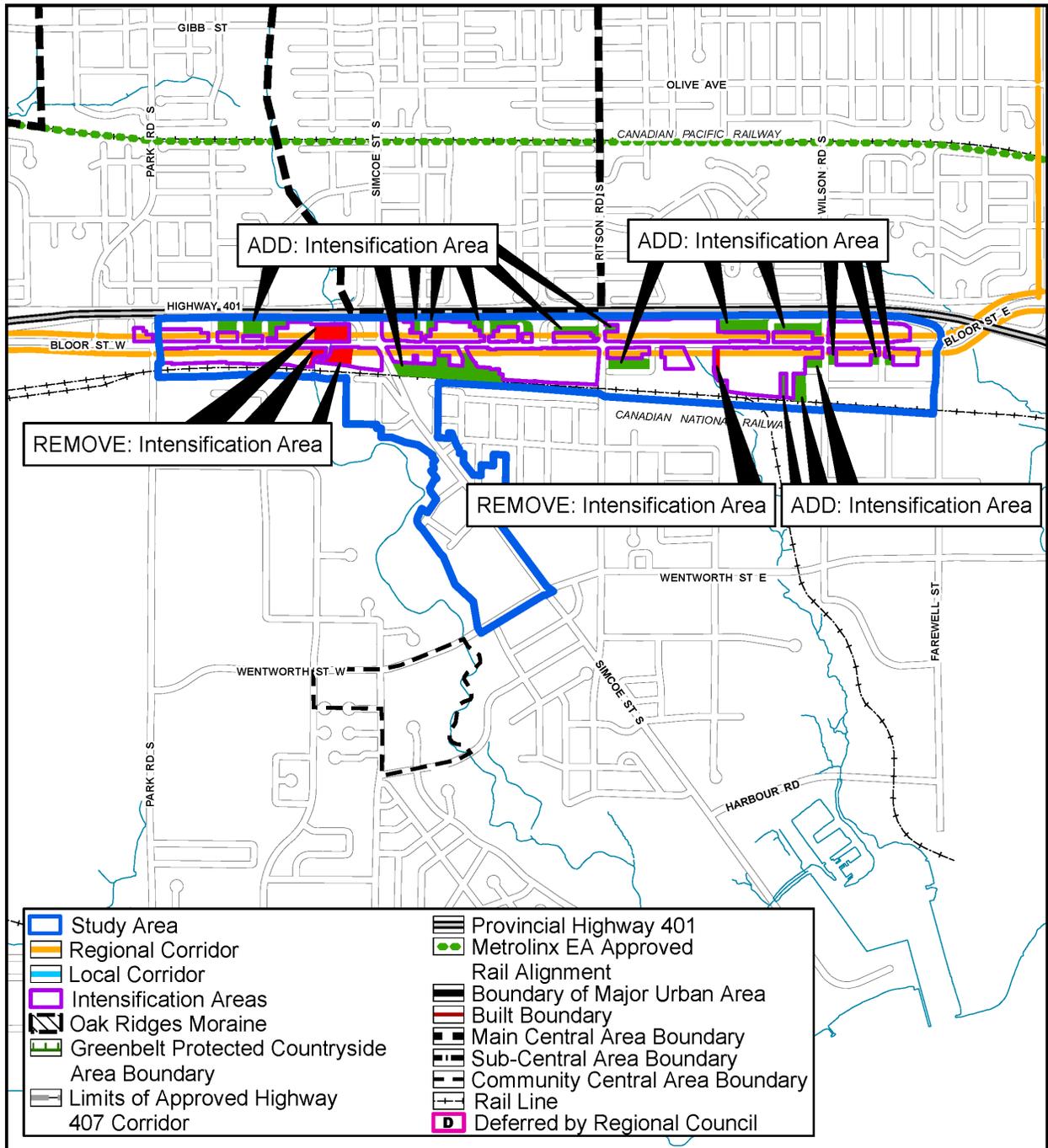
Certain portions of the Bloor Street Corridor are designated as Intensification Areas in the Oshawa Official Plan (the “O.O.P.”), which shall be planned to achieve the overall long-term density targets set out in Policies 2.1.5.3 and 2.1.5.4 of the O.O.P. The current Intensification Area designation 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.

In addition, 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 on the map below; and,
- (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 that are identified as Natural Heritage System and/or Hazard

Lands on Schedule 'D-1', Environmental Management, of the O.O.P., as shown on the map below.



**2. Zoning By-law: Introduce a New Regulatory Zone for Certain Lands located along Simcoe Street South**

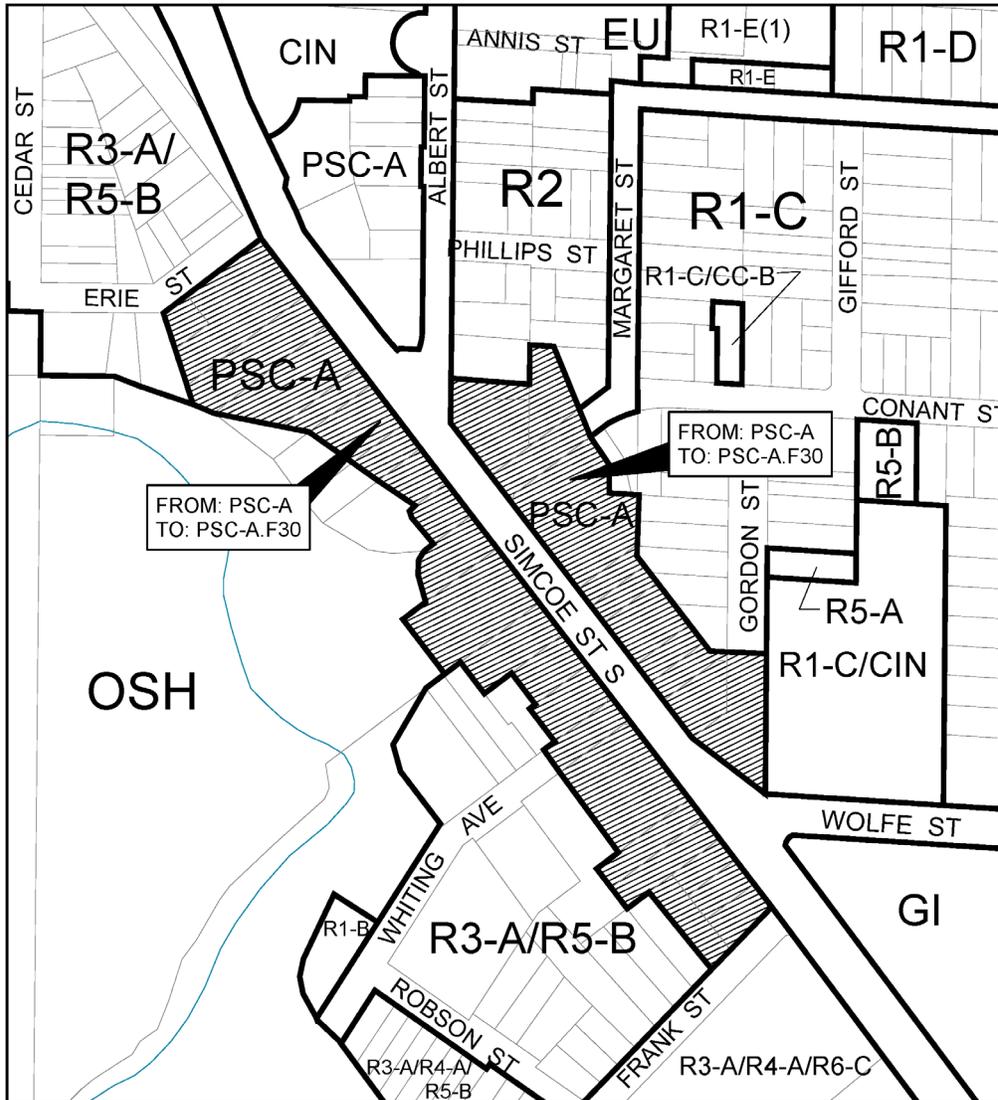
**Issue:**

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 (see Proposed Amendment 5).

**Proposed Amendment:**

- (a) Amend Schedule “A” – Map B1 of the Zoning By-law 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 as shown in hatching on the map below.



### **3. Zoning By-law: Introduce a New “h-94” Zone for Certain Lands located along Bloor Street (various locations)**

#### **Issue:**

Certain lands located along Bloor Street 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 along the Bloor Street corridor, generally bounded by Highway 401 to the north, the CN railway corridor to the south, Farewell Street to the east and Park Road South to the west, to ensure that certain specified requirements have been addressed to the City’s satisfaction prior to development on a site proceeding, that reads as follows:

#### **“3.5.2(94) h-94 Zone (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.”
- (b) Amend Schedule “A” – Maps A1, B1 and C1 of the Zoning By-law to rezone certain lands along the Bloor Street corridor, generally bounded by Highway 401 to the north, the CN railway corridor to the south, Farewell Street to the east and Park Road South to the west, to add the holding provision “h-94” as shown on the maps under Proposed Amendment 7.

### **4. Zoning By-law: Introduce a New “h-95” Zone for Certain Lands located along Simcoe Street South (0 Simcoe Street South, comprising the southwest quadrant of Simcoe Street South and Frank Street)**

#### **Issue:**

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 as shown on the map below, to ensure that certain specified requirements have been addressed to the City's satisfaction prior to development proceeding, that reads as follows:

**“3.5.2(95) h-95 Zone (0 Simcoe Street South, comprising the southwest quadrant of Simcoe Street South and Frank Street)**

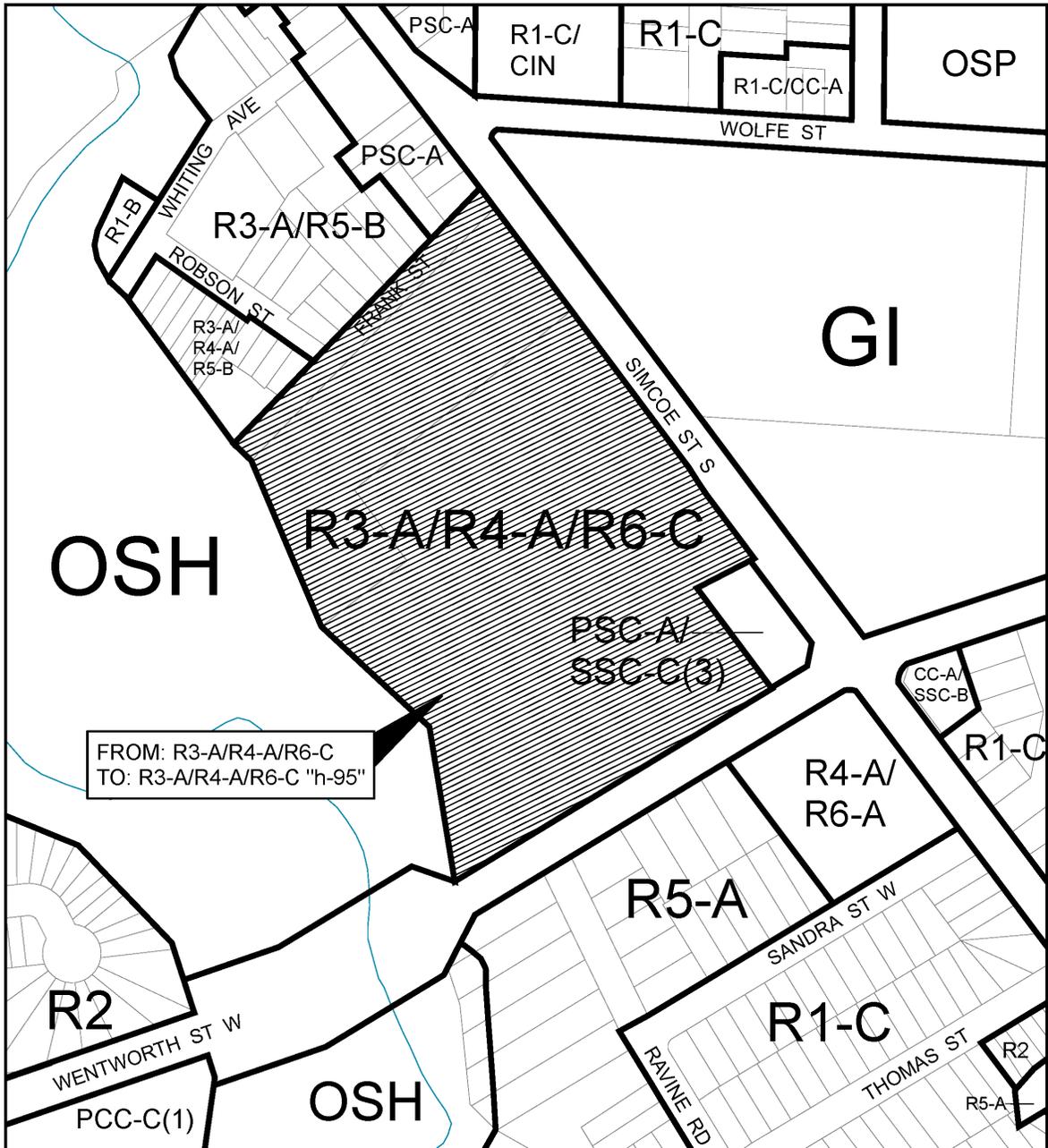
Purpose: To ensure that:

- (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.”

(b) Amend Schedule "A" – Map B1 of the Zoning By-law to rezone certain lands located at the southwest quadrant of the Simcoe Street South and Frank Street intersection, to add the holding provision "h-95" as shown in hatching on the map below.



**5. Zoning By-law: Proposed New Section 38(C) to Introduce an Intensification Area (IA) Zone**

**Issue:**

In order to complement and reciprocate the proposed updated boundaries delineating Intensification Areas along the Bloor Street corridor (see Proposed Amendment 1), 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.

**Proposed Amendment:**

(a) Add a new Section 38(C): IA – Intensification Area Zone that reads as follows:

**“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) Long Term Care Facility
- (c) Nursing home
- (d) Restaurant
- (e) Retail Store
- (f) Retirement home

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

- (a) Apartment building
- (b) Day care centre
- (c) Long Term Care Facility
- (d) Nursing Home
- (e) Office
- (f) Personal service establishment
- (g) Restaurant
- (h) Retail store
- (i) 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	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 Side Yard Depth (m)	For first 10.5m or part thereof of height	6.0	6.0	6.0
	For any portion of a building greater than 10.5m in height	N/A	N/A	N/A

<b>Zones</b>		<b>IA-A</b>	<b>IA-B</b>	<b>IA-C</b>
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
Location of day care centre, office, personal service establishment, retail store or restaurant		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	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-B or IA-C Zone, the permitted uses shall be located in a development consisting of at least one of the following:
- (a) An apartment, 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, 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.
- 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. Zoning By-law: Update the Minimum Residential Parking Requirements for certain lands along the Bloor Street Corridor**

### **Issue:**

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, prepared by IBI Group. 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-wide 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 the Durham Regional Official Plan (“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 of Durham’s High Frequency Transit Network on Map 3a of Envision Durham. Accordingly, it is appropriate that the City establish a density target commensurate with that which is 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, such that it reads as follows:

**“Table 39.3B – Residential Parking Requirements**

Use or Purpose	Minimum Number of Parking Spaces Required	
	City-wide other than in IA (Intensification Area) Zones along the Bloor Street Corridor	IA (Intensification Area) Zones along the Bloor Street Corridor
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, semidetached dwelling, semidetached 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
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

Use or Purpose	Minimum Number of Parking Spaces Required	
	City-wide other than in IA (Intensification Area) Zones along the Bloor Street Corridor	IA (Intensification Area) Zones along the Bloor Street Corridor
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 (62- 2000)	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 (69-2019)	1 parking space for every 4 beds (66-1998, 138-2008)	1 parking space for every 4 beds
Retirement home	0.38 parking spaces for every suite in a retirement home (138-2008)	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

”

## 7. Zoning By-law: Proposed Amendments to Schedule “A” – Maps A1, B1 and C1

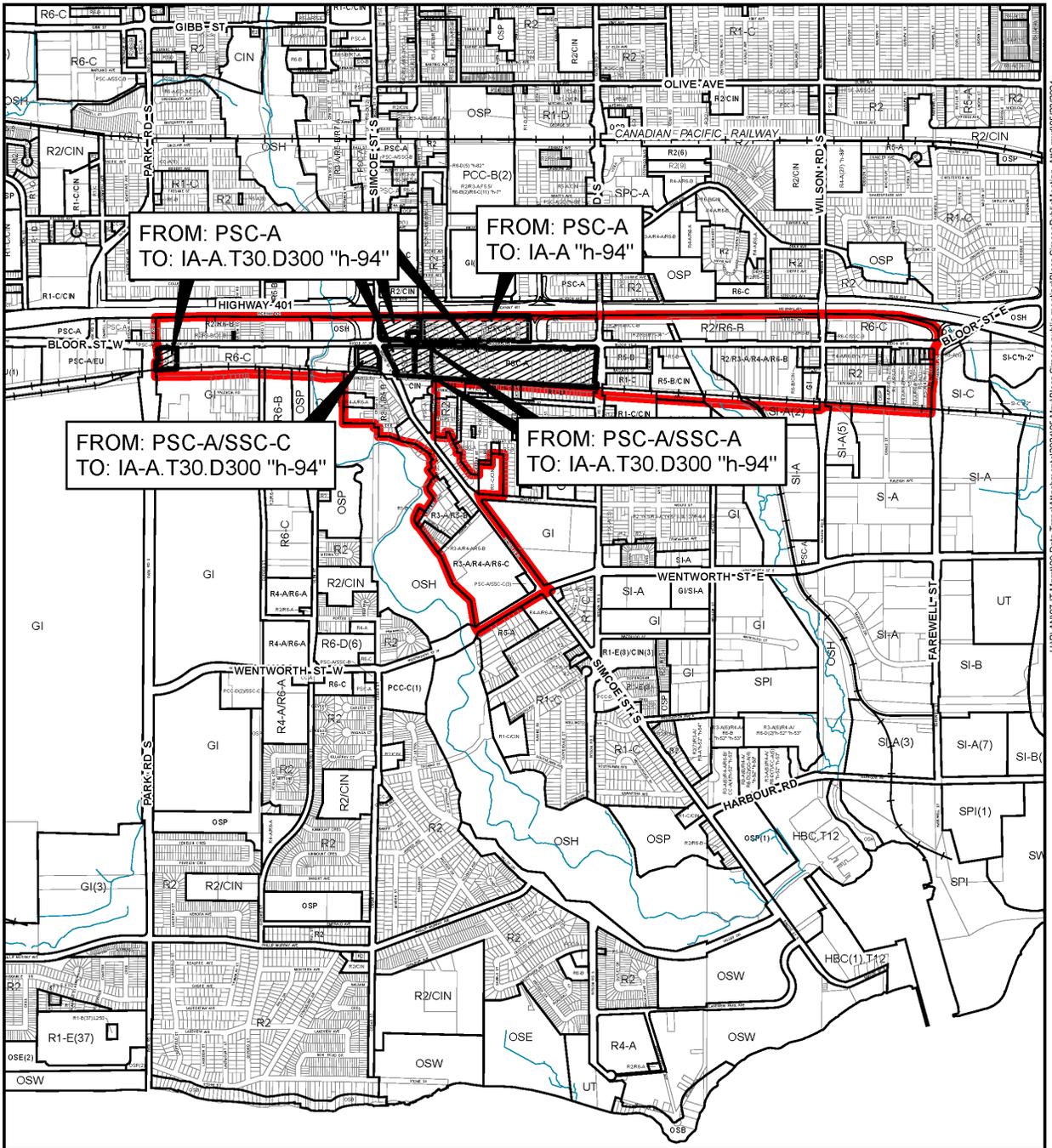
### Issue:

In order to complement and reciprocate the proposed amendments to the Zoning By-law as noted in Proposed Amendments 2 to 6 above, it is appropriate to make corresponding amendments to Schedule “A” – Maps A1, B1 and C1 of the Zoning By-law to show the lands to which the proposed amendments apply.

**Proposed Amendments:**

(a) Amend Schedule “A” – Maps A1 and B1 of the Zoning By-law to rezone certain lands generally located along the Bloor Street corridor to IA-A, as shown in hatching on the map below, including:

- a. The use of certain Regulatory Zones to provide individual regulations with respect to height (T) and density (D); and,
- b. The application of the “h-94” Zone.







# Draft Proposed Master Block Concept Plan for Certain lands along the Bloor Street East Corridor

## Bloor-Simcoe Intensification Study

Prepared by the Economic and Development Services Department

June 2024

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# **1.0 Introduction**

## **1.1 Background and Purpose**

The Bloor-Simcoe Intensification Study Draft Proposed Master Block Concept Plan (the “M.B.C.P.”) has been prepared pursuant to Council’s direction given on April 29, 2024 regarding Report ED-24-44 dated April 3, 2024, concerning the Bloor-Simcoe Intensification Study (the “Study”) associated with Interim Control By-law 133-2023, to provide a development vision and high-level concept plan for certain lands along the Bloor Street East corridor.

## **1.2 Master Block Concept Plan Area**

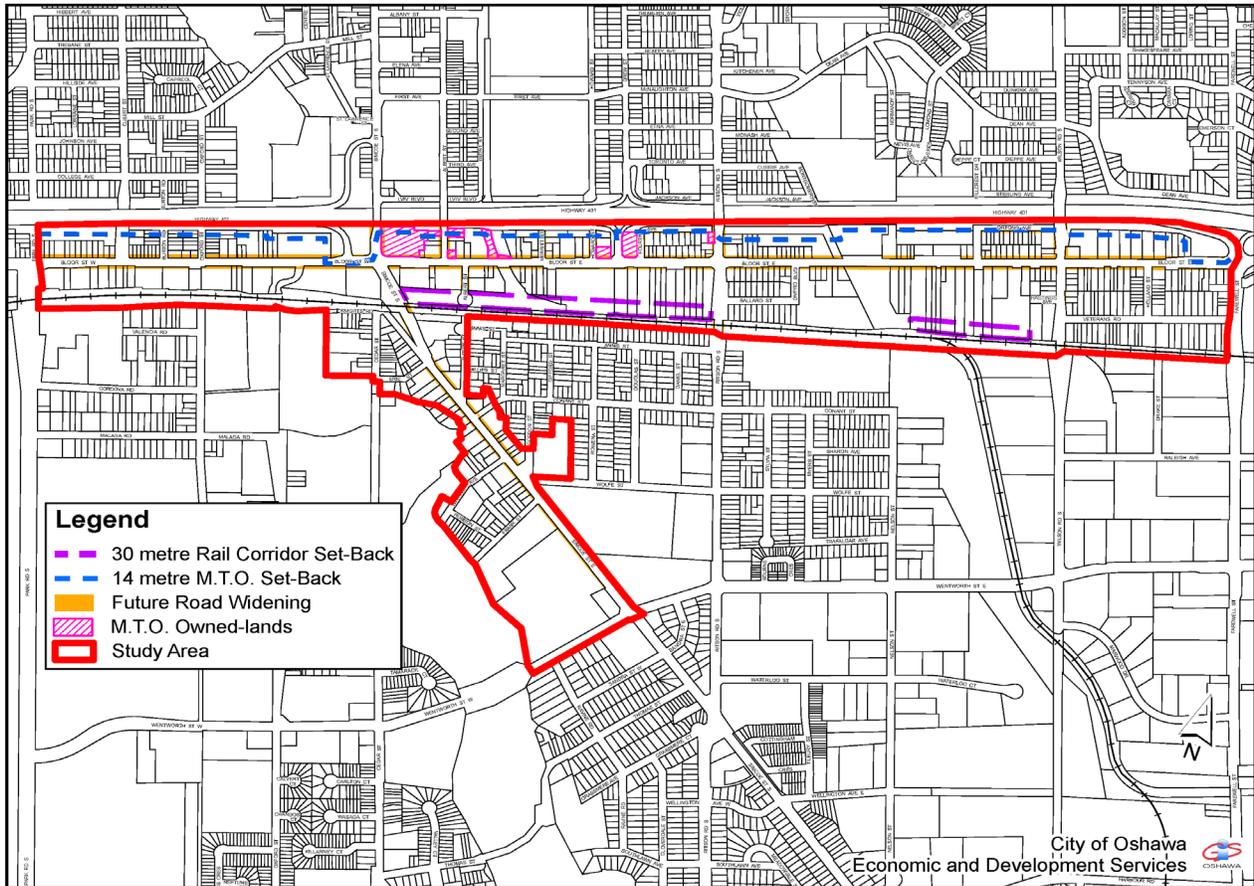
The M.B.C.P. area is generally bounded by Highway 401 to the north, the Canadian National Railway (“C.N.R.”) mainline to the south, Wilson Road South to the east, and Simcoe Street South to the west, and includes the following two (2) Block Plan Areas:

1. Block A, which is generally bounded by Highway 401 to the north, the C.N.R. mainline to the south, Ritson Road South to the east and Simcoe Street South to the west; and,
2. Block B, which is generally bounded by Highway 401 to the north, the C.N.R. mainline to the south, Wilson Road South to the east, and the Montgomery Creek Valley to the west.

## **1.3 Development Constraints**

The Study included an analysis to identify and analyze the strengths, weaknesses, opportunities and challenges that shape the existing and future development conditions within the entire Study area. The analysis identified certain development constraints within the Study area, which specifically apply to the M.B.C.P. area, including traffic implications from Highway 401, minimum setback requirements from the C.N.R. mainline and the Highway 401 right-of-way, regional and local road widening requirements, parking requirements in Zoning By-law 60-94 (the “Zoning By-law”) and a restrictive and fragmented parcel fabric (see Figure 1).

**Figure 1: Development Constraints Map**



### 1.3.1 Highway 401

The Ministry of Transportation (the “M.T.O.”) is undertaking work for the Highway 401 rehabilitation and long-term widening needs from Brock Road in Pickering, to Courtice Road in the Municipality of Clarington. In Oshawa, the 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.

The M.T.O. construction work related to rehabilitating and expanding Highway 401 in Oshawa may impact the Study area in the following ways:

- Increased levels of noise and dust from construction;
- Increased traffic from road closures; and,
- Increased development constraints arising from M.T.O.’s ownership of various lands abutting Highway 401 to the south, on the north side of the Bloor Street corridor, which may constrict the development potential of an abutting site.

Additionally, the M.T.O. requires a 14 metre (45.93 ft.) setback from the Highway 401 right-of-way for any building, structure or required element such as required parking, which may constrict the development potential of an abutting site.

### **1.3.2 Bloor Street East**

Bloor Street East is a Regional Road and classified as a Type 'A' Arterial Road in the Region's Official Plan ("Envision Durham") and the O.O.P. It is also identified as a component of the Region's "High Frequency Transit Network". 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, thereby decreasing the total developable land area. Pursuant to Table 6 – Regional Road Right-of-Way Requirements of Envision Durham, the required right-of-way width for the section of Bloor Street extending from Park Road South to Farewell Street in Oshawa is 32 to 36 metres. Wider rights-of-way on Regional roads may be required to accommodate features including, but not limited to, grading, utilities, active transportation facilities, transit facilities, landscaping and stormwater management infrastructure.

### **1.3.3 Canadian National Railway**

The C.N.R. mainline located to the south of the M.B.C.P. area 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. This is to provide a buffer from railway operations and address any land use incompatibilities. However, certain elements, such as a parking area and landscape buffer, may be located within the 30 metre setback from the railway corridor. The 30 metre setback could potentially be reduced on a site specific basis through preparation of appropriate studies and implementation of measures such as berms or crash walls.

### **1.3.4 Zoning Regulations**

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 intent of the M.B.C.P. is to demonstrate how development may occur in the Block Plan Areas in such a way that it complies with the regulations outlined in the proposed IA (Intensification Area) Zones and considers good urban design and access control standards.

Additionally, the Zoning By-law contains minimum parking requirements that must be implemented in the development process.

### **1.3.5 Parcel Fabric**

The existing parcel fabric in the Study area is largely fragmented and contains properties with deep lot depths and narrow lot frontages, as well as properties with irregular lot boundaries. The development of this M.B.C.P. will demonstrate how smaller parcels of land may be assembled and potentially consolidated within the Study Area in order to achieve more efficient development projects.

## 1.4 Policy Context and Goals

The M.B.C.P. area is subject to the provincial, regional and local planning policies outlined in Section 2.0 of the *Bloor-Simcoe Intensification Study*. The M.B.C.P. shares the common vision of ensuring that the Bloor-Simcoe Intensification Study area is developed as a vibrant, sustainable and livable community.

In the O.O.P., Policy 2.1.5.1 specifies that Corridors “shall be planned and developed along sections of key arterial roads that are appropriate to focus higher density, mixed use, pedestrian-oriented, transit-supportive development, particularly in support of intensification efforts within the Built-up Area, and to provide opportunities for food stores and convenient access to healthy food”. Policy 2.1.5.1 further specifies that these Corridors are “intended to develop as ribbons of compact, intensive, higher density development along what form the key connections between Central Areas within the City and to those in abutting municipalities, and provide for the efficient movement of people and goods between the Central Areas to support their vitality”.

The goals of the M.B.C.P. are to:

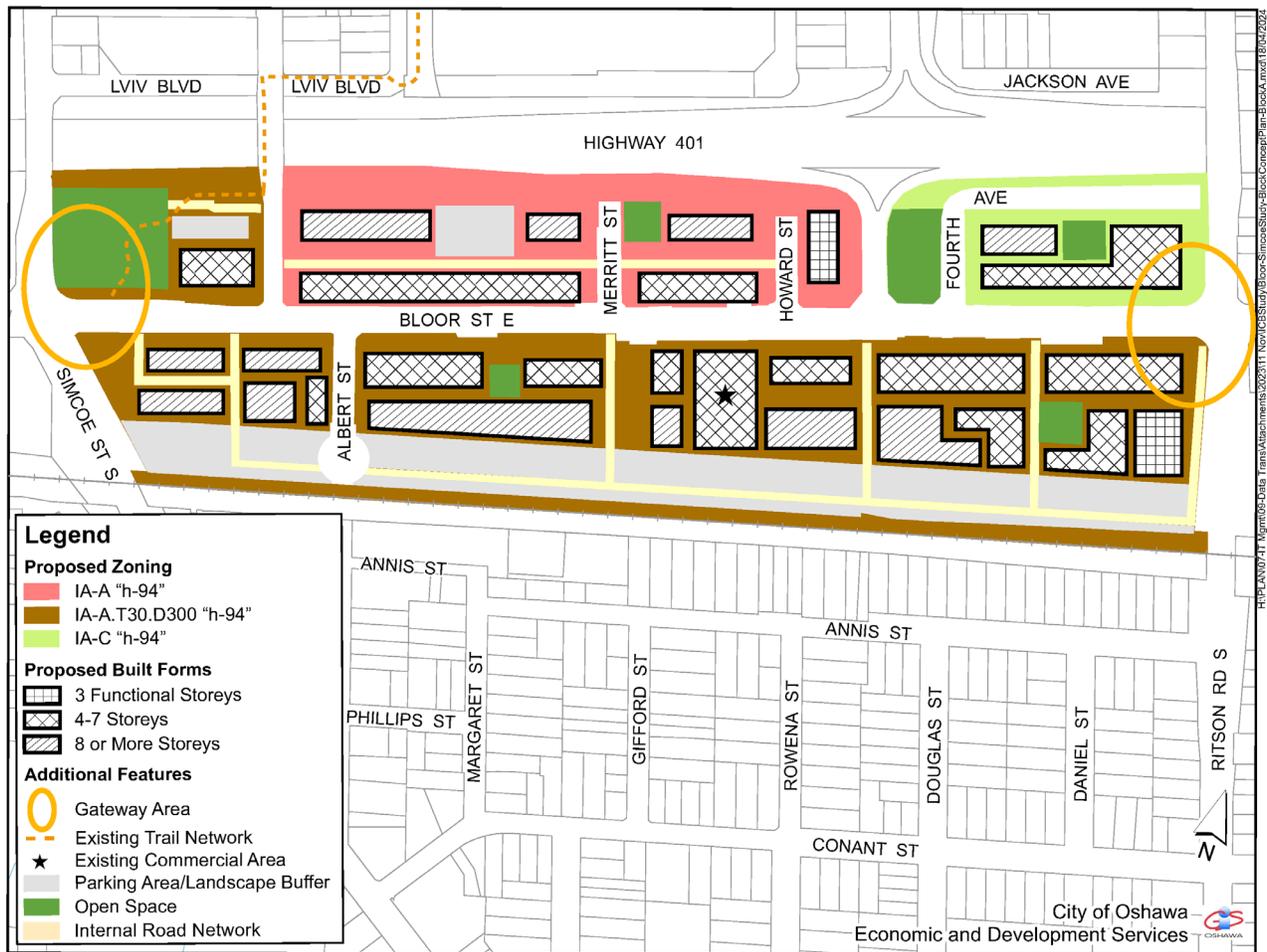
- Encourage the development of a residential/commercial mixed-use community;
- Provide a range of housing options in proximity to commercial uses and greenspace;
- Minimize traffic impacts and reduce potential conflicts along Bloor Street East to allow for enhanced streetscape amenities by incorporating an internal vehicular road network, shared access and drive aisles, and locating parking at the rear of buildings; and,
- Maximize the development potential of the properties within the Block Plan Area(s) by demonstrating how smaller parcels of land may be assembled and potentially consolidated in order to achieve more efficient development projects.

## 2.0 Block Plans

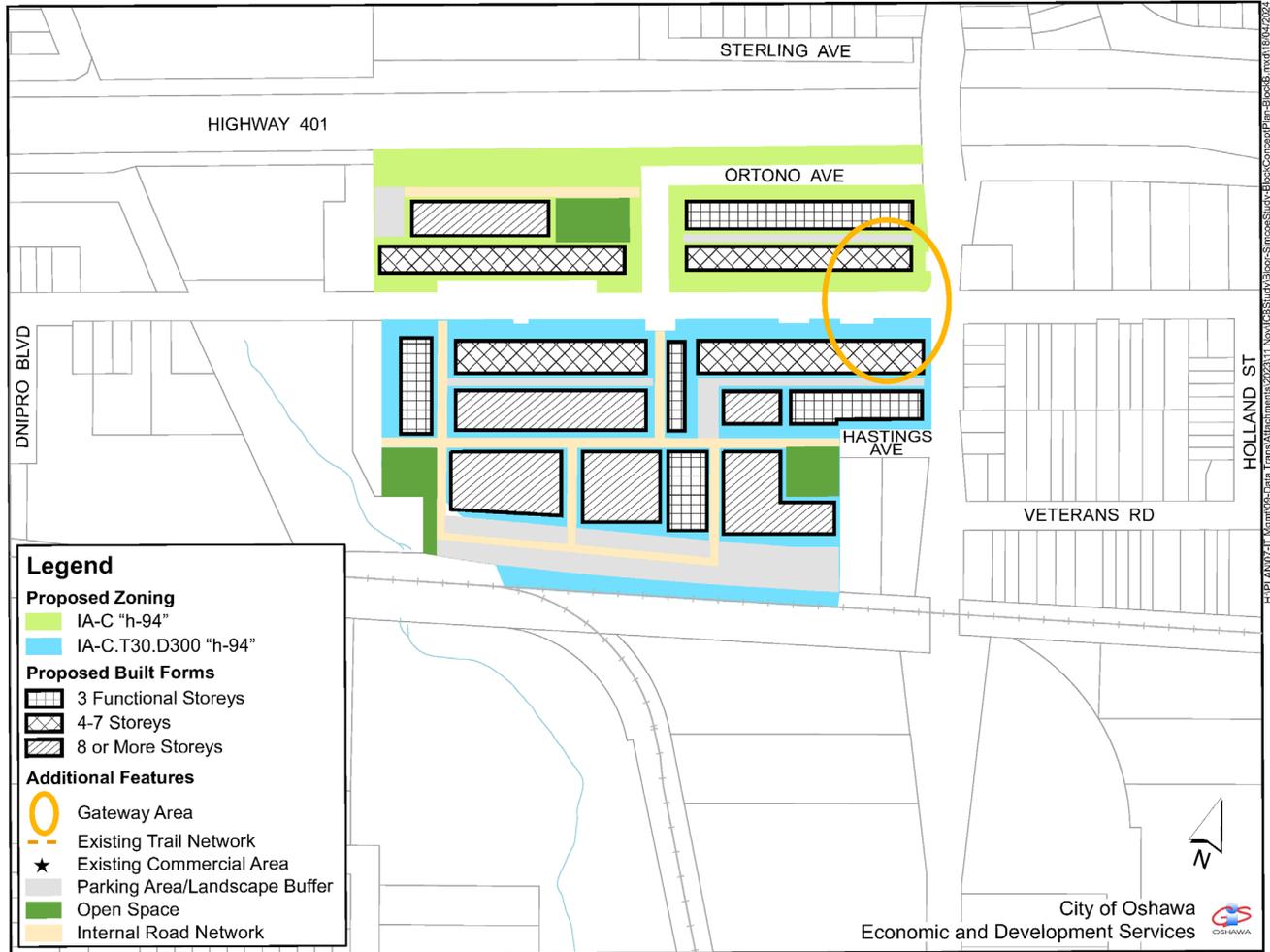
This section of the M.B.C.P. illustrates the conceptual application of how the guidelines can work together with zoning regulations to create an attractive and functional built form environment.

Figures 2 and 3 represent conceptual built form plans for Blocks A and B, respectively, showing a conceptual built form, based on the regulations in the proposed IA (Intensification Area) Zone.

**Figure 2: Block Concept Plan A**



**Figure 3: Block Concept Plan B**

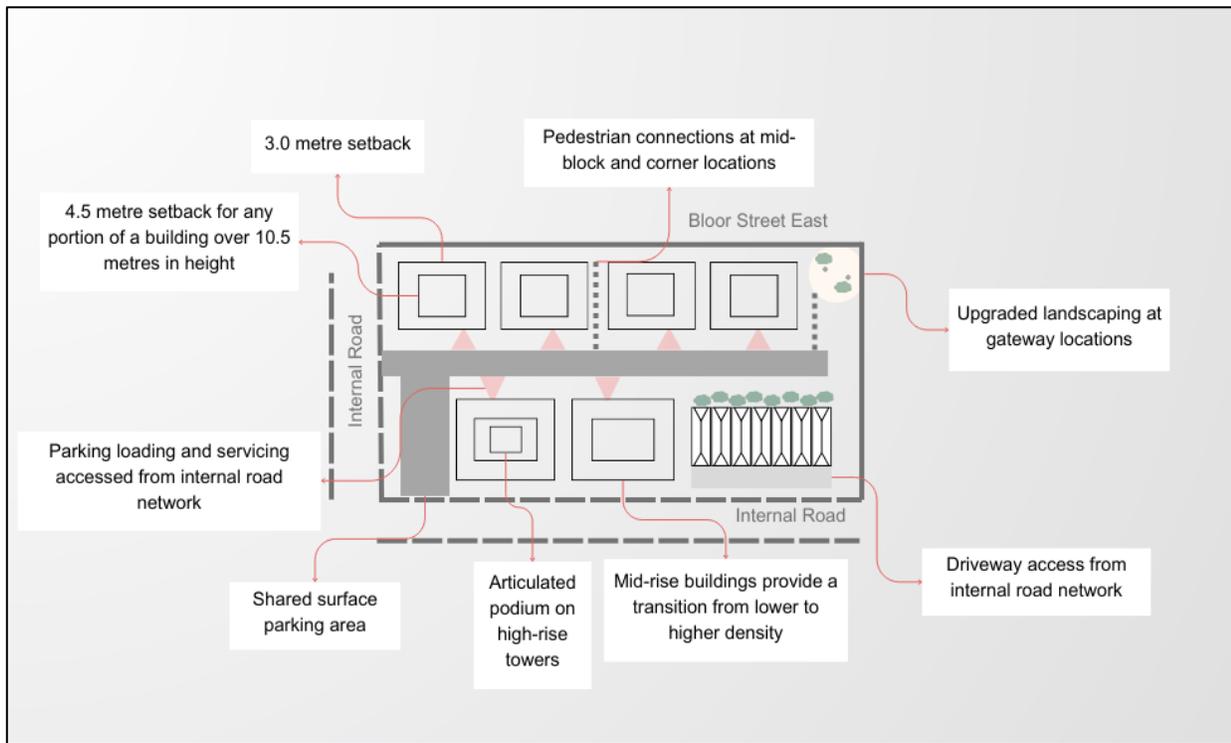


## 3.0 Block Plan Elements

### 3.1 Built form

The built environment plays a significant role in the development of a vibrant, sustainable, and livable community. Consideration for the built form and massing of residential, commercial and mixed-use developments will contribute to a pedestrian-oriented community that reflects a cohesive vision for the corridor. The built form of developments within the Block Plan Areas should address community focal points (e.g. gateways) and streetscapes. Consideration shall be given to the appropriate height and massing of buildings and other elements to contribute to a high quality public realm, and adhere to the zoning regulations in the IA (Intensification Area) Zone (Figure 4).

**Figure 4: Conceptual built form diagram**



In order to achieve the goals outlined in Section 1.4 of this Plan, the appropriate assembly of land parcels is strongly encouraged in order to create viable development parcels. The building typologies shown on Blocks A and B generally represent locations for low, medium and high-rise buildings. Low-rise buildings (i.e. 3 functional storeys) may contain ground-related, compact dwellings and provide transitional locations next to existing lower-density areas. Medium-rise buildings provide a transition between low-density and higher-density areas. High-rise buildings must be compatible with adjacent land uses, where middle and upper storeys are set back from lower storeys.

Guidelines that apply to the built form and massing of development within the Block Plan Areas include:

- (a) Using well-designed compact built form at higher densities and having a mix of uses to promote transit, walking and cycling and to assist in achieving the City's population and employment forecasts<sup>1</sup>.
- (b) Ensuring the relationship of built form and land uses with adjacent existing and planned development demonstrates sensitivity to the character of the area adjacent to Corridors<sup>2</sup>.
- (c) Providing quality facades along street-facing walls, including main building entrances<sup>3</sup>.
- (d) Using a high proportion of glazing along street-facing facades, with transparent windows at ground level<sup>4</sup>.
- (e) Incorporating elements for weather protection, such as colonnades, awnings and canopies, as well as natural and built shade structures<sup>5</sup>.
- (f) Implementing minimum and maximum building setbacks for substantial portions of buildings' street-facing facades to ensure a consistent street wall<sup>6</sup>.
- (g) Implementing minimum built frontage requirements along streets<sup>7</sup>.
- (h) Ensuring that the middle and upper storeys of higher buildings are set back from lower storeys, particular along street-facing facades<sup>8</sup>.
- (i) Ensuring the aesthetics of streetscapes are cohesive and attractive, and that in addition to creating an aesthetically pleasing environment, opportunities for active transportation are further promoted through the provision of crosswalks, lighting and street furniture such as benches and waste receptacles, where appropriate<sup>9</sup>.
- (j) Ensuring that rooftop mechanical equipment is enclosed in a manner that blends with the architecture of the building, and where buildings are six storeys or higher, ensuring that rooftops are designed as architectural elements that enhance the appearance and presence of the building<sup>10</sup>.
- (k) Ensuring that transit and active transportation are facilitated through a balanced approach to Level of Service measures pursuant to O.O.P. Policy 3.1.1 for all transportation modes and through the appropriate siting and massing of built form and siting of main building entrances in relation to surrounding land uses and the public realm<sup>11</sup>.

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<sup>1</sup> O.O.P. Policy 2.1.6.2(a).

<sup>2</sup> O.O.P. Policy 2.1.6.1(c).

<sup>3</sup> O.O.P. Policy 2.1.6.2(d)(ii).

<sup>4</sup> O.O.P. Policy 2.1.6.2(d)(iii).

<sup>5</sup> O.O.P. Policy 2.1.6.2(d)(iv).

<sup>6</sup> O.O.P. Policy 2.1.6.2(d)(v).

<sup>7</sup> O.O.P. Policy 2.1.6.2(d)(vi).

<sup>8</sup> O.O.P. Policy 2.1.6.2(d)(ix).

<sup>9</sup> O.O.P. Policy 2.1.6.2(d)(x).

<sup>10</sup> O.O.P. Policy 2.1.6.2(n).

<sup>11</sup> O.O.P. Policy 2.1.6.2(f).

- (l) Incorporating landscaping and low impact development stormwater measures further to Policy 5.6.10 of the O.O.P. as an integral part of all developments, and encouraging green infrastructure and green building design<sup>12</sup>.
- (m) Ensuring that new development generally fronts or flanks road rights-of-way rather than creating reverse lot frontages<sup>13</sup>.
- (n) Ensuring that where a difference in scale exists between new development and existing stable neighborhoods, particularly low rise residential neighborhoods, the new development will utilize transition strategies through adequate spatial relationships, massing and built form, to achieve a compatible relationship between proposed and existing development, and/or adjacent open spaces. The transition between low-rise residential development and new midrise or high-rise development and/or between Parks and Open Space Areas, should be created through appropriate setbacks, stepbacks and 45 degree angular plane provisions<sup>14</sup>.
- (o) Generally respecting existing lotting patterns, and preserving and connecting open spaces<sup>15</sup>.
- (p) Generally respecting the continuity of front, rear and side yard setbacks and the continuity of the existing streetscape<sup>16</sup>.
- (q) Minimizing overshadowing and overlook on adjacent neighbourhoods<sup>17</sup>.
- (r) Preserving mature high quality trees and ensure replacement of the tree canopy wherever possible<sup>18</sup>.
- (s) Respecting the existing scale, massing, height, character and grades of the surrounding area<sup>19</sup>.
- (t) Ensuring that light pollution abatement measures are implemented<sup>20</sup>.
- (u) Encouraging the assembly of smaller land parcels to create efficient development parcels. The City may not support the piecemeal development of smaller land parcels if such development is consider to impede over the long term the ability to achieve more efficient, compact, intensive development in keeping with the O.O.P.'s intentions for the development of Corridors<sup>21</sup>.

### 3.1.1 Residential

Residential areas will be comprised of a range of residential uses permitted in the IA (Intensification Area) Zones, as appropriate, which are categorized by low-rise, mid-rise and high-rise buildings. Figure 1 identifies the conceptual locations of residential areas within the M.B.C.P. area.

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<sup>12</sup> O.O.P. Policy 2.1.6.2(h).

<sup>13</sup> O.O.P. Policy 2.1.6.2(o).

<sup>14</sup> O.O.P. Policy 2.1.6.2(q).

<sup>15</sup> O.O.P. Policy 6.4.4(a).

<sup>16</sup> O.O.P. Policy 6.4.4(b).

<sup>17</sup> O.O.P. Policy 6.4.4(c).

<sup>18</sup> O.O.P. Policy 6.4.4(d).

<sup>19</sup> O.O.P. Policy 6.4.4(e).

<sup>20</sup> O.O.P. Policy 2.1.6.2(p).

<sup>21</sup> O.O.P. Policy 2.1.6.7.

Development within residential areas shall comply with the relevant policies in Section 2.3 of the O.O.P. Images 1 to 3 below represent examples of low-, medium- and high-rise buildings in Oshawa.

**Image 1: Example of a low-rise building (1720-1800 Simcoe Street North)**



**Image 2: Example of a mid-rise building (1300 Benson Street)**



**Image 3: Example of a high-rise building (30 Adelaide Avenue East)**

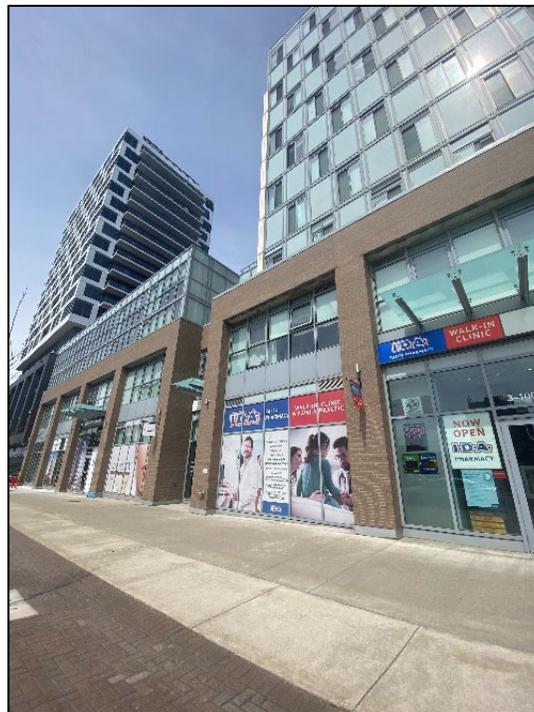


### **3.1.2 Mixed-Use**

The establishment of mixed-use areas within the M.B.C.P. area is fundamental to creating a transit-oriented and walkable community. Mixed-use areas strengthen the urban structure and bring a unique character to the surrounding neighbourhoods.

Creating a mixed-use community can have positive impacts on the local economy by attracting and retaining businesses and increasing local pedestrian traffic. Images 4 and 5 below represent examples of mixed-use buildings in Oshawa.

**Image 4: Example of mixed-use building (80-100 Bond Street East)**



**Image 5: Example of a mixed-use building (70 King Street East)**



### **3.1.3 Commercial**

Commercial uses within the M.B.C.P. area are intended to provide for the higher order shopping needs and accommodate a range of retail, restaurant, entertainment, recreational, cultural, institutional personal service and office uses for the surrounding community. Commercial uses should contribute to the public realm by reflecting the character of the community and be sited to enhance the streetscape. Commercial uses may be within mixed-use buildings or solely located within commercial buildings, provided they comply with the urban design principles in this Plan. Images 6 and 7 below represent examples of commercial uses in Oshawa.

**Image 6: Example of commercial uses (2069 Simcoe Street North)**



**Image 7: Example of commercial uses (2630 Simcoe Street North)**



### **3.2 Public Realm**

This section of the M.B.C.P. provides guidelines for public realm elements along public streets, and within gateway areas and public open spaces. The public realm will connect

with the proposed built form to create a cohesive and connected community within the Block Plan Areas.

Guidelines that apply to the public realm within the Block Plan Areas include:

- (a) Maintaining and enhancing historical streetscapes, including historic main streets, by integrating new forms of development with existing development<sup>22</sup>.
- (b) Ensuring that cultural heritage resources are preserved and enhanced<sup>23</sup>.
- (c) Ensuring development is primarily oriented toward and integrated with the public realm, to promote vibrant, active streetscapes and public spaces and reinforce the importance of the public realm as a focus for safe, inclusive and attractive, high quality urban design<sup>24</sup>.
- (d) Siting buildings to frame the street and create a continuous street wall<sup>25</sup>.
- (e) Incorporating design elements that contribute to complete, active and pedestrian-oriented streets and public places as part of a high-quality public realm through measures such as sidewalks, street furniture, patios, seating areas, street trees, landscaping, wayfinding and gateway features<sup>26</sup>.
- (f) Providing a network of publicly accessible open spaces (e.g., outdoor gathering/sitting spaces) at a range of scales, that are integrated with and complement the public realm<sup>27</sup>.
- (g) Integrating walkways, parkland, community gardens and open space along with the restoration, enhancement and connectedness of any adjacent Key Natural Heritage Features and Key Hydrologic Features in a manner that complements these elements as important components of the public and/or private realms<sup>28</sup>.

### **3.2.1 Gateway Areas**

The M.B.C.P. area is anchored by three gateway areas, located at the Bloor Street and Simcoe Street South intersection, the Bloor Street East and Ritson Road South intersection, and the Bloor Street East and Wilson Road South intersection (see Figures 2 and 3). Gateway areas provide an overall entrance to the Bloor Street and Simcoe Street South corridors and will be focal points for high-density development with enhanced built form to signalize their importance as attractive points of entry to the City. Gateway locations should include welcome signage to create a focal point and enhance the streetscape, as well as the integration of public art and high quality landscaping. Public art at key locations provides opportunities to celebrate the City's cultural heritage attributes and can provide orientation for residents and visitors. Images 8 to 10 below represent examples of gateway area features in Oshawa.

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<sup>22</sup> O.O.P. Policy 2.1.6.2(l).

<sup>23</sup> O.O.P. Policy 2.1.6.2(m).

<sup>24</sup> O.O.P. Policy 2.1.6.2(b).

<sup>25</sup> O.O.P. Policy 2.1.6.2(d)(i).

<sup>26</sup> Envision Durham Policy 5.2.8(a)(iii).

<sup>27</sup> O.O.P. Policy 2.1.6.2(d)(viii).

<sup>28</sup> O.O.P. Policy 2.1.6.2(i).

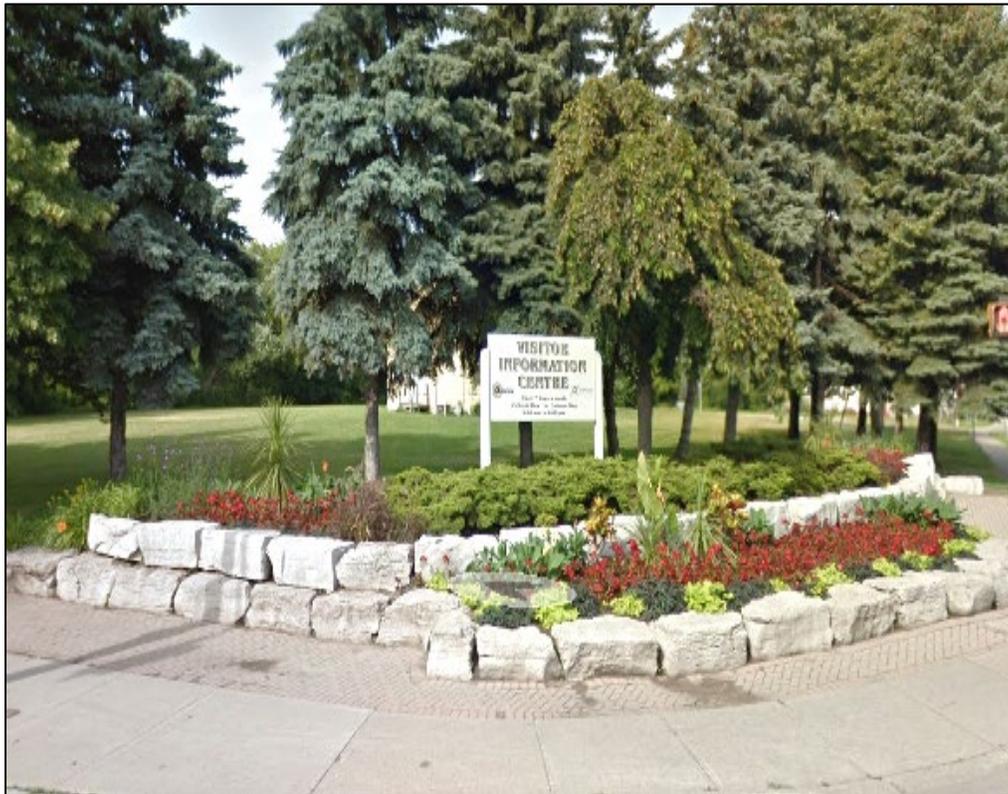
**Image 8: Example of a gateway area (northeast corner of Simcoe Street North and Conlin Road East)**



**Image 9: Example of public art (99 Athol Street East)**



**Image 10: Example of a gateway area (Bloor Street and Simcoe Street South intersection, 2019)**



### **3.2.2 Pedestrian Connections**

The integration of pedestrian connections will provide a pedestrian-oriented corridor with enhanced landscaping and active building frontages, as applicable, contributing to a high quality public realm. The connections will promote safe pedestrian movement with pedestrian-scale lighting and street furniture to connect the various residential, mixed-use and commercial uses within the Block Plan Areas. For the purposes of the M.B.C.P., the locations of pedestrian path connections are illustrative only, and will be further refined as development occurs.

### **3.2.3 Parks and Open Space**

The Study area is in proximity to the Oshawa Creek Valley, including a connection from the Michael Starr Trail to the Joseph Kolodzie Oshawa Creek Bike Path and recreational trail. As intensification and redevelopment occurs within the Study area, new publically accessible open spaces will be required to minimize the impact on the existing infrastructure and provide for more recreational opportunities for people of all ages and abilities. For the purposes of this M.B.C.P., the locations are illustrative only and will be further refined as development occurs. It is anticipated that larger developments will accommodate open spaces, as part of a comprehensive development plan, that achieve the intent of the M.B.C.P. Image 11 below represents an example of public open space elements in Oshawa.

**Image 11: Example of open space with seating and play structure (Dr. Blake Parkette)**



### **3.3 Road Network and Parking**

The following are guidelines that apply to the road network and parking areas within the Block Plan Areas and which reflect an approach to urban design and infrastructure development that takes into account the following:

- (a) Locating parking, driveway aisles and service areas outside of those areas between the street and portions of street-facing building facades subject to minimum and maximum setbacks<sup>29</sup>.
- (b) Potential public transit routes and a sufficient balance of off-street parking in accordance with acceptable design principles and in consideration of the proportion of people anticipated to travel by different means of transportation<sup>30</sup>.
- (c) Design schemes which include common internal vehicular and pedestrian circulation, integration of the location and design of structures, and the integration of parking areas and access points with those of adjacent land uses<sup>31</sup>.
- (d) The type and design of signs related to activities in all areas in order to avoid conflicts with traffic signals and signs, and related to the aesthetics of the environment<sup>32</sup>.

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<sup>29</sup> O.O.P. Policy 2.1.6.2(d)(vii).

<sup>30</sup> O.O.P. Policy 2.1.6.2(j).

<sup>31</sup> O.O.P. Policy 2.1.6.2(g).

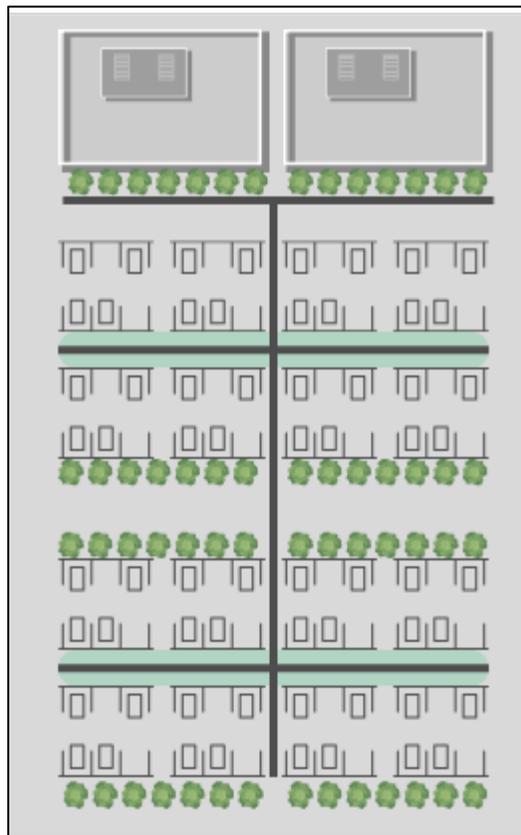
<sup>32</sup> O.O.P. Policy 2.1.6.2(k).

### 3.3.1 Shared Parking Area

The M.B.C.P. proposes a mixed-use community with a range of residential, commercial and institutional uses. While having consideration for the existing development constraints such as the C.N.R. mainline corridor, providing a shared parking area within the required 30 metre setback of the CN rail will support commercial and, in certain instances, residential uses of the community. The conceptual location of shared parking areas is generally consistent with the required 30 metre setback from the C.N.R. mainline corridor. However, the design and access to shared parking areas will be further refined as development occurs.

Shared parking areas between buildings in the M.B.C.P. areas should include medians and islands to increase pedestrian safety within the parking area, connections to promote a “park once” function, and landscape design to reduce runoff and urban heat island effects. Image 12 below represents an example of a shared parking area.

**Image 12: Conceptual shared parking area diagram**



### 3.3.2 Internal Road Network

Consideration of an internal road network within the M.B.C.P. area would help to address several development barriers, including the fragmented parcel fabric and restrictive driveway access along Bloor Street East. An integrated internal vehicular network including shared driveway access would minimize access points onto the arterial road as well as create opportunities for active building frontages and maximize redevelopment opportunities.

## **4.0 Implementation**

The M.B.C.P. and the guidelines contained therein are intended to ensure that new development within the Block Plan Areas is advanced in a manner that is consistent with the goals outlined in Section 1.4 of this plan, and aligned with the existing policies and regulations in the O.O.P. and Zoning By-law, respectively.

The M.B.C.P. should be used as a basis for the review of development applications in the Block Plan Areas. However, the M.B.C.P. should not be interpreted as the only design solution and should not limit unique and creative development opportunities within the Block Plan Areas. In the event that a proposed development does not conform to the M.B.C.P., or where an alternative solution is proposed, the onus is on the applicant to demonstrate that the same design intent and function is achieved, and that the goals as outlined in Section 1.4 of this plan are not compromised. In such cases, the merits of a project should be considered on a case-by-case basis.