

To: Economic and Development Services Committee

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

Report Number: ED-25-02

Date of Report: January 8, 2025

Date of Meeting: January 13, 2025

Subject: Proposed City-Initiated Amendments to the Oshawa Official  
Plan and Zoning By-law 60-94 to Implement Protected Major  
Transit Station Areas

Ward: Ward 5

File: 12-03

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## **1.0 Purpose**

The purpose of this Report is to 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, as amended (the “Zoning By-law”) to implement two (2) Protected Major Transit Station Areas (“P.M.T.S.A.s”):

- The “Thornton’s Corners P.M.T.S.A.”, surrounding the planned Thornton’s Corners GO Station; and,
- The “Central Oshawa P.M.T.S.A.”, surrounding the planned Central Oshawa GO Station.

The subject proposed amendments to the O.O.P. and the Zoning By-law are hereinafter referred to in this Report as the draft “Proposed O.P.A.” and “Proposed Z.B.A.”, respectively.

The objective of the draft Proposed O.P.A. and draft Proposed Z.B.A. is twofold:

- 1) To advance the process to update the O.O.P. in part, through the creation of P.M.T.S.A.s as a new land use designation, spurred by the Province’s approval of the new Durham Regional Official Plan “Envision Durham” on September 3, 2024; and,
- 2) To act on the recommendations of the Integrated Major Transit Station Area Study for Central Oshawa (the “M.T.S.A. Study”), particularly the Land Use Component of the

M.T.S.A. Study, which was completed by the City's consultant, Parsons, in October 2024.

Attachment 1 is a copy of the Planning Justification Report for the Central Oshawa and Thornton's Corners P.M.T.S.A., dated November 2024, prepared by City staff in support of the draft Proposed O.P.A. and draft Proposed Z.B.A. The draft Proposed O.P.A. is attached to the Planning Justification Report as Appendix C. The draft Proposed Z.B.A. is attached to the Planning Justification Report as Appendix D.

Attachment 2 is a copy of correspondence dated November 5, 2024 from the Honourable Paul Calandra, Minister of Municipal Affairs and Housing, to Durham Regional Chair John Henry concerning proposed amendments to Ontario Regulation 525/97 to exempt certain official plan matters from Provincial approval under the Planning Act.

Attachment 3 is a copy of correspondence dated December 23, 2024 from the Honourable Paul Calandra, Minister of Municipal Affairs and Housing, to Oshawa Mayor Dan Carter confirming the amendments to Ontario Regulation 525/97 proposed within the above noted November 5, 2024 correspondence (see Attachment 2) will take effect as indicated.

Attachment 4 is a compilation of correspondence received during the third stage of the M.T.S.A. Study.

Attachment 5 is a copy of Correspondence CNCL-24-91 from Max Lysyk, 1387925 Ontario Ltd. and George Lysyk and Sons Ltd. with respect to Item ED-24-72 regarding the results of Stage 3 of the M.T.S.A. Study. Owing to the size of the document, it is not attached to this Report but can be viewed at the following link: <https://pub-oshawa.escribemeetings.com/filestream.ashx?DocumentId=16478>

## **2.0 Recommendation**

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

1. That Council authorize City staff to initiate the statutory public process under the Planning Act, R.S.O. 1990, c. P.13 for Council to consider proposed City-initiated amendments to the Oshawa Official Plan and Zoning By-law 60-94, generally in accordance with Attachment 1 to said Report; and,
2. That Council direct City staff to request to the Province that the fee for review of the proposed City-initiated amendments by the Ministry of Municipal Affairs and Housing be waived.

## **3.0 Input From Other Sources**

The following have been consulted in the preparation of this Report:

- Chief Administrative Officer
- Commissioner, Corporate and Finance Services Department
- City Solicitor



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 in Q1 2025, pursuant to the Planning Act, on the draft Proposed O.P.A. and draft Proposed Z.B.A. Advertising of the notice for the public meeting will be provided in accordance with the City's Public Notice Policy GOV-23-02.

Several items of correspondence containing comments specific to certain properties in the Central Oshawa P.M.T.S.A. were received during the third stage of the M.T.S.A. Study, including one item (Item CNCL-24-91) which was referred to staff for a response by City Council on June 24, 2024 (see Attachments 3 and 4). Section 4.4.1 of this Report contains a table listing these comments, together with a staff response.

## **4.0 Analysis**

### **4.1 Oshawa Official Plan Review**

On October 28, 2024, Oshawa City Council approved Report ED-24-113 entitled "Update Regarding Imagine Oshawa: Municipal Comprehensive Review of the Oshawa Official Plan." Report ED-24-113 provided an overview of the feedback received to date on the process to update the O.O.P. and provided a comprehensive work plan, consultation and engagement plan, and associated budget implications for the review process.

Report ED-24-113 is available at the following link: <https://pub-oshawa.escribemeetings.com/filestream.ashx?DocumentId=17601>

Council's approval of Report ED-24-113 provided authorization for staff to:

- Prepare a Terms of Reference for a Growth Management Study, including a Land Needs Assessment, as part of the Official Plan Review process.
- Advance a Request for Proposal process to retain a consultant to undertake a Growth Management Study for the Official Plan Review.

Report ED-24-113 also outlined an extensive public consultation undertaking, including a Special Meeting of Council held on April 30, 2024 in the Council Chamber at Oshawa City Hall. At this Special Council Meeting, Council considered Report CNCL-24-41, dated April 24, 2024, which provided background information on the Official Plan Review, including a Discussion Paper.

The Discussion Paper provided background information on the O.O.P. and details regarding the review process, including key themes that will be explored to assist with updating the O.O.P. Owing to the size of the Discussion Paper, the Discussion Paper is not attached to this Report but can be viewed as Attachment 3 to Report CNCL-24-41 available at the following link:  
<https://puboshawa.escribemeetings.com/filestream.ashx?DocumentId=15664>.

As a key component of the O.O.P. review process, staff are initiating the process to designate and establish a policy framework for P.M.T.S.A.s in the O.O.P., spurred by the

Province's approval in part and with modifications of "Envision Durham", the new Durham Regional Official Plan, on September 3, 2024.

## **4.2 Protected Major Transit Station Areas**

The boundaries of the Central Oshawa and Thornton's Corners P.M.T.S.A.s have been delineated by the Region of Durham through Envision Durham. These P.M.T.S.A.s are intended to serve as strategic growth areas surrounding the planned Central Oshawa GO Station (also referred to as "Ritson GO Station" by Metrolinx) and Thornton's Corners GO Station, respectively, two of the four new stations proposed to be constructed as a result of Metrolinx's Oshawa-to-Bowmanville GO Train Extension.

### **4.2.1 Central Oshawa Protected Major Transit Station Area**

The Central Oshawa P.M.T.S.A. 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. The Central Oshawa P.M.T.S.A. also includes certain lands east of Ritson Road South.

While, as noted above, the boundaries of Central Oshawa P.M.T.S.A. are generally consistent with the boundaries outlined by the Region of Durham through Envision Durham, the precise boundaries are outlined within the Proposed Z.B.A. Some evolution of the exact boundaries of the Central Oshawa P.M.T.S.A. has occurred as City staff undertook more fine-grained review of the boundary, including a consideration of the flood plain boundary of the Oshawa Creek Valley.

A Commuter Station representing the Central Oshawa GO Station was previously designated in the O.O.P. at 500 Howard Street (the former Knob Hill Farms site), given that Metrolinx's 2011 Environmental Assessment for the Oshawa-to-Bowmanville Extension proposed a new GO Station in that location. Metrolinx has since prepared a 2023 Addendum to the 2011 Metrolinx Environmental Assessment, generally showing the Central Oshawa GO Station in the same location. A diagram of the Metrolinx-approved rail alignment in the vicinity of the Central Oshawa GO Station and the general location of the Central Oshawa station itself is contained in Appendix J1 of Attachment 1. The exact location for the proposed station has not been released by Metrolinx to date.

### **4.2.2 Thornton's Corners Protected Major Transit Station Area**

The Thornton's Corners P.M.T.S.A. is generally bounded by the Canadian Pacific Kansas City Limited ("C.P.K.C.") mainline to the north, Bristol Crescent and Dorchester Drive to the east, Champlain Avenue and Highway 401 to the south, and the General Motors Rail Spur to the west.

A Commuter Station representing Thornton's Corners GO Station was previously designated in the O.O.P. in a location west of the G.M. Rail Spur, given that Metrolinx's 2011 Environmental Assessment for the Oshawa-to-Bowmanville Extension proposed a new GO Station location west of Thornton Road South, north of Stellar Drive and south of the C.P.K.C. mainline. However, Metrolinx has since prepared a 2023 Addendum to the 2011 Metrolinx Environmental Assessment, generally showing Thornton's Corners GO

Station located at the northerly terminus of Fox Street, north of Laval Drive and south of the C.P.K.C. mainline.

A diagram of the Metrolinx-approved rail alignment in the vicinity of the Thornton's Corners GO Station and the general location of the Thornton's Corners GO Station itself is contained in Appendix J2 of Attachment 1.

### **4.3 Planning Policy Background**

#### **4.3.1 Planning Act, R.S.O. 1990, c. P.13**

On November 5, 2024, Minister of Municipal Affairs and Housing Paul Calandra wrote to Durham Regional Chair John Henry to advise of proposed amendments to Ontario Regulation 525/97 to exempt certain official plan matters from Provincial approval under the Planning Act (see Attachment 2). These amendments are necessary given that as of January 1, 2025, it is proposed that land use planning responsibilities be removed from certain upper tier municipalities including the Region of Durham.

These amendments would exempt most official plan matters of lower-tier municipalities in Durham Region as of January 1, 2025 from the need for provincial approval. However, it is important to note that Provincial approval will continue to be required for official plan amendments establishing, amending, or revoking any policies required as part of a P.M.T.S.A. in accordance with subsections 16(15) or (16) of the Planning Act.

Subsection 16(15) of the Planning Act concerns the identification of P.M.T.S.A.s by single-tier municipalities. This subsection also includes a recent amendment that makes this subsection also apply to "a lower-tier municipality that, for municipal purposes, forms part of an upper-tier municipality without planning responsibilities." This subsection would apply to the City of Oshawa as of January 1, 2025, as per the above noted correspondence, when the Region of Durham will become "an upper-tier municipality without planning responsibilities."

Subsection 16(15) states as follows:

- "(15) The official plan of a single-tier municipality or a lower-tier municipality that, for municipal purposes, forms part of an upper-tier municipality without planning responsibilities may include policies that identify the area surrounding and including an existing or planned higher order transit station or stop as a protected major transit station area and that delineate the area's boundaries, and if the official plan includes such policies, it must also contain policies that,
- (a) identify the minimum number of residents and jobs, collectively, per hectare that are planned to be accommodated within the area;
  - (b) identify the authorized uses of land in the major transit station area and of buildings or structures on lands in the area; and

- (c) identify the minimum densities that are authorized with respect to buildings and structures on lands in the area.”

Subsection 16(16), conversely, relates to the identification of P.M.T.S.A.s by upper-tier municipalities that continue to retain planning responsibilities. As this will not be the case for the Region of Durham as of January 1, 2025, this subsection has no bearing with respect to Durham or Oshawa.

#### **4.3.2 Envision Durham**

The draft Proposed O.P.A. and draft Proposed Z.B.A. are consistent with the policy direction advanced by the Region of Durham through Envision Durham, which was approved by the Province and is in full force and effect as of September 3, 2024.

A consolidated copy of Envision Durham is available at the following link:

<https://www.durham.ca/en/doing-business/resources/Documents/PlanningandDevelopment/Envision-Durham/Approved-Durham-ROP-2024.pdf>

Envision Durham delineates P.M.T.S.A.s across Durham Region in Map 3d, Active Transportation Network. The P.M.T.S.A.s within Envision Durham promote higher density, mixed-use development, while prohibiting certain land-intensive uses which impede the City’s ability to reach prescribed density targets.

The Central Oshawa P.M.T.S.A. and Thornton’s Corners P.M.T.S.A. boundaries as delineated in the draft Proposed O.P.A. and draft Proposed Z.B.A. are generally consistent with the limits of the boundaries delineated by the Region of Durham. Policies 5.2.15 through 5.2.22 of Envision Durham provide policy direction concerning P.M.T.S.A.s.

Additionally, Policy 5.2.23 within Envision Durham requires area municipal official plans (e.g. the O.O.P.) to include detailed policies for each P.M.T.S.A. to achieve a variety of objectives in support of the above-noted policies. The draft Proposed O.P.A. and draft Proposed Z.B.A. have been prepared to satisfy Policy 5.2.23 of Envision Durham.

#### **4.3.3 Bill 131 and GO Station Construction**

On September 25, 2023, the Provincial Government introduced the proposed “GO Transit Station Funding Act” through Bill 131. The legislation enables municipalities to offset the cost of constructing new GO stations themselves through the collection of a “Transit Station Charge” levied from development on lands forming a Transit Oriented Community. In this context, a P.M.T.S.A. would be considered a Transit Oriented Community.

Further background and the Region of Durham’s comments on Bill 131 when it was first proposed are available in Report 2023-COW-38 dated November 15, 2023. Report 2023-COW-38 is available at the following link: <https://pub-durhamregion.escribemeetings.com/filestream.ashx?DocumentId=2513>

As noted in Report 2023-COW-38, on June 15, 2023 Metrolinx awarded a Construction Manager at Risk (“C.M.A.R.”) contract to Bowmanville Construction Partners (a general

partnership between Ledcor CMI Ltd. and Dragados Canada Inc.) Of note, the C.M.A.R. contract does not include the design or construction of the four (4) proposed GO Stations along the Oshawa-to-Bowmanville Extension – Thornton’s Corners, Central Oshawa, Courtice, and Bowmanville.

The GO Transit Station Funding Act, among other items:

- Gives municipalities who choose to fund the construction of new GO stations themselves the ability to collect a Transit Station Charge to be levied on development surrounding a new GO station, as appropriate; and,
- Requires municipalities that choose to enact a Station Charge to undertake a study to set the rate of the Transit Station Charge, establish the land area where the charges will apply, and illustrate any “offsets” for the charge, such as expanded height, density, and use permissions and/or reduced parking requirements.

Report 2023-COW-38 notes that “Under this legislation, the Region could, subject to Council approval, upfront the costs of the new GO Train stations and be paid back from the proceeds of the Transit Station Charge.”

It is City staff’s understanding from Regional staff that the draft Proposed O.P.A. and draft Proposed Z.B.A. would contribute to satisfying elements of the second item noted above, in the event the Region were to advance a Transit Station Charge for the lands surrounding the Central Oshawa and Thornton’s Corners GO Stations. This would allow for both new GO stations in Oshawa to have appropriate “offsets” available to levy a potential Transit Station Charge.

#### **4.4 Major Transit Station Area Study**

The Economic and Development Services Committee considered Report ED-24-72 dated May 29, 2024 containing “Results of Stage 3 of the Integrated Major Transit Station Area Study for Central Oshawa” on June 3, 2024. Council authorized the initiation of Stage 4 of the M.T.S.A. Study on June 24, 2024.

The Land Use Component of the M.T.S.A. Study was completed by the City’s consultant, Parsons, in October 2024. The Land Use Component produced a Land Use Intensification Review which includes the final Land Use Plan and Urban Design Guidelines. Owing to the size of the document, it is not attached to this Report but can be viewed at the following link: [https://www.oshawa.ca/en/business-development/resources/Documents/MTSA\\_LUIR\\_UDG.pdf](https://www.oshawa.ca/en/business-development/resources/Documents/MTSA_LUIR_UDG.pdf)

The draft Proposed O.P.A. and draft Proposed Z.B.A. are intended to implement the recommendations of the Land Use Component for the Central Oshawa P.M.T.S.A. by:

- Expanding land use and built form permissions, generally consistent with the final land use plan;
- Incorporating urban design principles and policy, generally consistent with the Urban Design Guidelines;

- Considering public and stakeholder feedback received throughout the entirety of the M.T.S.A. Study, such as feedback received on the three (3) Land Use Alternatives; and,
- Considering the background studies and reports completed throughout the entirety of the M.T.S.A. Study, such as the Existing Conditions Report and the Socio-economic Environment Report.

The studies and reports noted above are available on the project page for the M.T.S.A. Study at the following link:

[www.oshawa.ca/MTSASStudy](http://www.oshawa.ca/MTSASStudy)

As noted in Report ED-24-72, City staff's initial intention was to report on both the Land Use Component and the Municipal Class Environment Assessment for First Avenue/McNaughton Avenue ("First Avenue/McNaughton Avenue M.C.E.A.") concurrently upon the completion of Stage 4 of the M.T.S.A. Study. However, due to delays related to the consultant's completion of the First Avenue/McNaughton Avenue M.C.E.A., including the 30% detailed road design, and in consideration of the one (1) year appeal exemption period for P.M.T.S.A.s imposed through the Planning Act, which, in the case of the Central Oshawa P.M.T.S.A. and the Thornton's Corners P.M.T.S.A., commenced upon the approval of Envision Durham on September 3, 2024 (as discussed in Section 4.7 of this Report), City staff considered it appropriate to advance the Land Use Component ahead of the completion of Stage 4. Staff anticipate Stage 4 of the M.C.E.A. process will be completed by Parsons in the 2<sup>nd</sup> quarter of 2025.

In lieu of members of the public reviewing and providing comments on the Land Use Component of the M.T.S.A. Study at a future Public Information Centre ("P.I.C.") 4, they instead will have an opportunity to comment on land use matters within the Central Oshawa P.M.T.S.A. through the statutory public process under Planning Act proposed under the recommendation in Section 2 of this Report. This process includes a statutory public meeting of the Economic and Development Services Committee.

To date, all stakeholders, including members of the public, have had an extensive opportunity to comment on land use matters within the Central Oshawa P.M.T.S.A., including three (3) P.I.C.s, the Shape Oshawa Open House, various meetings of Council and the Economic and Development Services Committee, and Advisory Committee meetings.

#### **4.4.1 Property Specific Comments**

Several items of correspondence containing comments specific to certain properties in the Central Oshawa P.M.T.S.A. were received during the third stage of the M.T.S.A. Study, including one item (Item CNCL-24-91) which was referred to staff for a response by City Council on June 24, 2024 (see Attachments 3 and 4).

The following is a table listing the property-specific comments related to land use matters which were raised through these items of correspondence, together with a staff response.

<b>Comment</b>	<b>Staff Response</b>
417, 421 and 437 Storgo Boulevard would be more appropriately zoned as permitting 150 to 300 people and jobs per hectare.	Under the draft Proposed Z.B.A. within Appendix D of Attachment 1 to this Report, 417 to 421 and 437 to 445 Storgo Boulevard are proposed to be zoned CO-B (Central Oshawa), which permits up to 300 units per hectare.
417, 421 and 437 Storgo Boulevard should be subject to a site specific policy to permit self-storage units and the existing three unit apartment building.	City staff are unable to include a site specific policy to permit self storage units as they are explicitly prohibited under Policy 5.2.17 of Envision Durham as a “land-extensive use”.
440 and 444 Centre Street South would be more appropriately zoned as permitting 300 to 600 people and jobs per hectare.	Under the draft Proposed Z.B.A. within Appendix D of Attachment 1 to this Report, 440 and 444 Centre Street South are proposed to be zoned CO-B (Central Oshawa), which permits up to 300 units per hectare.
The balance of the lands along the Olive Avenue corridor, east of Drew Street to Ritson Road South, would be more appropriately zoned as permitting 300 to 600 people and jobs per hectare. In particular, the block incorporating the Ritson School lands should permit 300 to 600 people and jobs per hectare.	Under the draft Proposed Z.B.A. within Appendix D of Attachment 1 to this Report, properties along Olive Avenue between Albert Street and Drew Street are proposed to be zoned CO-C (Central Oshawa), which permits up to 500 units per hectare. Further, properties along the north side of Olive Avenue abutting the Ritson School site are proposed to be within the CO-B Zone, which permits up to 300 units per hectare.
A concept for the active transportation network should be part of the plan, providing a policy foundation for improving the active transportation network.	The draft Proposed O.P.A. within Appendix C of Attachment 1 to this Report provides the policy framework for several active transportation improvements within the Central Oshawa P.M.T.S.A., including strengthening the importance of the Michael Starr Trail, recommending protected cycling lanes on First Avenue/McNaughton Avenue, and supporting east-west linkages to the Joseph Kolodzie Oshawa Creek Bike Path.
555 Simcoe Street South would be more appropriately zoned as permitting over 800 people and jobs per hectare, the highest density permitted within the area.	Under the draft Proposed Z.B.A. within Appendix D of Attachment 1 to this Report, 555 Simcoe Street South is proposed to zoned CO-E (Central Oshawa), which permits up to 1,000 units per hectare, and is one of three (3) areas proposed to permit the highest densities within the Central Oshawa P.M.T.S.A.

Comment	Staff Response
	Together with the Central Oshawa GO Station site (500 Howard Street) and the First Avenue Developments site (144/155 First Avenue), these three (3) areas are identified to be planned as “Gateway Landmark Sites”, representing the southern gateway into the City’s urban centre for those arriving via either Highway 401 at Simcoe Street South or the Central Oshawa GO Station.
Concerning the portion of 135 Bruce Street located south of the future John Street East – Eulalie Avenue Extension, more details on policy specifics are required, above those shown within the Land Use and Intensification Review prepared by Parsons. Generally, the property owner is in support of the intensification of these lands, but requests a greater understanding of the permitted uses and anticipated densities for the different land use categories.	Under the draft Proposed Z.B.A. within Appendix D of Attachment 1 to this Report, the subject portion of 135 Bruce Street is proposed to be zoned CO-B (Central Oshawa), which permits up to 300 dwelling units per hectare, requires a minimum height of 3 storeys and a maximum height of 12 storeys, and permits the following land uses, subject to certain proposed regulations within the Proposed Z.B.A.: <ul style="list-style-type: none"> <li>▪ Apartment building</li> <li>▪ Convenience store</li> <li>▪ Day care centre</li> <li>▪ Flat</li> <li>▪ Personal service establishment</li> <li>▪ Private school</li> <li>▪ Professional office</li> <li>▪ Retail store</li> <li>▪ Restaurant</li> </ul>

#### 4.5 Planning Justification Report

The purpose of the draft Proposed O.P.A. and draft Proposed Z.B.A. is to develop a policy framework to guide future development in suitable locations and create the opportunity for appropriate types of built form within the Central Oshawa and Thornton’s Corners P.M.T.S.A.s. The preparation of a Planning Justification Report in support of the draft Proposed O.P.A. and draft Proposed Z.B.A. included a fulsome review of the relevant policies and existing conditions in each P.M.T.S.A., including:

- A review of relevant Provincial and Regional policies;
- A review of the local municipal policy context as it relates to the respective P.M.T.S.A.s;
- A review of the existing parcel fabric and identification of challenges to achieving higher densities and transit-oriented development, where existent; and,
- A review of current residential and employment densities within the respective P.M.T.S.A.s.

For the Central Oshawa P.M.T.S.A., much of the above-noted review was conducted by Parsons through the completion of the Land Use Component of the M.T.S.A. Study.



The Planning Justification Report:

- Reviews the existing policy framework and contextual conditions of the P.M.T.S.A.s as they relate to intensification and transit-oriented development;
- Identifies the minimum number of residents and jobs, collectively, per hectare that are planned to be accommodated;
- Establishes minimum densities that are required with respect to buildings and structures on lands in each area;
- Outlines the rationale for the shift to a more compact built form and a diverse range and mix of housing options in support of transit-oriented development around the planned Central Oshawa and Thornton's Corners GO Stations; and,
- Recommends Official Plan and Zoning By-law amendments.

#### **4.6 Proposed Amendments**

Generally, the purpose of the draft Proposed O.P.A. is to:

- Permit the development of a mix of transit-supportive land uses, including residential uses, in the Thornton's Corners P.M.T.S.A.;
- Create a new "Central Oshawa P.M.T.S.A." land use designation in Part I of the O.O.P., which would permit an overall expanded suite of land uses in the Central Oshawa P.M.T.S.A. as well as provide support for intensified height and density in new development; and,
- Update the O.O.P. to be consistent with:
  - Metrolinx's latest stations/corridor planning;
  - Envision Durham, including:
    - I. The addition of P.M.T.S.A.s which promote higher density, mixed-use development, while prohibiting certain automobile-oriented and land-intensive uses which impede the City's ability to reach prescribed density targets; and,
    - II. The delineation of the Central Oshawa P.M.T.S.A. and the Thornton's Corners P.M.T.S.A.
  - Provincial policies and plans, including the Planning Act and the newly approved Provincial Planning Statement, which came into effect on October 20, 2024.

Generally, the purpose of the draft Proposed Z.B.A. is to:

- Permit the development of a mix of transit-supportive land uses, including residential uses, in the Thornton's Corners P.M.T.S.A.;

- Create a new “Central Oshawa” zone, which would permit an overall expanded suite of land uses in the Central Oshawa P.M.T.S.A. as well as permit intensified height and density in new development;
- Remove minimum parking requirements for any development occurring in both the Central Oshawa and Thornton’s Corners P.M.T.S.A.s as required under the Planning Act;
- Apply an appropriate holding symbol to ensure that development within the Central Oshawa P.M.T.S.A. does not preclude or impede the planned future widening/alignment of First Avenue/McNaughton Avenue, given that the detailed design parameters of this widening/alignment are unknown pending the finalization of the First Avenue/McNaughton Avenue Municipal Class Environmental Assessment, which is expected to be completed by Spring 2025; and,
- Apply an appropriate holding symbol to ensure that the development within the Central Oshawa and Thornton’s Corners P.M.T.S.A.s contributes to the funding of the Central Oshawa and Thornton’s Corners GO Stations, respectively, through the GO Transit Station Funding Act, 2023, in the event a Transit Station Charge is implemented by the Region of Durham.

#### **4.7 Rationale for Advancing the Draft Proposed Amendments**

Advancing the draft Proposed O.P.A. and draft Proposed Z.B.A. for P.M.T.S.A.s as matters separate from the other components of the O.O.P. review process is appropriate given that Subsection 34(19.9) of the Planning Act requires zoning of lands within M.T.S.A.s to be updated within one (1) year of the designation of P.M.T.S.A.s within Official Plans in order to maintain their exemption from appeal.

The Central Oshawa and Thornton’s Corners P.M.T.S.A.s were delineated and designated by the Region of Durham through Envision Durham and approved by the Province on September 3, 2024. Accordingly, the City has until September 4, 2025 to update Zoning By-law 60-94 to implement updated zoning regulations for lands within the P.M.T.S.A.s, or else face the possibility of appeal of the proposed zoning changes. Given that the full work plan of the O.O.P. review will not be completed prior to September 4, 2025, this Report is being advanced ahead of the remainder of the O.O.P. review process.

Further rationale for staff’s recommendation under Section 2 of this Report is as follows:

- The draft Proposed O.P.A. and draft Proposed Z.B.A. would complement the policy direction advanced by the Region of Durham through Envision Durham, as outlined in Section 4.3.2 of this Report;
- The draft Proposed O.P.A. and draft Proposed Z.B.A. assist with the City’s efforts to expeditiously increase Oshawa’s housing supply and promote the development of complete communities in Oshawa;

- If the Region of Durham were to advance a Transit Station Charge for the lands surrounding the Central Oshawa and Thornton's Corners GO Stations, the draft Proposed O.P.A. and draft Proposed Z.B.A. would help satisfy the requirement to:
  - Establish the land area where the charges will apply; and,
  - Illustrate any "offsets" for the charge, such as expanded height, density, and use permissions and/or reduced parking requirements.

## **5.0 Financial Implications**

Financial implications associated with the recommendation in this Report consist of:

- Costs to issue public meeting notices to all landowners within the Central Oshawa and Thornton's Corners P.M.T.S.A.s, and to relevant public bodies and stakeholders; and,
- Any other expenses associated with the public consultation described in Section 3.0 of this Report.

These costs can be funded from the appropriate Departmental budget.

Additionally, the Ministry of Municipal Affairs and Housing ("M.M.A.H.") has advised that a review fee of \$14,065 may apply to the Provincial review of the proposed City-initiated amendments. This cost was not anticipated by City staff given that, typically, fees for inter-governmental reviews of City-initiated amendments are waived by the review authority (e.g. the Region of Durham). Under Section 69.1 (2) of the Planning Act, the Province may waive (or reduce) the payment of such review fees. Therefore, staff have recommended under Section 2.0 of this Report that staff be directed to request to M.M.A.H. that this fee be waived.

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

This Report responds to the Oshawa Strategic Plan Priority Area:

"Belong: Inclusive and Healthy Community" with the goal to support sustainable and safe modes of transportation, including active transportation.



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Planning Services



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



## **Planning Justification Report**

Central Oshawa Protected Major Transit Station Area,  
Thornton's Corners Protected Major Transit Station Area, and  
Amendments to the Oshawa Official Plan and Zoning By-law 60-94

November 2024

Prepared by the City of Oshawa Economic and Development Services Department



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## 1.0 Introduction

City of Oshawa Economic and Development Services staff have prepared this Planning Justification Report in support of proposed City-initiated amendments to the Oshawa Official Plan (the “O.O.P.”) and Zoning By-law 60-94, as amended (the “Zoning By-law”), for the lands forming the Central Oshawa Protected Major Transit Station Area (“Central Oshawa P.M.T.S.A.”) and the Thornton’s Corners Protected Major Transit Station Area (“Thornton’s Corners P.M.T.S.A.”) in the City of Oshawa (collectively referred to as the “P.M.T.S.A.s” – see Appendix A).

The P.M.T.S.A.s are focused on two of four GO Stations planned for the Lakeshore East GO Rail Extension to Bowmanville (the “Bowmanville GO Rail Extension”). The Central Oshawa P.M.T.S.A. is focused on the future Central Oshawa GO Station, also referred to by Metrolinx as “Ritson GO Station”, planned to be located at 500 Howard Street. The Thornton’s Corners P.M.T.S.A. is focused on the future Thornton’s Corners GO Station, planned to be located generally at the northerly terminus of Fox Street.

The P.M.T.S.A.s as depicted in Appendix A are consistent with the limits of the P.M.T.S.A.s delineated by the Region of Durham through the Municipal Comprehensive Review (the “M.C.R.”) of the Durham Regional Official Plan, also referred to as “Envision Durham.”

On May 17, 2023, Durham Regional Council adopted Envision Durham, as amended. On September 3, 2024, the Province approved (in part, with modifications) Envision Durham.

The purpose of the City’s proposed amendments to the O.O.P. and Zoning By-law – hereinafter referred to as the draft “Proposed O.P.A.” and draft “Proposed Z.B.A.”, respectively – is to:

- Create a new “Central Oshawa P.M.T.S.A.” land use designation in Part I of the O.O.P. and a new zone in the Zoning By-law for the Central Oshawa P.M.T.S.A., which would permit an overall expanded suite of land uses as well as provide support and permission for intensified height and density in new development;
- Permit the development of a mix of transit-supportive uses, including residential uses, in the Thornton’s Corners P.M.T.S.A.;
- Adopt new urban design guidelines for new development and streetscapes in P.M.T.S.A.s;
- Update the O.O.P. to be consistent with:
  - Metrolinx’s latest stations/corridor planning;

- Envision Durham, including;
  - I. The addition of P.M.T.S.A.s which promote higher density, mixed-use development, while prohibiting certain land-intensive uses which impede the City’s ability to reach prescribed density targets; and,
  - II. The delineation of the Central Oshawa P.M.T.S.A. and the Thornton’s Corners P.M.T.S.A.
- Provincial policies and plans, including the Planning Act, R.S.O. 1990, c. P.13 (the “Planning Act”) and the newly approved Provincial Planning Statement (the “P.P.S.”), which came into effect on October 20, 2024;
- Remove minimum parking requirements for any development occurring in both P.M.T.S.A.s as required under the Planning Act; and,
- Apply new holding symbols for the P.M.T.S.A.s in the Zoning By-law to ensure that:
  - Development within the Central Oshawa P.M.T.S.A. does not preclude or impede the planned future widening of First Avenue/McNaughton Avenue, given that the detailed design parameters of this widening are unknown pending the finalization and Council’s approval of the First Avenue/McNaughton Avenue Municipal Class Environmental Assessment, which is expected to be completed by Spring 2025; and,
  - Development within the P.M.T.S.A.s contributes to the funding of the Central Oshawa and Thornton’s Corners GO Stations, respectively, through the GO Transit Station Funding Act, 2023, in the event a Transit Station Charge is implemented by the Region of Durham.

The purpose of this Planning Justification Report (the “Report”) is to establish a professional planning rationale for the draft Proposed O.P.A. and draft Proposed Z.B.A. by demonstrating how they conform to applicable planning policy documents on a local, Regional, and Provincial level, and good planning principles.

The City’s overarching goal is to support and guide transit-oriented development and intensification of uses adjacent to GO Stations on the Bowmanville GO Rail Extension in Oshawa. Staff note that Provincial, Regional, and local-level policy all support the location of intensified forms of housing and employment adjacent to transit stations.

## 2.0 Site Context

The following subsections provide an overview of the existing site context for both P.M.T.S.A.s. Appendix A contains maps showing the boundaries of the P.M.T.S.A.s. P.M.T.S.A.s are intended to serve as “Strategic Growth Areas” surrounding planned transit stations.

### 2.1 Central Oshawa Protected Major Transit Station Area

The Central Oshawa P.M.T.S.A. 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. The Central Oshawa P.M.T.S.A. also includes certain lands east of Ritson Road South, as generally depicted in Appendix A.

Appendix E to this Report contains site photos of the Central Oshawa P.M.T.S.A. The photos show the existing area context, including:

- Mostly single and two storey detached houses, with some modest infill (e.g. duplexes and triplexes);
- Some larger residential buildings (e.g. mid-rise apartment buildings), with no buildings taller than nine (9) storeys;
- Mostly smaller retail shops and restaurants along the commercial thoroughfares of Simcoe Street South and Ritson Road South (south of the Canadian Pacific Kansas City [“C.P.K.C.”] mainline);
- Some larger commercial outlets such as the Oshawa Market, Dollarama, and Planet Fitness in a commercial plaza located at 555 Simcoe Street South;
- Some smaller office establishments located mostly within single detached dwellings converted into offices, closer to the Downtown core; and,
- A number of religious institutions/places of worship/cultural halls scattered across the P.M.T.S.A., including several identified by the City’s Heritage Oshawa Advisory Committee as having potential for designation under the Ontario Heritage Act, R.S.O. 1990. c. O.18 (the “Ontario Heritage Act”).

The photos in Appendix E also show built form and development patterns that favour users of personal automobiles over all other modes, with one-way streets (i.e. Albert Street and Celina Street, north of Olive Avenue), large surface parking areas, no cycling lanes, narrow (or absent) sidewalks, and building entrances oriented away from the pedestrian realm.

## **2.2 Thornton's Corners Protected Major Transit Station Area**

The Thornton's Corners P.M.T.S.A. is generally bounded by the C.P.K.C. mainline to the north, Bristol Crescent and Dorchester Drive to the east, Champlain Avenue and Highway 401 to the south, and the General Motors rail spur owned by C.P.K.C. (hereinafter referred to as the "G.M. Rail Spur") to the west.

Appendix E to this Report contains site photos of the Thornton's Corners P.M.T.S.A. The photos show the existing area context, consisting primarily of single storey retail and restaurant buildings, as well as some larger commercial outlets such as Walmart and Rona+. Residential development is limited to the area east of Stevenson Road South.

The photos in Appendix E also show built form and development patterns that heavily favour users of personal automobiles over all other modes, with expansive surface parking areas, no cycling lanes, and no public transit access internal to the commercial centre.

## **3.0 Existing Policy**

The following subsections provide an overview of the existing policy context for both P.M.T.S.A.s.

### **3.1 Planning Act**

Appendix F contains excerpts from the Planning Act which are relevant to the discussion of P.M.T.S.A.s, how they are created, and their purpose.

Under the Planning Act, the Central Oshawa P.M.T.S.A. and the Thornton's Corners P.M.T.S.A. are defined P.M.T.S.A.s, and therefore subject to those sections of the Planning Act contained in Appendix F. Recent changes to the Planning Act have stipulated that existing minimum parking requirements within Official Plan policies or zoning by-laws have no effect within P.M.T.S.A.s. The draft Proposed Z.B.A. includes changes to parking requirements in the P.M.T.S.A.s to be consistent with the requirements of the Planning Act.

### **3.2 Provincial Planning Statement**

Appendix G contains policy excerpts from the P.P.S. (2024) which are relevant to the discussion of P.M.T.S.A.s, how they are created, and their purpose.

Under the P.P.S., the Central Oshawa P.M.T.S.A. and the Thornton's Corners P.M.T.S.A. are defined Major Transit Station Areas within defined Strategic Growth Areas, and therefore subject to those policies of the P.P.S. contained in Appendix G. These policies provide guidance and support for mixed-use, transit-oriented development and the intensification of land uses in areas surrounding higher order transit. The P.P.S. includes a definition for "higher order transit", which has been provided in Appendix G.

### **3.3 Durham Regional Official Plan (Envision Durham)**

On May 17, 2023, Durham Regional Council adopted the new Regional Official Plan, as amended, known as and hereinafter referred to as "Envision Durham". On September 3, 2024, the Province approved (in part, with modifications) Envision Durham.

Appendix H contains policy excerpts from Envision Durham which are relevant to the discussion of P.M.T.S.A.s, how they are created, and their purpose.

Under Envision Durham, the Central Oshawa P.M.T.S.A. and the Thornton's Corners P.M.T.S.A. are defined P.M.T.S.A.s, and therefore subject to the Envision Durham policies contained in Appendix H.

Now that Envision Durham has been approved by the Province and is in force and effect, it is a requirement of the Planning Act that the O.O.P. be updated through the City's own Official Plan Review process to ensure conformity with Envision Durham.

### **3.4 Oshawa Official Plan**

Appendix I contains policy excerpts from the O.O.P. which are relevant to the discussion of P.M.T.S.A.s, how they are created, and their purpose.

#### **3.4.1 Residential**

The majority of the Central Oshawa P.M.T.S.A. is designated as Residential.

Portions of the Thornton's Corners P.M.T.S.A., east of Stevenson Road South, are designated as Residential.

Areas designated as Residential in the O.O.P. are intended to be predominantly used for residential dwellings. In addition, subject to the relevant policies of the O.O.P. and the inclusion of appropriate provisions in the Zoning By-law, other land uses may be permitted as follows:

- Community uses such as schools, places of worship, nursing homes, homes for the aged, day care centres and libraries, that by nature of their activity, scale and design, are compatible with residential uses;
- Community gardens, allotment gardens, parks, open space and recreational uses having a community or neighbourhood level service area;
- Convenience Commercial Centres;
- Limited office, retail and personal service uses;
- Convenience stores;
- Home occupation uses; and,
- Bed and breakfast establishments and group homes.

#### **3.4.2 Planned Commercial Strip**

A portion of the Central Oshawa P.M.T.S.A. is designated as Planned Commercial Strip. These lands generally include the commercial properties with frontage along Ritson Road South between Kitchener Avenue and Highway 401, and a variety of properties along Simcoe Street South between John Street and Highway 401.

No properties designated as Planned Strip Commercial are located in the Thornton's Corners P.M.T.S.A.

Areas designated as Planned Commercial Strip are encouraged to consolidate into nodes in accordance with good urban design principles and with common internal pedestrian and vehicular circulation, common ingress and egress for traffic and access to arterial roads only by collector roads or existing local roads, wherever feasible.

Areas designated as Planned Commercial Strip permit commercial uses that, by nature of their function, require direct access or exposure afforded by frontage on an arterial road. In addition, limited office development and limited retail and personal service uses are permitted in areas designated as Planned Commercial Strip provided that such uses are compatible with their surroundings and do not detrimentally affect the development and function of Central Areas and Corridors. Generally, the gross retail and personal service use components of Planned Commercial Strip developments is not intended to exceed 1,400 square metres (15,070 sq. ft.) of floor space. Mixed commercial-residential and residential developments without a commercial component may be permitted within areas designated as Planned Commercial Strip subject to the inclusion of appropriate policies in the Zoning By-law and any other relevant policies of the O.O.P.

### **3.4.3 Planned Commercial Centre**

A portion of the Central Oshawa P.M.T.S.A. is designated as Planned Commercial Centre. These lands generally include the Oshawa Market Plaza at 555 Simcoe Street South, and the planned Central Oshawa GO Station site at 500 Howard Street.

No properties designated as Planned Commercial Centre are located in the Thornton's Corners P.M.T.S.A.

Areas designated as Planned Commercial Centre are intended to be developed as shopping centres within Central Areas. Areas designated as Planned Commercial Centre shall permit commercial uses that are related to the type and function of respective shopping centres as shown on Table 1 of the O.O.P.

In addition, parks and recreational uses, medium and high-density residential uses, mixed-use developments and community uses such as day care centres, places of worship and libraries may be permitted in areas designated as Planned Commercial Centre provided such uses are compatible with surrounding land uses and subject to the inclusion of appropriate policies in the Zoning By-law and any other relevant policies of the O.O.P.

The City encourages existing shopping centres to be redeveloped with a full array of compatible uses, particularly residential uses.

The size and scale of Planned Commercial Centre developments is related to the respective Central Area in which such developments are located. The classification of shopping centres is provided in Table 1 of the O.O.P., which serves as a general guideline in determining the type and function of respective Planned Commercial Centres.

The City encourages the establishment of a functional hierarchy of Planned Commercial Centres related to the trade area population of respective commercial centres, the arterial road and public transit systems, and to the convenient travel distance associated with each type of centre and market area.

When an existing Planned Commercial Centre is established at a given location, preference is given to its expansion rather than to the development of a new Planned Commercial Centre in the same general vicinity.

#### **3.4.4 Special Purpose Commercial**

A small portion of the Central Oshawa P.M.T.S.A. is designated as Special Purpose Commercial. This area is generally located north of Kitchener Avenue, east of Ritson Road South.

The majority of the Thornton's Corners P.M.T.S.A., i.e. the entirety of the area situated west of Stevenson Road South, is designated as Special Purpose Commercial.

Areas designated as Special Purpose Commercial are generally intended to serve those specialized needs of residents on an occasional basis with services and facilities which generally require large parcels of land and exposure to traffic. Such areas shall be encouraged, wherever possible, to consolidate into nodes in accordance with good design principles with specific emphasis on common internal pedestrian and vehicular circulation and access to arterial roads only by collector roads or existing local roads, wherever feasible.

Areas designated as Special Purpose Commercial permit commercial uses such as recreational clubs, automotive sales and services, restaurants, motels, hotels, building supply yards, furniture and major appliance sales, and other similar types of uses.

Financial establishments, professional offices and other personal service uses are permitted in Special Purpose Commercial areas, provided that such uses do not detract from the function of the Special Purpose Commercial area or Central Area, subject to the inclusion of appropriate provisions in the Zoning by-law.

Outdoor storage uses and display areas may, subject to the inclusion of appropriate provisions in the Zoning by-law, be permitted within areas designated as Special Purpose Commercial.

#### **3.4.5 Open Space and Recreation**

A portion of the Central Oshawa P.M.T.S.A. is designated as Open Space and Recreation. This area is generally located along the Oshawa Creek corridor, west of Centre Street South.

No properties designated as Open Space and Recreation are located in the Thornton's Corners P.M.T.S.A.



Areas designated as Open Space and Recreation generally include components of the Natural Heritage System, valley lands, conservation areas, marshes, scenic vistas, the Lake Ontario waterfront, parts of the Oak Ridges Moraine and other natural environments, and recreational resources including Regional and City level parks.

Areas designated as Open Space and Recreation within the Major Urban Area are intended to predominantly be used for recreation, conservation, reforestation, cemeteries, allotment gardens, community gardens, nursery gardening, existing golf courses and campgrounds. Such uses should have regard for the natural environment and be compatible with their surroundings. Where appropriate, areas designated as Open Space and Recreation should provide opportunities for physical activity, such as walking and cycling, including connections in support of the City's active transportation network.

### **3.4.6 Regeneration Area/Industrial**

A portion of the Central Oshawa P.M.T.S.A. containing the former PPG factory at 144/155 First Avenue is designated as Industrial with a Regeneration Area overlay.

There are no properties designated as Industrial or having a Regeneration Area overlay in the Thornton's Corners P.M.T.S.A.

Industrial areas are intended for uses whose nature and/or business needs may require access to highway, rail and/or shipping facilities, separation from sensitive land uses, or which benefit from locating in proximity to similar uses. A classification of industrial areas is provided in Table 3 of the O.O.P. The provisions of Table 3 are intended to serve as a general guideline in the development of industrial areas and in the preparation of zoning by-laws. Areas designated as Industrial shall generally be used for manufacturing, warehousing and storage, assembly, processing including reclaiming and recycling, research and development facilities, corporate offices, utility functions and transportation terminals.

Lands identified as Regeneration Areas and having an underlying Industrial designation shall remain subject to the policies of the O.O.P. for areas designated as Industrial pending further planning studies by the City, the Region or proponent of development to determine appropriate land use alternatives, in accordance with the provisions of Official Plan Policy 2.4.2.5. A "Regeneration Area" means an area identified 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.

Pursuant to O.O.P. Policy 7.2.19, the City shall support and promote the rejuvenation, redevelopment and renewal of Central Areas, Regeneration Areas and undeveloped or previously developed sites that may be contaminated.

### **3.4.7 Downtown Main Central Area**

The portion of the Central Oshawa P.M.T.S.A. situated west of Ritson Road South is located within the delineated “Main Central Area Boundary” for Downtown Oshawa.

The Downtown Main Central Area (the “Downtown M.C.A.”) is generally centered around the intersection of Simcoe Street and King Street and is planned as the main concentration of mixed-use urban development within the City, and the primary and priority locations for public investment, including public buildings and community facilities and services.

The Downtown M.C.A. includes the Downtown Oshawa Urban Growth Centre (the “D.O.U.G.C.”) as shown on Schedule ‘A’, Land Use, of the O.O.P. The remainder of the Downtown M.C.A. is intended to function in a complementary capacity but generally at a smaller scale than the D.O.U.G.C., with a reciprocal emphasis on major office, retail, business, personal and administrative services, residential, institutional, recreational, cultural and entertainment uses. This area is currently intended to support an overall long-term density target of at least 75 residential units per gross hectare (30.35 residential units/gross ac.) and a Floor Space Index of 2.5.

### **3.4.8 Transit Priority Network**

A “Transportation Hub – Defined Geographic Area” designation surrounds the Central Oshawa GO Station Commuter Station designation on Schedule 'B-1', Transit Priority Network, of the O.O.P. The Commuter Station designation for the Central Oshawa GO Station is shown at 500 Howard Street.

A Transportation Hub does not currently surround the Thornton’s Corners GO Station Commuter Station designation in the O.O.P.

It is the intent of the O.O.P. to ensure that lands surrounding Commuter Stations are used for development that complements and optimizes the support of transit services. An area of influence surrounding a Commuter Station is intended to consist of a mix of land uses at higher densities, in a compact, intensive urban form, to facilitate the provision and use of transit.

The area of influence surrounding the Central Oshawa GO Station Commuter Station has been specifically identified as a Transportation Hub where different modes of transportation, including walking, cycling and riding transit, are planned to come together seamlessly and where there will be an intensive concentration of working, living, shopping and/or playing. As a primary focal point of the public transportation system, the Central Oshawa Transportation Hub is intended to be a place of high connectivity and shall comprise a major Commuter Station and surrounding area that can be traversed by foot and bicycle in a convenient, safe, accessible and comfortable manner.

A Commuter Station representing Thornton’s Corners GO Station is currently shown on Schedule ‘B-1’, Transit Priority Network, of the O.O.P. located west of the G.M. Rail

Spur with a Deferral symbol. The siting of this station was based on Metrolinx’s 2011 Environmental Assessment which showed the Thornton’s Corners GO Station located west of Thornton Road South, north of Stellar Drive and south of the C.P.K.C. mainline. However, Metrolinx has since prepared a 2023 addendum to the 2011 Metrolinx Environmental Assessment Addendum generally showing the Thornton’s Corners GO Station located at the northerly terminus of Fox Street, north of Laval Drive and south of the C.P.K.C. mainline. A diagram of the Metrolinx-approved rail alignment in the vicinity of the Thornton’s Corners GO Station and the general location of the Thornton’s Corners station itself is contained in Appendix J.

The Central Oshawa P.M.T.S.A. is bisected by a Regional Transit Spine along Simcoe Street South and Centre Street South (from John Street to Fairbanks Street) as shown on Schedule 'B-1', Transit Priority Network, of the O.O.P.

### 3.5 City of Oshawa Zoning By-law 60-94

Appendix B contains a map showing the current zoning within the boundaries of the P.M.T.S.A.s.

#### 3.5.1 Zoning Categories

Table 1 below summarizes the categories of existing zones found in each P.M.T.S.A., together with their frequency.

**Table 1: Zoning Category and Frequency in Protected Major Transit Station Areas**

<b>Zone Category</b>	<b>Central Oshawa P.M.T.S.A.</b>	<b>Thornton’s Corners P.M.T.S.A.</b>
Automobile Service Station (SSC)	SSC-A = 1 property SSC-B = 1 property SSC-C = 1 property	None
Community Institutional (CIN)	19 properties	None
Convenience Commercial (CC)	2 CC-B properties	None
Future Development (FD)	3 properties	2 properties
General Industrial (GI)	2 properties	None
Open Space (OSH or OSP)	OSH = 2 properties OSP = 5 properties	None
Planned Commercial Centre (PCC)	PCC-B = 1 property PCC-C = 1 property	None
Planned Strip Commercial (PSC)	142 PSC-A properties	None

<b>Zone Category</b>	<b>Central Oshawa P.M.T.S.A.</b>	<b>Thornton's Corners P.M.T.S.A.</b>
Residential (R)	R1 = 78 properties R2 = 879 properties R3 = 556 properties R4 = 10 properties R5 = 578 properties R6 = 295 properties R7 = 467 properties R8 = 1 property	R4 = 2 properties R6 = 1 property
Specialized Office (SO)	4 SO-B properties	None
Special Purpose Commercial (SPC)	16 SPC-A properties	7 SPC-A properties 4 SPC-B properties
Office Conversion (OC)	2 OC-B properties	None

Appendix K contains a full list and description of all existing standard zones found within either the Central Oshawa P.M.T.S.A. or the Thornton's Corners P.M.T.S.A., or both.

**3.5.2 Site Specific Zones**

Appendix L contains a list of all existing site specific zones found within either the Central Oshawa P.M.T.S.A. or the Thornton's Corners P.M.T.S.A.

**3.5.3 Holding Symbols**

Holding symbols are a tool authorized pursuant to Section 36 of the Planning Act that can be used by a municipality to restrict development on affected lands until certain conditions are met.

There are a variety of existing holding symbols within the Central Oshawa and Thornton's Corners P.M.T.S.A.s. Appendix M contains a list of all applicable holding symbols in the P.M.T.S.A.s and their defined purpose in the Zoning By-law.

## 4.0 Proposed Official Plan Amendments

The following subsections provide an overview of the contents of the draft Proposed O.P.A. attached to this Planning Justification Report as Appendix C.

### 4.1 Creation of Protected Major Transit Station Areas

The Central Oshawa and Thornton's Corners P.M.T.S.A.s were delineated by the Region of Durham through Envision Durham (see Section 3.3 above and Appendix H) which was approved by the Province (in part, with modifications) on September 3, 2024. In order to ensure conformity with both Regional and Provincial policy directives, the O.O.P. must be updated to delineate and designate the P.M.T.S.A.s.

The draft Proposed O.P.A. would replace Sections 2.1.7 and 2.1.8 in the O.O.P. concerning Transportation Hubs and Commuter Stations with two (2) new sections containing policies for P.M.T.S.A.s, labelled "**Protected Major Transit Station Areas – General**" and "**Protected Major Transit Station Areas – Planning Criteria.**" The draft Proposed O.P.A. would:

- Update Schedule 'B-1', Transit Priority Network, to:
  - Add "Protected Major Transit Station Area" and remove "Transportation Hub – Defined Geographic Area" and "Transportation Hub – Undefined Geographic Area" from the schedule legend;
  - Remove the "Transportation Hub – Defined Geographic Area" from Central Oshawa and "Transportation Hub – Undefined Geographic Area" from the Windfields Area; and,
  - Delineate the boundaries of the Central Oshawa P.M.T.S.A. and the Thornton's Corners P.M.T.S.A. as "Protected Major Transit Station Areas" on the schedule, consistent with the boundaries shown in Envision Durham;
- Provide policy guidance and planning criteria for P.M.T.S.A.s within the new Sections 2.1.7 and 2.1.8, including the promotion of higher density, transit-supportive mixed-use development, and the prohibition of certain automobile-oriented and land-extensive uses in accordance with Envision Durham which impede the City's ability to reach prescribed density targets.

### 4.2 Create a New "Central Oshawa P.M.T.S.A." Land Use Section and Designation for the Central Oshawa Protected Major Transit Station Area

The draft Proposed O.P.A. would introduce a new "Central Oshawa P.M.T.S.A." land use designation. This designation would permit an overall expanded suite of

commercial land uses and support intensified height and density in new residential and mixed-use development.

The “Central Oshawa P.M.T.S.A.” designation would encompass the entire Central Oshawa P.M.T.S.A. It would require the creation of a new subsection under Section 2 of the O.O.P. It would also be subject to the policies of new Section 2.1.7 and 2.1.8 as referenced in Section 4.1 above.

Similar to the P.M.T.S.A. policy guidance discussed in Section 4.1 above, the Central Oshawa P.M.T.S.A. designation would encourage higher density, mixed-use development, and prohibit certain automobile-oriented and land-extensive uses.

#### **4.3 Change Special Purpose Commercial to Planned Commercial Centre in the Thornton’s Corners Protected Major Transit Station Area**

The draft Proposed O.P.A. would redesignate the majority of the Thornton’s Corners P.M.T.S.A. (i.e. all of the lands west of Stevenson Road South) from Special Purpose Commercial to Planned Commercial Centre.

This change would, among other matters, allow residential uses within this area of the P.M.T.S.A. where residential uses are not currently permitted.

Similar to the P.M.T.S.A. policy guidance discussed in Section 4.1 above, the Planned Commercial Centre designation would encourage higher density, mixed-use development. Additionally, the draft Proposed O.P.A. and draft Proposed Z.B.A. both include site specific policies to prohibit certain automobile-oriented and land-extensive uses.

#### **4.4 Metrolinx Corridor Alignment and Station Location Changes**

The draft Proposed O.P.A. would amend Schedule ‘A-2’, Corridors and Intensification Areas, of the O.O.P. as follows:

- The “Metrolinx Approved EA Alignment” would be relocated to correspond to the alignment parallel to the G.M. Rail Spur, as shown in Metrolinx’s 2023 E.A. Addendum (see Appendix J).

The draft Proposed O.P.A. would also amend Schedule ‘B-1’, Transit Priority Network, as follows:

- Move the “Commuter Station – Future” designation from its current location west of Thornton Road South, south of the C.P.K.C. mainline, to a new location generally located at the northerly terminus of Fox Street, as shown in Metrolinx’s 2023 E.A. Addendum.

- Move the “Metrolinx Approved E.A. Alignment” to correspond to the alignment parallel to the G.M. Rail Spur, as shown in Metrolinx’s 2023 E.A. Addendum (see Appendix J).

## 5.0 Proposed Zoning By-law Amendments

The following subsections provide an overview of the contents of the draft Proposed Z.B.A., attached to this Planning Justification Report as Appendix D.

### 5.1 Zoning By-law Amendments affecting the Central Oshawa Protected Major Transit Station Area

#### 5.1.1 Proposed New Zone – “CO (Central Oshawa)” Zone

The draft Proposed Z.B.A. would create a new “CO (Central Oshawa)” Zone with five (5) distinct zone variations – CO-A, CO-B, CO-C, CO-D, and CO-E. The purpose of the new CO (Central Oshawa) Zone is generally to allow for the intensification and diversification of built form and land uses within the Central Oshawa P.M.T.S.A.

The following table outlines the proposed variations under the new CO (Central Oshawa) Zone, with a description of their respective permitted uses as well as minimum/maximum height and maximum density performance standards.

New Zone	Permitted Uses	Restrictions on Height & Density
CO-A	<ul style="list-style-type: none"> <li>▪ Apartment building</li> <li>▪ Back-to-back townhouse building</li> <li>▪ Back-to-back townhouse dwelling</li> <li>▪ Block townhouse</li> <li>▪ Duplex</li> <li>▪ Fiveplex</li> <li>▪ Fourplex</li> <li>▪ Semi-detached building</li> <li>▪ Semi-detached dwelling</li> <li>▪ Single detached dwelling</li> <li>▪ Sixplex</li> <li>▪ Street townhouse building</li> <li>▪ Street townhouse dwelling</li> <li>▪ Triplex</li> </ul>	<ul style="list-style-type: none"> <li>▪ Minimum height: None</li> <li>▪ Maximum height: Dependent upon the type of built form</li> <li>▪ Maximum density: None</li> </ul>
CO-B	<ul style="list-style-type: none"> <li>▪ Apartment building</li> <li>▪ Church</li> <li>▪ Day care centre</li> <li>▪ Existing Residential uses not otherwise identified among the full list of permitted uses, located in existing buildings or structures, provided such uses were lawfully existing as of [insert date by-law comes into effect] and continue in</li> </ul>	<ul style="list-style-type: none"> <li>▪ Minimum height: 9 metres</li> <li>▪ Maximum height: 36 metres</li> <li>▪ Maximum density: 300 dwelling units per hectare</li> </ul>
CO-C	<ul style="list-style-type: none"> <li>▪ Existing Residential uses not otherwise identified among the full list of permitted uses, located in existing buildings or structures, provided such uses were lawfully existing as of [insert date by-law comes into effect] and continue in</li> </ul>	<ul style="list-style-type: none"> <li>▪ Minimum height: 12 metres</li> <li>▪ Maximum height: 60 metres</li> <li>▪ Maximum density: 500 dwelling units per hectare</li> </ul>



New Zone	Permitted Uses	Restrictions on Height & Density
	<p>the same manner and for the same purposes of which they were used on that date</p> <ul style="list-style-type: none"> <li>▪ Flat</li> <li>▪ Personal service establishment</li> <li>▪ Professional office</li> <li>▪ Restaurant</li> <li>▪ Retail store</li> <li>▪ School</li> </ul>	
CO-D	<ul style="list-style-type: none"> <li>▪ Animal hospital</li> <li>▪ Apartment building</li> <li>▪ Apartment hotel</li> <li>▪ Art gallery</li> </ul>	<ul style="list-style-type: none"> <li>▪ Minimum height: 18 metres</li> <li>▪ Maximum height: 90 metres</li> <li>▪ Maximum density: 700 dwelling units per hectare</li> </ul>
CO-E	<ul style="list-style-type: none"> <li>▪ Auction Establishment</li> <li>▪ Brew your own operation</li> <li>▪ Bus depot</li> <li>▪ Church</li> <li>▪ Cinema</li> <li>▪ Club</li> <li>▪ Commercial recreation establishment</li> <li>▪ Convention centre</li> <li>▪ Craft Brewery</li> <li>▪ Crisis care residence</li> <li>▪ Cultural centre</li> <li>▪ Day care centre</li> <li>▪ Existing Residential uses not otherwise identified among the full list of permitted uses, located in existing buildings or structures, provided such uses were lawfully existing as of <b>[insert date by-law comes into effect]</b> and continue in the same manner and for the same purposes of which they were used on that date</li> <li>▪ Financial institution</li> <li>▪ Flat</li> <li>▪ Funeral home</li> <li>▪ Hospital</li> <li>▪ Hotel</li> <li>▪ Lodging house</li> <li>▪ Long Term Care Facility</li> </ul>	<ul style="list-style-type: none"> <li>▪ Minimum height: 36 metres (with the exception of transit station buildings for which there is no minimum height)</li> <li>▪ Maximum height: None</li> <li>▪ Maximum density: 1,000 dwelling units per hectare</li> </ul>

New Zone	Permitted Uses	Restrictions on Height & Density
	<ul style="list-style-type: none"> <li>▪ Merchandise service shop</li> <li>▪ Museum</li> <li>▪ Nursing home</li> <li>▪ Office</li> <li>▪ Parking garage or parking lot</li> <li>▪ Personal service establishment</li> <li>▪ Printing establishment</li> <li>▪ Restaurant</li> <li>▪ Retail store</li> <li>▪ Retirement home</li> <li>▪ School</li> <li>▪ Studio</li> <li>▪ Tavern</li> <li>▪ Television or radio broadcasting station or studio</li> <li>▪ Theatre</li> <li>▪ Trade centre</li> </ul>	

Schedule A of Appendix D contains a colourized map showing the proposed locations of each of the above zones. Generally, the density and height permissions, as well as the permitted land uses, align with the recommended and Council-endorsed Land Use Alternative 3 from the Land Use Intensification Review prepared by Parsons as part of the Central Oshawa M.T.S.A. Study.

From a land use perspective, the CO (Central Oshawa) Zone within the draft Proposed Z.B.A. generally allows for lands currently zoned for commercial, community institutional and/or residential purposes to transition to the new CO Zone format, without losing the site specific policies previously applied to them. However, CO (Central Oshawa) Zones do not permit specific certain automobile-oriented and land-extensive uses, including those which were permitted under previous zoning in place within the Central Oshawa P.M.T.S.A. such as PSC (Planned Strip Commercial) and SSC (Automobile Service Station).

In addition to the above, the draft Proposed Z.B.A. includes a site specific zone within the CO-B Zone variation, which permits all uses listed in the table above under the CO-B Zone variation above as well as all uses permitted within the PSC (Planned Strip Commercial) and SSC (Automobile Service Station) Zones not otherwise prohibited as land-extensive or auto-oriented uses. This site specific zone generally encompasses the following lands within the Central Oshawa P.M.T.S.A. boundary:

- All properties east of Ritson Road South, excluding 299 Dean Avenue (proposed to be zoned CO-C), and 284-312 Monash Avenue and properties having frontage along the north side of Dean Avenue, east of Kitchener Avenue (proposed to be zoned CO-A);

- Properties having frontage along the west side of Ritson Road South, south of Beatty Avenue; and,
- Properties bounded by Toronto Avenue to the north, Ritson Road South to the east, Highway 401 to the south, and Drew Street to the west.

### **5.1.2 New holding symbol – First Avenue/McNaughton Avenue Environmental Assessment**

The draft Proposed Z.B.A. introduces a new holding symbol to all parcels within 75 metres (246 ft.) of the centreline of First Avenue between Simcoe Street South and Howard Street, and the centreline of McNaughton Avenue between Howard Street and Ritson Road South.

It is intended that the holding symbol would not be removed until such time as the Municipal Class Environmental Assessment for First Avenue/McNaughton Avenue has been completed, and the final road alignment and widening requirements have been determined to the satisfaction of the Commissioner, Economic and Development Services Department.

## **5.2 Zoning By-law Amendments affecting the Thornton’s Corners Protected Major Transit Station Area**

### **5.2.1 Creation of a PCC-E Zone Variation**

The draft Proposed Z.B.A. intends to ensure that the Thornton’s Corner P.M.T.S.A. conforms to both Regional and Provincial policy directives, including permission for higher density residential uses and the prohibition of certain auto-oriented and land-extensive uses.

The draft Proposed Z.B.A. would create a “PCC-E” Zone variation under the PCC (Planned Commercial Centre) Zone. The purpose of the new PCC-E Zone variation is generally to allow for lands in the Thornton’s Corners P.M.T.S.A. currently zoned SPC (Special Purpose Commercial) to transition to PCC (Planned Commercial Centre), without losing the site specific policies previously applied to them (with some minor differences given the evolution of the local context and upper level policy guidance). Additionally, in consideration of the fact that the standard PCC (Planned Commercial Centre) Zone currently allows for certain land-extensive uses and automobile-oriented uses whereas such uses are prohibited as a result of Envision Durham, it was

necessary to create the PCC-E Zone variation in order to remove such uses from the list of permitted uses under the PCC (Planned Commercial Centre) Zone.

The draft Proposed Z.B.A. would enact the zoning changes outlined in the following chart.

<b>Subject Lands</b>	<b>Current Zone</b>	<b>Proposed Zone</b>
0 and 520-522 Fox Street	SPC-B(2) h-17 (Special Purpose Commercial)	PCC-E(3) h-17 (Planned Commercial Centre)
450 Fox Street (excluding certain lands dedicated to the future right-of-way of the GO East Extension corridor)	FD (Future Development)	PCC-E(3) (Planned Commercial Centre)
480, 534 Fox Street (excluding certain lands dedicated to the future right-of-way of the GO East Extension corridor)	SPC-B(2) h-17 (Special Purpose Commercial)	PCC-E(3) h-17 (Planned Commercial Centre)
576 Fox Street (excluding certain lands dedicated to the future right-of-way of the GO East Extension corridor)	SPC-A(9) h-44 (Special Purpose Commercial)	PCC-E(2) (Planned Commercial Centre)
656 Champlain Avenue	SPC-A(9) h-44 (Special Purpose Commercial)	PCC-E(2) h-44 (Planned Commercial Centre)
555-685 Laval Drive, 540-680 Laval Drive, 600 Fox Street	SPC-A(9) (Special Purpose Commercial)	PCC-E(2) (Planned Commercial Centre)
450 Stevenson Road South	FD (Future Development)	PCC-E(2) (Planned Commercial Centre)
600 Stevenson Road South	SPC-A(4) h-1 (Special Purpose Commercial)	PCC-E(1) h-1 (Planned Commercial Centre)

### **5.3 Zoning By-law Amendments affecting both the Central Oshawa Protected Major Transit Station Area and Thornton's Corners Protected Major Transit Station Area**

#### **5.3.1 Holding symbols**

Under the draft Proposed Z.B.A. it is intended that the existing holding symbols already in place on certain parcels be retained although the zone itself is otherwise changing.

A new holding symbol would also be introduced under the draft Proposed Z.B.A. to all parcels within both P.M.T.S.A.s., excluding those lands in the Thornton's Corners P.M.T.S.A. east of Stevenson Road South, as well as lands proposed to be zoned Park Open Space Zone (OSP) in the Central Oshawa P.M.T.S.A., as follows:

**““h-97” Zone (Protected Major Transit Station Areas)**

Purpose: To ensure that:

- (a) In the event that the subject lands are located within the Central Oshawa Protected Major Transit Station Area and the delivery of the Central Oshawa GO Train Station is advanced by the Region of Durham under the GO Transit Station Funding Act, 2023 (the “GO Station Funding Act”), funding has been secured from the developer in accordance with the appropriate Region of Durham by-law as required under the GO Station Funding Act to the satisfaction of the Commissioner, Economic and Development Services Department, in collaboration with the Region of Durham.
- (b) In the event that the subject lands are located within the Thornton's Corners Protected Major Transit Station Area and the delivery of the Thornton's Corners GO Train Station is advanced by the Region of Durham under the GO Transit Station Funding Act, 2023 (the “GO Station Funding Act”), funding has been secured from the developer in accordance with the appropriate Region of Durham by-law as required under the GO Station Funding Act to the satisfaction of the Commissioner, Economic and Development Services Department, in collaboration with the Region of Durham.
- (c) Notwithstanding (a) or (b) above, whichever is applicable, funding will only be collected by the City of Oshawa once the Region of Durham has passed the appropriate by-law required under the GO Transit Station Funding Act, 2023.
- (d) For clarity, in the event that the Central Oshawa GO Train Station and/or the Thornton's Corners GO Train Station is delivered by means other than the Region of Durham through the GO Station Funding Act, the provisions of the Holding Zone shall not apply provided the subject lands are located within the associated Protected Major Transit Station Area.”

**5.3.2 Exemption from Parking Minimums**

The draft Proposed Z.B.A. would remove minimum parking requirements within the P.M.T.S.A.s in accordance with Provincial legislation, specifically the Planning Act. The draft Proposed Z.B.A. would amend the Zoning By-law to add two new schedules which outline the P.M.T.S.A. parking exemption areas, generally aligned with the boundaries of the Central Oshawa and Thornton's Corners P.M.T.S.A.s.

## **6.0 Policy Analysis**

The purpose of this section is to:

- Consider the in-effect land use planning policy framework for the P.M.T.S.A.s outlined under Section 3.0 of this Planning Justification Report;
- Highlight the proposed amendments outlined under Sections 4.0 and 5.0 of this Planning Justification Report; and,
- Identify how the draft Proposed O.P.A. and draft Proposed Z.B.A. satisfy the applicable in-effect planning policies.

### **6.1 Update the Oshawa Official Plan to reflect the addition and delineation of Protected Major Transit Station Areas**

#### **6.1.1 Envision Durham (2024)**

Envision Durham directly supports the addition of P.M.T.S.A.s and the delineation of the Central Oshawa and Thornton's Corners P.M.T.S.A.s in Schedule 'B-1', Transit Priority Network, of the O.O.P., as reflected in the draft Proposed O.P.A. Envision Durham also prohibits certain automobile-oriented and land-intensive uses in P.M.T.S.A.s which impede the City's ability to reach prescribed density targets.

Map 3d. of Envision Durham shows a "Protected Major Transit Station Area" designated over lands 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. This P.M.T.S.A. designation also includes certain lands east of Ritson Road South. This area is referred to by the Region of Durham as the "Central Oshawa P.M.T.S.A." (see Appendix A).

Map 3d. of Envision Durham also shows a "Protected Major Transit Station Area" designated over lands generally bounded by the C.P.K.C. mainline to the north, Bristol Crescent and Dorchester Drive to the east, Champlain Avenue and Highway 401 to the south, and the G.M. Rail Spur to the west. This area is referred to by the Region of Durham as the "Thornton's Corners P.M.T.S.A." (see Appendix A).

The following policy in Envision Durham directly supports the addition of P.M.T.S.A.s to the O.O.P., as reflected in the draft Proposed O.P.A.:

“It is the policy of Council to:

5.2.23 Require area municipal official plans to include detailed policies, for each Protected Major Transit Station Area, which will:

...

- (b) establish minimum density, population, employment and housing targets to demonstrate achievement of the overall target of at least 150 people and jobs per gross hectare;”

### **6.1.2 Provincial Planning Statement (2024)**

The following policy in the P.P.S. directly supports the addition of P.M.T.S.A.s to the O.O.P. and the delineation of the Central Oshawa and Thornton’s Corners P.M.T.S.A.s, as reflected in the draft Proposed O.P.A.:

“2.4.2 Major Transit Station Areas

1. Planning authorities shall delineate the boundaries of major transit station areas on higher order transit corridors through a new official plan or official plan amendment adopted under section 26 of the Planning Act. The delineation shall define an area within an approximately 500 to 800-metre radius of a transit station and that maximizes the number of potential transit users that are within walking distance of the station.”

### **6.1.3 Planning Act**

The following provision of the Planning Act directly supports the addition of P.M.T.S.A.s to the O.O.P., as reflected in the draft Proposed O.P.A.:

“PART III

OFFICIAL PLANS

Official plan

Contents of official plan

Protected major transit station areas – single-tier municipality

- (15) The official plan of a single-tier municipality or a lower-tier municipality that, for municipal purposes, forms part of an upper-tier municipality without planning responsibilities may include policies that identify the area surrounding and including an existing or planned higher order transit station

or stop as a protected major transit station area and that delineate the area's boundaries, and if the official plan includes such policies it must also contain policies that,

- (a) identify the minimum number of residents and jobs, collectively, per hectare that are planned to be accommodated within the area;
- (b) identify the authorized uses of land in the major transit station area and of buildings or structures on lands in the area; and
- (c) identify the minimum densities that are authorized with respect to buildings and structures on lands in the area. 2017, c. 23, Sched. 3, s. 5 (2); 2022, c. 21, Sched. 9, s. 4 (2)."

## **6.2 Update the Oshawa Official Plan to Create a new “Central Oshawa P.M.T.S.A.” designation in the Central Oshawa Protected Major Transit Station Area**

### **6.2.1 Envision Durham (2024)**

In addition to the policy identified in Subsection 6.1.1 above, the following policies in Envision Durham directly support the creation of a new “Central Oshawa P.M.T.S.A.” designation in the O.O.P., as reflected in the draft Proposed O.P.A.:

“It is the policy of Council to:

- 5.2.2 Direct intensification and higher density, compact forms of residential, commercial and employment generating uses such as office and major office, major institutional uses and mixed-use development to Strategic Growth Areas.
- 5.2.5 Allow Strategic Growth Areas to achieve their planned potential by protecting these areas from uses and activities that should be accommodated in other designations, including low-density residential uses, automobile-oriented uses and low-density employment uses, such as warehousing, self-storage, car washes, gas stations and similar single storey buildings. Existing uses may continue but are encouraged to intensify consistent with the policies of this Plan.
- 5.2.6 Require area municipalities to update official plans...to:
  - (a) delineate the boundaries of Strategic Growth Areas;
  - (b) designate appropriate:
    - (i) land uses;



- (ii) establish residential and employment density targets;
- (iii) identify permissible built forms;
- (iv) provide minimum and maximum building heights;
- (c) include transition policies to guide appropriate building heights, siting, land use compatibility, and scale of new development in relation to surrounding neighbourhoods and areas;
- (d) plan for appropriate public service facilities, parks and recreational space, and other supporting social and cultural amenities within and surrounding Strategic Growth Areas;

5.2.8 Plan for development within Strategic Growth Areas that:

- (a) incorporates transit-oriented development design principles...including...
  - (v) providing a mix of uses including residential uses, retail and commercial uses, compatible employment generating uses such as office and major office, educational and other institutional uses, public service facilities and entertainment and cultural facilities;
  - (vi) providing compact built form with densities ranging from medium to high-density, with the highest densities located closest to transit station locations while providing appropriate transition to adjacent neighbourhoods...”

**6.2.2 Provincial Planning Statement (2024)**

In addition to the policy identified in Subsection 6.1.2 above, the following policies in the P.P.S. directly support the creation of a new “Central Oshawa P.M.T.S.A.” designation in the O.O.P., as reflected in the draft Proposed O.P.A.:

“2.2 Housing

- 1. Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by:
  - (b) permitting and facilitating:
    - 1. all housing options required to meet the social, health, economic and wellbeing requirements of current and future residents...; and

2. all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites (e.g., shopping malls and plazas) for residential use, development and introduction of new housing options within previously developed areas, and redevelopment, which results in a net increase in residential units...;

## “2.4 Strategic Growth Areas

### 2.4.1 General Policies for Strategic Growth Areas

1. Planning authorities are encouraged to identify and focus growth and development in strategic growth areas.
2. To support the achievement of complete communities, a range and mix of housing options, intensification and more mixed-use development, strategic growth areas should be planned:
  - (a) to accommodate significant population and employment growth;
  - (b) as focal areas for education, commercial, recreational, and cultural uses...
3. Planning authorities should...
  - (b) identify the appropriate type and scale of development in strategic growth areas and the transition of built form to adjacent areas;
  - (c) permit development and intensification in strategic growth areas to support the achievement of complete communities and a compact built form...
  - (e) support redevelopment of commercially-designated retail lands (e.g., underutilized shopping malls and plazas), to support mixed-use residential.”

## **6.3 Adopt urban design guidelines for new development and streetscapes in Protected Major Transit Station Areas**

### **6.3.1 City of Oshawa Official Plan**

The following policies in the O.O.P. directly support the preparation of urban design guidelines for new development and streetscapes in P.M.T.S.A.s:

- “2.1.8.2 One or more land use and urban design studies shall be undertaken by the City...to prepare Master Land Use and Urban

Design Plans and implementing guidelines for Transportation Hubs and areas adjacent to Commuter Stations in the City. The Master Land Use and Urban Design Plans will guide comprehensive development within Transportation Hubs and areas adjacent to Commuter Stations to ensure a high quality, coordinated urban environment where buildings, spaces and connections are designed with pedestrian priority. Master Land Use and Urban Design Plans shall be undertaken for the following areas:

- (a) The Central Oshawa Transportation Hub...;
- (c) Lands adjacent to the future Thornton's Corners GO Station ...;

2.1.8.4 Master Land Use and Urban Design Plans and implementing urban design guidelines prepared for the Transportation Hubs and areas adjacent to future Commuter Stations ... shall address the following:

- (d) The establishment of detailed urban design criteria dealing with the following:
  - (i) The provision of a high quality streetscape that is pedestrian oriented, coordinated on both sides of the street, and emphasizes the importance of the relationship between the public and private realms, to facilitate an urban environment where the design of buildings, spaces and connections reflects pedestrian priority;
  - (ii) The location and arrangement of general building envelopes, including establishing guidelines for setbacks and built frontage which reinforce the street edge and provide spatial definition to the public realm;
  - (iii) The design and siting of parking, loading and service areas to minimize the visual impact of such areas from the street and break-up large expanses of asphalt with landscaping;
  - (iv) The provision of high quality design for all buildings and landscaping in these areas, to promote an attractive, safe, comfortable and engaging walking environment;
  - (v) The identification of Gateway Sites, and their appropriate design and landscape treatment;

- (vi) The incorporation of public art in both the private and public realms;
- (vii) The incorporation and coordination of walking and cycling routes and linkages, trailheads, and transit routes, stations and stops, to create a vibrant and vital place to support the active transportation experience;
- (viii) Safe, accessible, attractive and convenient access to sidewalks and walking and cycling routes and linkages from adjacent development; and
- (ix) The consideration of safety and Crime Prevention Through Environmental Design (CPTED) principles in the design of the streetscape and abutting lands...;
- (h) Opportunities for high-quality parks and publicly accessible open spaces (e.g., outdoor gathering/sitting spaces), with these spaces designed with tree protection and preservation as a primary consideration, as well as opportunities to integrate new natural and artificial shade structures, where appropriate;”

### **6.3.2 Envision Durham (2024)**

The following policies in Envision Durham directly support the addition of urban design guidelines for new development and streetscapes in P.M.T.S.A.s:

“It is the policy of Council to:

5.2.6 Require area municipalities to update official plans...to:

- (e) include urban design policies, guidelines or approaches to promote placemaking, active transportation, pedestrian and transit-oriented land uses and built form;

5.2.8 Plan for development within Strategic Growth Areas that:

- (a) incorporates transit-oriented development design principles... including:
  - (i) enhancing mobility to and from transit services through an urban grid system of streets and walkways, and providing for active transportation connections within Strategic Growth Areas and adjacent neighbourhoods;

- (ii) orienting development and entrances towards streets and towards transit station and stop locations;
- (iii) 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;
- (iv) providing active uses and entrances at grade, and integrating open space, parks and plazas along with public art and community spaces, and other considerations, in accordance with Section 3.3...
- (v) facilitating the integration of transit stations within the community by optimizing street crossings to stations, reducing walking distances and, providing sheltered connections where appropriate;"

### **6.3.3 Provincial Planning Statement (2024)**

The following policy in the P.P.S. directly supports the addition of urban design guidelines for new development and streetscapes in P.M.T.S.A.s:

- "6. All major transit station areas should be planned and designed to be transit-supportive and to achieve multimodal access to stations and connections to nearby major trip generators by providing, where feasible:
  - (a) connections to local and regional transit services to support transit service integration;
  - (b) infrastructure that accommodates a range of mobility needs and supports active transportation, including sidewalks, bicycle lanes, and secure bicycle parking; and
  - (c) commuter pick-up/drop-off areas."

## **6.4 Permit the Creation and Intensification of Residential Uses in the Thornton's Corners Protected Major Transit Station Area**

### **6.4.1 City of Oshawa Official Plan**

The following policy in the O.O.P. directly supports the creation and intensification of residential uses in the Thornton's Corners P.M.T.S.A., as reflected in both the draft Proposed O.P.A. and draft Proposed Z.B.A.:

- "2.1.7.1 It is the intent of this Plan to ensure that lands surrounding existing and planned Commuter Stations are used for development that complements and optimizes the support of transit services. In accordance with Policy 3.3.3 of this Plan, an area of influence surrounds Commuter Stations, within which development shall:
- (a) Consist of a mix of land uses at higher densities, in a compact, intensive urban form, to facilitate the provision and use of transit, where the existing or planned Commuter Station is served by heavy rail;"

### **6.4.2 Envision Durham (2024)**

The following policies in Envision Durham directly support the creation and intensification of residential uses in the Thornton's Corners P.M.T.S.A., as reflected in both the draft Proposed O.P.A. and draft Proposed Z.B.A.:

"It is the policy of Council to:

- 5.2.2 Direct intensification and higher density, compact forms of residential...uses such as office and major office, major institutional uses and mixed-use development to Strategic Growth Areas.
- 5.2.5 Allow Strategic Growth Areas to achieve their planned potential by protecting these areas from uses and activities that should be accommodated in other designations, including low-density residential uses...Existing uses may continue but are encouraged to intensify consistent with the policies of this Plan.
- 5.2.6 Require area municipalities to update official plans, secondary plans and zoning by-laws to:
  - (f) consider a full range of implementation strategies to advance development within Strategic Growth Areas that include as-of-right zoning....

- 5.2.8 Plan for development within Strategic Growth Areas that:
- (a) incorporates transit-oriented development design principles...including:
    - (v) providing a mix of uses including residential uses...;
    - (vi) providing compact built form with densities ranging from medium to high-density, with the highest densities located closest to transit station locations...;
  - (g) provides a range of housing options, including additional residential units...;
- 5.2.16 Plan Protected Major Transit Station Areas as communities centered around higher order transit services. Permitted uses include medium and high density residential, mixed-use development....”

### **6.4.3 Provincial Planning Statement (2024)**

The following policies in the P.P.S. directly support the creation and intensification of residential uses in the Thornton’s Corners P.M.T.S.A., as reflected in both the draft Proposed O.P.A. and draft Proposed Z.B.A.:

#### “2.2 Housing

1. Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by...
  - (b) permitting and facilitating:
    - ...2. all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites (e.g., shopping malls and plazas) for residential use, development and introduction of new housing options within previously developed areas, and redevelopment, which results in a net increase in residential units in accordance with policy 2.3.1.3;
    - ...d) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations.

## 2.4.2 Major Transit Station Areas

1. Planning authorities shall delineate the boundaries of major transit station areas on higher order transit corridors through a new official plan or official plan amendment adopted under section 26 of the Planning Act. The delineation shall define an area within an approximately 500 to 800-metre radius of a transit station and that maximizes the number of potential transit users that are within walking distance of the station.
2. Within major transit station areas on higher order transit corridors, planning authorities shall plan for a minimum density target of:
  - ...c) 150 residents and jobs combined per hectare for those that are served by commuter or regional rail.
3. Planning authorities are encouraged to promote development and intensification within major transit station areas, where appropriate, by:
  - (a) planning for land uses and built form that supports the achievement of minimum density targets; and
  - (b) supporting the redevelopment of surface parking lots within major transit station areas, including commuter parking lots, to be transit-supportive and promote complete communities.”

## 6.5 Update the Oshawa Official Plan to reflect the relocation of the GO Station site at Thornton’s Corners

### 6.5.1 Envision Durham (2024)

Envision Durham directly supports the relocation of the GO Station site at Thornton’s Corners in Schedule ‘B-1’, Transit Priority Network, and the realignment of the Metrolinx Corridor in Schedule ‘A-2’, Corridors and Intensification Areas, as reflected in the draft Proposed O.P.A.

Map 3d. of Envision Durham (see Appendix H) shows:

- “Future Commuter Rail” travelling from the existing Durham College Oshawa GO Station northward across Highway 401 (adjacent to the G.M. Rail Spur) and then turning eastward to align with the C.P.K.C. mainline.
- A “Future Commuter Station” generally located at the northerly terminus of Fox Street, north of Laval Drive and south of the C.P.K.C. mainline.



## **6.6 Removal of Minimum Parking Requirements**

### **6.6.1 City of Oshawa Official Plan**

The following policy in the O.O.P. already supports reduced surface parking within P.M.T.S.A.s, to be regulated through the Zoning By-law:

“3.3.3 To facilitate the provision and use of transit, development adjacent to a Commuter Station, including within a Transportation Hub, or a Transit Spine designated on Schedule “B-1” shall:

(c1) Provide for the following:

(v) Limited surface parking, to be regulated through the Zoning Bylaw, and opportunities for the potential redevelopment of surface parking.”

### **6.6.2 Envision Durham (2024)**

The following policies in Envision Durham already support reduced minimum parking requirements within P.M.T.S.A.s, which are to be reflected in area municipal plans:

“It is the policy of Council to:

5.2.23 Require area municipal official plans to include detailed policies, for each Protected Major Transit Station Area, which will:

(h) support the efficient use of land, including requirements for...reduced parking as part of new development;

8.1.3 Achieve transit-oriented development within Strategic Growth Areas to support increased transit use and higher levels of service, achieved through the following principles and in accordance with Policy 5.2.8:

(e) encourage provisions 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;”

### 6.6.3 Provincial Planning Statement (2024)

The following policy in the P.P.S. already supports the redevelopment of surface parking within P.M.T.S.A.s:

#### “2.4.2 Major Transit Station Areas

3. Planning authorities are encouraged to promote development and intensification within major transit station areas, where appropriate, by:
  - ...b) supporting the redevelopment of surface parking lots within major transit station areas, including commuter parking lots, to be transit-supportive and promote complete communities.”

### 6.6.4 Planning Act

Unlike the policy direction provided through the O.O.P., Envision Durham and the P.P.S. as discussed above in Sections 6.6.1, 6.6.2 and 6.6.3, respectively, the following policy in the Planning Act actually requires removal of parking minimums within P.M.T.S.A.s, as reflected in the draft Proposed Z.B.A.:

“PART III

OFFICIAL PLANS

Official plan

Contents of official plan

Restriction, parking facilities

- (22) No official plan may contain any policy that has the effect of requiring an owner or occupant of a building or structure to provide and maintain parking facilities, other than parking facilities for bicycles, on land that is not part of a highway and that is located within,
  - (a) protected major transit station area identified in accordance with subsection (15) or (16);

Policy of no effect

- (23) A policy in an official plan is of no effect to the extent that it contravenes subsection (22). 2024, c. 16, Sched. 12, s. 2.

Same

- (24) No official plan may contain any policy that has the effect of requiring an owner or occupant of a building or structure to provide and maintain

parking facilities, other than parking facilities for bicycles, containing more than the prescribed number of parking spaces on land that is not part of a highway and that is located within an area prescribed for the purposes of this subsection, and if a policy does so, the official plan is deemed to be amended to be consistent with this subsection.”

## **6.7 Apply holding symbols to ensure that the development contributes to the funding of GO Transit Stations**

### **6.7.1 Envision Durham (2024)**

The following policy in Envision Durham directly supports the application of a holding symbol to all lands within P.M.T.S.A.s, to ensure that development in P.M.T.S.A.s contributes to the funding of new stations such as the Thornton’s Corners GO Station and the Central Oshawa GO Station, as reflected in the draft Proposed Z.B.A.:

“It is the policy of Council to:

- 8.1.7 Support the implementation of the Lakeshore East GO rail service to Bowmanville, including the development of Transit Oriented Communities within the Protected Major Transit Station Areas...as indicated on Map 3a.”

## 7.0 Conclusion

The City's overarching goal is to support and guide the intensification and diversification of uses in the vicinity of new GO Stations in Oshawa along the Bowmanville GO Rail Extension. Provincial, Regional, and local-level policy all support the development of intensified forms of housing and employment in proximity to transit stations.

City of Oshawa staff have prepared this Planning Justification Report in support of proposed City-initiated amendments to the O.O.P. and Zoning By-law for the lands comprising the Central Oshawa P.M.T.S.A. and the Thornton's Corners P.M.T.S.A. The Proposed O.P.A. and Proposed Z.B.A. shall:

- Create a new "Central Oshawa P.M.T.S.A." land use designation in Part I of the O.O.P. and a new CO (Central Oshawa) Zone in the Zoning By-law for the Central Oshawa P.M.T.S.A., which would permit an overall expanded suite of land uses as well as provide support and permission for intensified height and density in new development;
- Permit the development of a mix of transit-supportive land uses, including residential uses, in the Thornton's Corners P.M.T.S.A.;
- Update the O.O.P. to be consistent with:
  - Metrolinx's latest stations/corridor planning;
  - Envision Durham, including;
    - I. The addition of P.M.T.S.A.s which promote higher density, mixed-use development, while prohibiting certain automobile-oriented and land-intensive uses which impede the City's ability to reach prescribed density targets; and,
    - II. The delineation of the Central Oshawa P.M.T.S.A. and the Thornton's Corners P.M.T.S.A.
  - Provincial policies and plans, including the Planning Act and the newly approved P.P.S.
- Remove minimum parking requirements for any development occurring in both P.M.T.S.A.s as required under the Planning Act; and,
- Apply new holding symbols for the P.M.T.S.A.s in the Zoning By-law to ensure that:
  - The development of the Central Oshawa P.M.T.S.A. does not preclude or impede the planned future widening/alignment of First Avenue/McNaughton Avenue, given that the detailed design parameters of this widening/alignment are unknown pending the finalization of the First Avenue/McNaughton Avenue

Municipal Class Environmental Assessment, which is expected to be completed by Spring 2025;


- Development within the P.M.T.S.A.s contributes to the funding of the Central Oshawa and Thornton's Corners GO Stations through the GO Transit Station Funding Act, 2023, in the event a Transit Station Charge is implemented by the Region of Durham.

This Planning Justification Report serves to demonstrate why it is appropriate to implement the proposed amendments listed above from a land use planning perspective, highlighting how they address the current planning policy framework on a local, Regional, and Provincial level.

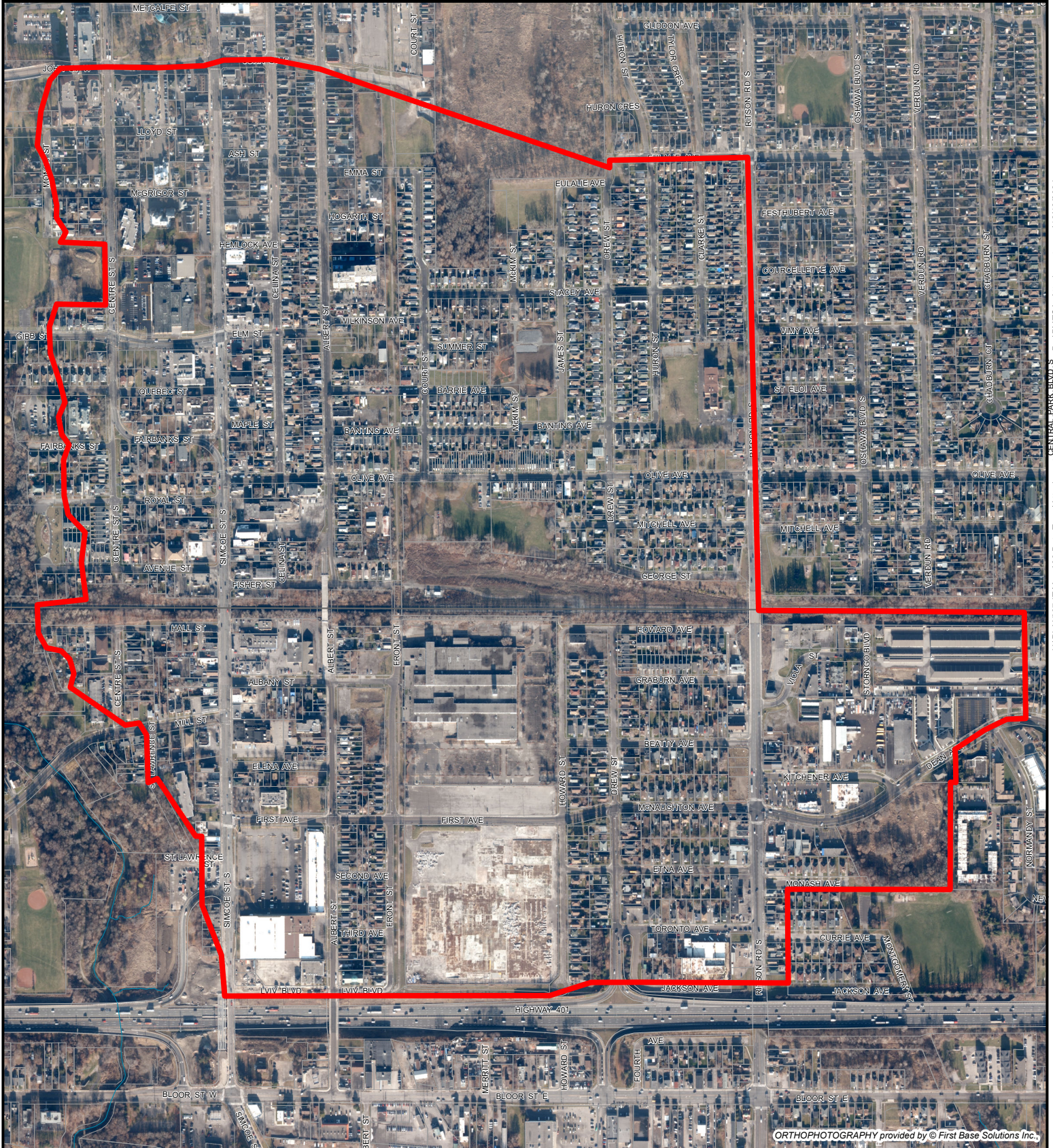


Title: Appendix A1, Attachment 1  
Subject: Boundaries of Protected Major Transit Station Areas (P.M.T.S.A.s)



 Central Oshawa P.M.T.S.A.

City of Oshawa  
Economic and Development Services



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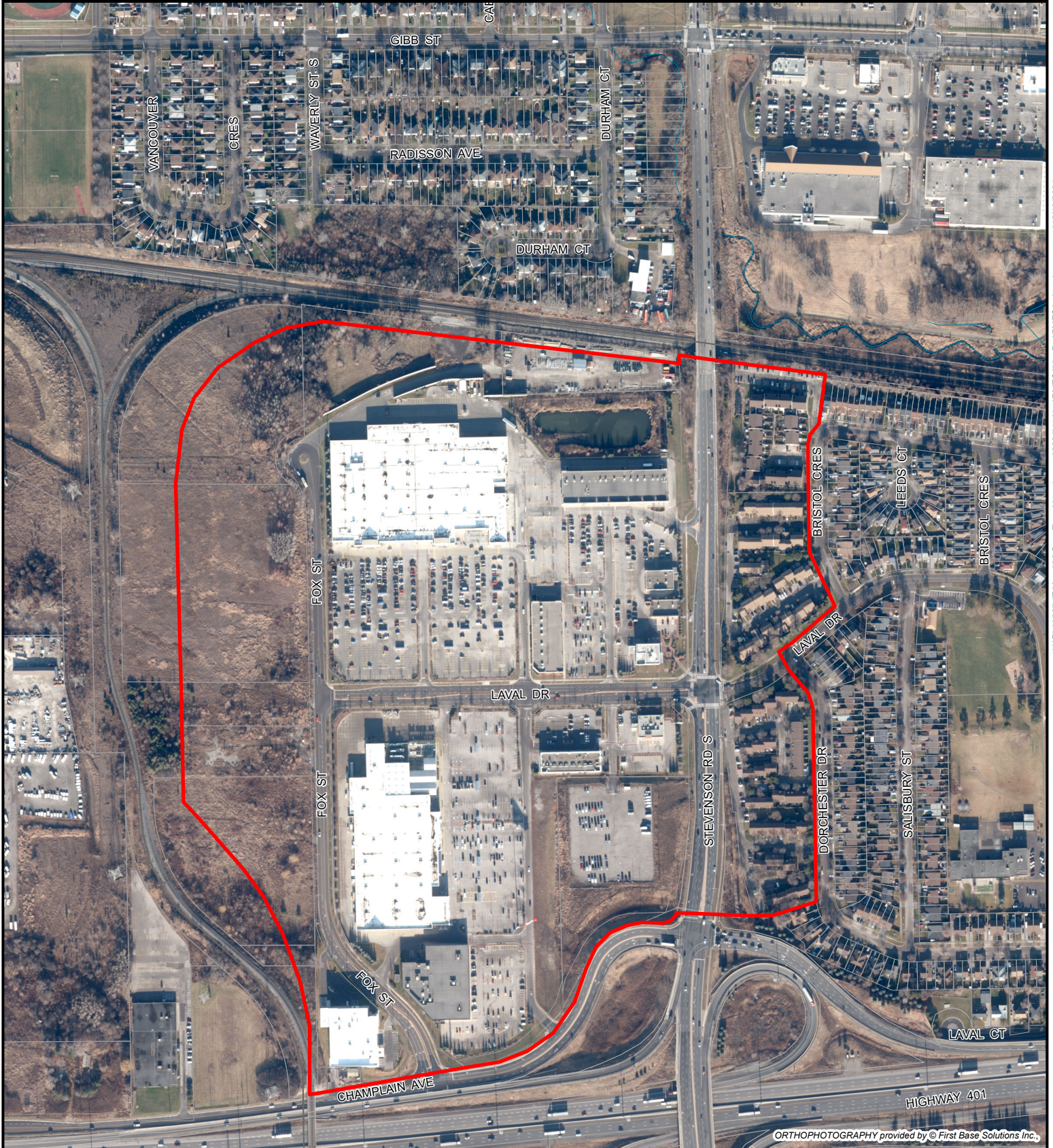


Title: Appendix A2, Attachment 1  
Subject: Boundaries of Protected Major Transit Station Areas (P.M.T.S.A.s)



 Thornton's Corners P.M.T.S.A.

City of Oshawa  
Economic and Development Services




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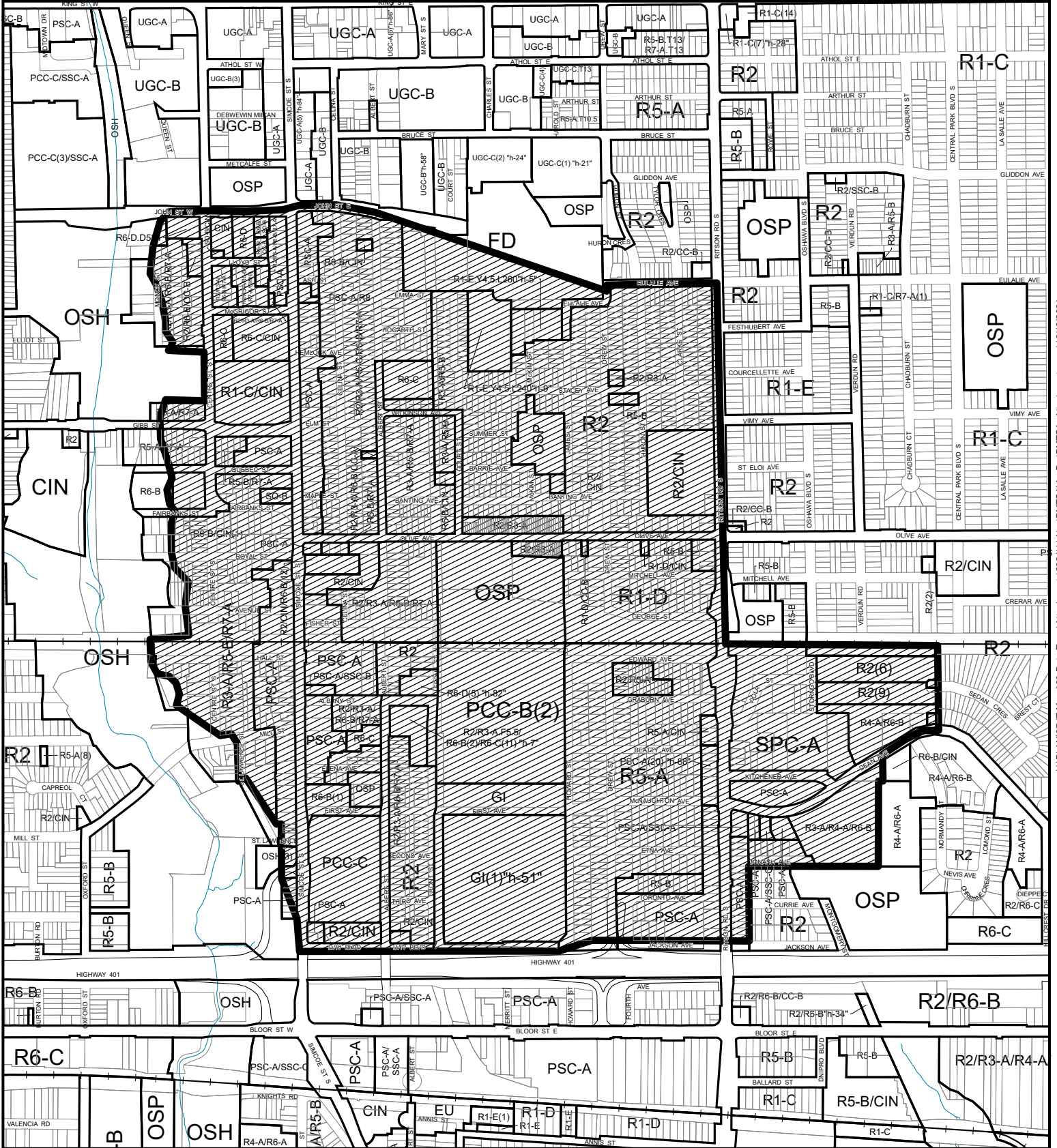


Title: Appendix B1, Attachment 1  
Subject: Zoning Within the Protected Major Transit Station Areas (P.M.T.S.A.s)



 Central Oshawa P.M.T.S.A.

City of Oshawa  
Economic and Development Services



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## Appendix C - Draft Official Plan Amendment

### Part I: Introduction

#### Purpose

The purpose of this Amendment to the City of Oshawa Official Plan is to:

1. Create a new “Central Oshawa P.M.T.S.A.” designation for the Central Oshawa Protected Major Transit Station Area (“P.M.T.S.A.”), which would permit an overall expanded suite of land uses, and support increased height and density in new built form;
2. Remove the Central Oshawa P.M.T.S.A. from the Main Central Area by amending the Main Central Area Boundary;
3. Permit the development of higher density residential in the Thornton’s Corners P.M.T.S.A. by redesignating certain lands from Special Purpose Commercial to Planned Commercial Centre;
4. Update various policy text to correlate with the creation of P.M.T.S.A.’s within Envision Durham (2024);
5. Remove parking minimums in P.M.T.S.A.’s as required under Provincial legislation;
6. Restrict auto related and land extensive uses in P.M.T.S.A.’s as required by Envision Durham (2024); and,
7. Update various schedules and policy text to correlate with Metrolinx’s latest stations and corridor planning.

#### Location

The subject lands to which Amendment 1 and 2 above apply to are 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. The subject lands also include certain lands east of Ritson Road South. The location of these lands is shown on Exhibit “A” attached to this Amendment.

The subject lands to which Amendment 3 above applies to are generally bound by the Canadian Pacific Rail corridor to the north, Stevenson Road South to the east, Champlain Avenue and Highway 401 to the south, and the General Motors Rail Spur to the west. The location of these lands is shown on Exhibit “B” attached to this Amendment, with the exception of those lands located east of Stevenson Road South which will retain their existing land use designation of Residential.

The subject lands to which Amendment 4 through 7 above apply to are those lands shown in both Exhibit “A” and Exhibit “B” attached to this Amendment.

## **Basis**

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

## **Part II: Actual Amendment**

The City of Oshawa Official Plan is hereby amended by:

1. Amending Schedule 'A' Land Use, as shown on Exhibit "C", to:
  - (a) Add "Central Oshawa P.M.T.S.A." to the map legend;
  - (b) Redesignate the following lands from Special Purpose Commercial to Planned Commercial Centre, as shown on Exhibit "C":
    - (i) Lands generally bound by the Kansas City Canadian Pacific Rail corridor to the north, Stevenson Road South to the east, Champlain Avenue and Highway 401 to the south, and the General Motors Rail Spur to the west;
  - (c) Redesignate the following lands from various uses to Central Oshawa P.M.T.S.A., as shown on Exhibit "C":
    - (i) Lands 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;
    - (ii) Certain lands east of Ritson Road South;
  - (d) Revise the Main Central Area Boundary to remove lands 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, as shown in Exhibit "C";
2. Amending Schedule 'A-2' Corridors and Intensification Areas, as shown on Exhibit "D" to:
  - (a) Realign the "Metrolinx Approved EA Alignment" to be parallel to the General Motors Rail Spur, as shown in Metrolinx's 2023 Environmental Assessment Addendum;
  - (b) Revise the Main Central Area Boundary to remove lands 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, as shown in Exhibit "D";
3. Amending Schedule 'B-1' Transit Priority Network, as shown on Exhibit "E", to:
  - (a) Realign the "Metrolinx Approved EA Alignment" to be parallel to the General Motors Rail Spur, as shown in Metrolinx's 2023 Environmental Assessment Addendum;

- (b) Add “P.M.T.S.A.” to the map legend;
  - (c) Remove “Transportation Hub – Defined Geographic Area” and “Transportation Hub – Undefined Geographic Area” from the map legend;
  - (d) Remove “Transportation Hub – Defined Geographic Area” from the Central Oshawa area and “Transportation Hub – Undefined Geographic Area” from the Windfields area;
  - (e) Delineate the boundary of two (2) P.M.T.S.A.’s, consistent with the boundaries shown in Exhibit “A” and Exhibit “B”; and,
  - (f) Relocate the “Commuter Station – Future” designation for the Thornton’s Corners GO Station, shown west of Thornton Road South, south of the C.P.R. corridor, to generally north of the northerly terminus of Fox Street, as shown in Metrolinx’s 2023 Environmental Assessment Addendum.
4. Adding a new Section 2.16 that reads as follows:

**“2.16 Central Oshawa Protected Major Transit Station Area**

**2.16.1 General**

- 2.16.1.1 The Central Oshawa Protected Major Transit Station Area as shown on Schedule “A” shall function at its core as an extension of the City’s premier residential neighbourhood (in combination with the adjacent Downtown Oshawa Urban Growth Centre) with a large and diverse population and a range of housing types in a predominantly compact, intensive urban form. In this regard, medium and high density residential and mixed-use developments shall be permitted in the area designated as Central Oshawa Protected Major Transit Station Area subject to the inclusion of appropriate provisions in the zoning by-law.
- 2.16.1.2 Land uses in the area designated as Central Oshawa Protected Major Transit Station Area shall be subject to the relevant policies of Sections 2.1.1, 2.1.2, 2.1.7, 2.1.8 and 2.3 of this Plan.
- 2.16.1.3 The City shall promote a high-quality retail and pedestrian-oriented environment along the emerging and planned shopping and pedestrian streets of Simcoe Street South (between John Street and Highway 401) and First Avenue (between Simcoe Street South and Drew Street).
- 2.16.1.4 The Central Oshawa Protected Major Transit Station Area functions as the core neighbourhood surrounding the Michael Starr Trail, which directly connects the Downtown Oshawa Urban Growth Centre to the future new Central Oshawa GO Station at 500 Howard Street. In support of the role of the Michael Starr Trail as a preeminent pedestrian and cycling connection linking major destinations in Oshawa, new development and redevelopment adjacent to the

Michael Starr Trail shall provide an attractive, accessible interface with the trail corridor in accordance with Policy 3.4.5 of this Plan.

Development in the Central Oshawa Protected Major Transit Station Area shall limit the visibility of vehicular parking, loading and servicing zones, and vehicular access points from the Michael Starr Trail.

- 2.16.1.5 Pursuant to Policy 3.3.4, Simcoe Street between Bloor Street and Highway 407 is one of the most significant transit spines in the City. Lands adjacent to Simcoe Street South within the Central Oshawa Protected Major Transit Station Area should be developed to their fullest potential to achieve applicable density targets in accordance with the relevant policies of Section 2.1.7 and 2.1.8 of this Plan.
- 2.16.1.6 The western boundary of the Central Oshawa Protected Major Transit Station Area flanks the Oshawa Creek corridor and associated Natural Heritage System and Hazard Lands. The City shall promote the restoration and enhancement of the Oshawa Creek corridor adjacent to the Central Oshawa Protected Major Transit Station Area, including aquatic, riparian and terrestrial enhancement, while directing new development away from Hazard Lands along with the following considerations:
- (a) Incorporating landscaping as an integral part of all adjacent development, including the use of appropriate landscaping to protect and augment the edge conditions associated with key natural heritage and key hydrologic features;
  - (b) Ensuring that new development does not adversely affect the Natural Heritage System, but rather, where possible, enhances its functions; and
  - (c) Ensuring that the design and built form of development demonstrates a high degree of sensitivity where it interfaces with the Natural Heritage System and areas designated as Open Space and Recreation.
- 2.16.1.7 Notwithstanding Policy 2.1.8.1, development in the Central Oshawa Protected Major Transit Station Area shall be planned to achieve an overall minimum gross density target of 175 people and jobs per hectare, inclusive of a minimum of 25 jobs per hectare.
- 2.16.1.8 The Central Oshawa Protected Major Transit Station Area shall be developed to satisfy Policy 2.16.1.7 through:
- (a) Limiting uses and activities that provide a lower ratio of residential units/jobs compared to their use of land, including but not limited to single detached dwellings, low-density employment uses and similar single-storey buildings.

- (b) Prohibiting automobile-oriented and/or land extensive uses and activities including but not limited to drive-thru restaurants/financial institutions, car washes, car dealerships and gas stations, as such uses and activities discourage the transition of a Protected Major Transit Station Area to an area that complements and optimizes the support of higher order transit services, consistent with the relevant policies of Section 2.1.7 and 2.1.8 of this Plan.
- (c) Creating appropriate regulations within the City's zoning by-law to prescribe a set of minimum heights for new development within the Central Oshawa Protected Major Transit Station Areas, with a general hierarchy radiating outward from Simcoe Street South and First Avenue, with the tallest buildings planned along Simcoe Street South and First Avenue, and more modest heights within blocks nearest the Oshawa Creek valleylands and neighbourhoods adjacent to Ritson Road South.
- (d) Creating appropriate regulations within the City's zoning by-law, to permit an expanded suite of non-residential uses, particularly along arterial roads, with an emphasis on uses which:
  - Create pedestrian activity;
  - Are street-oriented on the first floor;
  - Generate business activity;
  - Are compatible with other permitted uses;
  - Avoid an undue concentration of uses that reduces the quality of the pedestrian environment; and
  - Contribute to a positive image.

## **2.16.2 Site Specific Policies**

2.16.2.1 Notwithstanding any other policy of this Plan, at 500 Howard Street located south of the Canadian Pacific Kansas City mainline, east of Front Street and north of First Avenue, the total floor area of all retail/commercial components shall not exceed a maximum of 12,500 square metres (134,549 sq. ft.) gross leasable floor space for the retailing of goods and services.

2.16.2.2 Notwithstanding any other policies of this Plan to the contrary, residential development is permitted on a 0.27 hectare (0.68 ac.) site situated at the southwest corner of Centre Street South and John Street West at a total net residential density of 534 units per hectare (216 units per ac.).”

5. Deleting the text associated with Policy 2.2.10.1 in its entirety, and replacing it with the text “[deleted]”, given that the subject lands are no longer designated as Commercial pursuant to Item 1 noted above.

6. Deleting the text associated with Policy 2.3.6.5, in its entirety, and replacing it with the text “[deleted]”, given that the subject lands are no longer designated as Residential pursuant to Item 1 noted above.
7. Deleting the text associated with each of Policies 2.3.6.13 and 2.3.6.20, in their entirety, and replacing them with the text “[deleted]” in each instance, given that:
  - (a) A self-storage facility is a use that is prohibited within a Protected Major Transit Station Area, pursuant to Policy 5.2.17 b) of Envision Durham (2024); and,
  - (b) The subject lands are no longer designated as Residential pursuant to Item 1 noted above.
8. Deleting the text associated with Policy 2.4.5.17, in its entirety, and replacing it with the text “[deleted]”, given that:
  - (a) A flea market is a use that is prohibited within a Protected Major Transit Station Area, pursuant to Policy 5.2.17 b) and c) of Envision Durham (2024), given it is a land extensive use and would adversely impact the achievement of the minimum density target for the Central Oshawa Protected Major Transit Station Area; and,
  - (b) The subject lands are no longer designated as Regeneration Area or Industrial pursuant to Item 1 above.
9. Deleting the entirety of section **2.1.7 – Transportation Hubs and Commuter Stations – General** and replacing it with a new section that reads as follows:

**“2.1.7            Protected Major Transit Station Areas and Commuter Stations - General**

2.1.7.1            It is the intent of this Plan to ensure that lands surrounding existing and planned Commuter Stations are used for development that complements and optimizes the support of transit services. In accordance with Policy 3.3.3 of this Plan, an area of influence surrounds Commuter Stations, within which development shall:

- (a)            Consist of a mix of land uses at higher densities, in a compact, intensive urban form, to facilitate the provision and use of transit, where the existing or planned Commuter Station is served by heavy rail; or
- (b)            Over the long term, consist of a mix of land uses at higher densities, in a compact, intensive urban form, to facilitate the provision and use of transit, where the planned Commuter Station is not served by heavy rail.

Areas of influence surrounding certain major Commuter Stations have been specifically identified as Protected Major Transit Station Areas where different modes of transportation,

including walking, cycling and riding transit, are planned to come together seamlessly and where there will be an intensive concentration of working, living, shopping and/or playing. As the primary focal points of the public transportation system, Protected Major Transit Station Areas are places of high connectivity and shall comprise a Commuter Station and surrounding area that can be traversed by foot and bicycle in a convenient, safe, accessible and comfortable manner.

“Protected” Major Transit Station Areas are considered as “protected” to allow for inclusionary zoning to be utilized through appropriate policies within a municipality’s zoning by-law.

It is the intent of this Plan to ensure that lands within a Protected Major Transit Station Area are used for development that complements and optimizes the support of higher order transit services. Protected Major Transit Station Areas are generally defined as the area of influence within an appropriate 500 to 800 metre radius of a Commuter Station, representing about a 10-minute walk. Development within a Protected Major Transit Station Area shall be planned as a community centered around higher order transit services, within which development shall consist of a mix of land uses at higher densities, in a compact, intensive urban form. Permitted uses generally include medium and high density residential and mixed-use development.

- 2.1.7.2 Commuter Stations are shown symbolically on Schedule “B-1” in the following general locations:
- (a) The existing Oshawa GO/VIA Station located at the southwest corner of Thornton Road South and Bloor Street West;
  - (b) The future Central Oshawa GO Station planned along the Canadian Pacific Kansas City mainline midway between Simcoe Street South and Ritson Road South;
  - (c) The future Thornton’s Corners GO Station planned along the Canadian Pacific Kansas City mainline at the northerly terminus of Fox Street, north of Laval Drive;
  - (d) The future Grandview GO Station planned on the south side of Bloor Street East, east of the Harmony Road South/Highway 401 interchange; and
  - (e) A future transitway station planned within the southwest quadrant of the interchange of Simcoe Street North and Highway 407.



- 2.1.7.3 There are two Protected Major Transit Station Areas located in Oshawa as delineated on Schedule 'B-1', focused on the two future Commuter Stations planned along the GO East Extension to Bowmanville. These two Protected Major Transit Station Areas are located along the "Metrolinx Approved EA Alignment" and can generally be described as follows:
- (a) The Central Oshawa Protected Major Transit Station Area, 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. The Central Oshawa Protected Major Transit Station Area also includes certain lands east of Ritson Road South, as depicted in Schedule B-1; and,
  - (b) The Thornton's Corners Protected Major Transit Station Area, generally bounded by the Canadian Pacific Kansas City rail corridor to the north, Bristol Crescent and Dorchester Drive to the east, Champlain Avenue and Highway 401 to the south, and the General Motors rail spur owned by Canadian Pacific Kansas City to the west, as depicted in Schedule B-1."

10. Deleting the entirety of **section 2.1.8. Transportation Hubs and Commuter Stations – Planning Criteria** and replacing it with a new section 2.1.8 that reads as follows:

**“2.1.8 Protected Major Transit Station Areas and Commuter Stations – Planning Criteria**

- 2.1.8.1 Development in Protected Major Transit Station Areas shall be planned to achieve an overall minimum gross density target of 150 people and jobs per hectare, inclusive of a minimum of 25 jobs per hectare.
- 2.1.8.2 Protected Major Transit Station Areas shall be developed to satisfy Policy 2.1.8.1 through:
- (a) Limiting uses and activities that provide a lower ratio of residential units/jobs compared to their use of land, including but not limited to single detached dwellings, low-density employment uses and similar single-storey buildings.
  - (b) Prohibiting automobile-oriented and/or land extensive uses and activities including but not limited to drive-thru restaurants/financial institutions, car washes, car dealerships and gas stations, as such uses and activities discourage the transition of a Protected Major Transit Station Area to an area that complements and optimizes the support of higher order transit services, consistent with Policy 2.1.7.1.

- (c) Creating appropriate regulations within the City's zoning by-law to prescribe a set of minimum heights for new development within Protected Major Transit Station Areas.
- (d) Creating appropriate regulations within the City's zoning by-law, to permit an expanded suite of non-residential uses, particularly along arterial roads, with an emphasis on uses which:
  - Create pedestrian activity;
  - Are street-oriented on the first floor;
  - Generate business activity;
  - Are compatible with other permitted uses;
  - Avoid an undue concentration of uses that reduces the quality of the pedestrian environment; and
  - Contribute to a positive image.

2.1.8.3 Existing uses may continue within Protected Major Transit Station Areas but are encouraged to intensify consistent with the policies of this Plan, including within Section 6.4: Residential Intensification.

2.1.8.4 Development within Protected Major Transit Station Areas or adjacent to existing and future Commuter Stations shall be in accordance with the relevant provisions of Policy 3.3.3 of this Plan and up-to-date principles of good design, including adaptability over time, climate change resiliency, respect for, and integration with, natural features and functions, and long-term sustainability.

2.1.8.5 Development within a Protected Major Transit Station Areas shall:

- (a) Offer convenient, direct and sheltered pedestrian access from development sites to adjacent Commuter Stations wherever feasible;
- (b) Create focal points and enhance existing gateways and corridors by concentrating the highest densities in sites adjacent to and in corridors leading to Transit Stations, as well as on the station sites themselves;
- (c) Not be subject to minimum required parking standards;
- (d) Minimize surface parking for automobiles where feasible;
- (e) Be pedestrian-oriented and accessible to all ages and abilities;
- (f) Require buildings to frame streets, with frequent pedestrian entrances;
- (g) Limit the amount of vehicular access points from adjacent roadways, with preference given to access points for active modes;
- (h) Support the use of rear lanes to serve loading, servicing and vehicular parking access requirements; and,

- (i) Limit the visibility of vehicular parking from the public realm, including from streets/sidewalks, parks, and walkways.

2.1.8.6 Development within a Protected Major Transit Station Areas or adjacent to a Commuter Station shall also be in accordance with the following:

- (a) The policies under Section 2.16, where development is proposed within the Central Oshawa Protected Major Transit Station Area;
- (b) The policies under Sections 2.1.5 and 2.1.6, where development is proposed along a Regional or Local Corridor, including within an Intensification Area; or
- (c) The approach to urban design and infrastructure development specified in Policy 2.1.2.2 where development is within a Protected Major Transit Station Area or area adjacent to a Commuter Station that is not otherwise subject to (a) or (b) above.

2.1.8.7 Urban design and built form within Protected Major Transit Station Areas identified in Policy 2.1.7.3 of this Plan shall address the Urban Design guidelines prepared by Parsons Inc. as part of the Integrated Major Transit Station Area Study for Central Oshawa.”

11. Deleting the text associated with each of Policies 2.2.10.9 and 2.2.10.12, in their entirety, and replacing them with the text “[deleted]” in each instance, given that pursuant to Items 9 and 10 above, the “Champlain East Sector” is superfluous and new policies relevant to this area will be contained under the new Sections 2.1.7 and 2.1.8.

12. Amending Policies 3.3.1, 3.3.3 first paragraph and final paragraph, 3.3.3 (a1) and 3.3.3 (a2) to replace the words “Transportation Hub” with the words “Protected Major Transit Station Area”.

13. Amending Policy 3.3.3 (b2) to remove 3.3.3 (b2)(ii) and have the Policy read as follows:

“3.3.3.(b2) An area within an approximate 500 metre (1,640 ft.) distance (representing about a 10 minute walk) of a Commuter Station identified on Schedule “B-1” that is not otherwise separated from the station by a 400 series Provincial freeway where no bridge crossings are present in proximity to the Commuter Station. Such an area shall be applied in instances where a Commuter Station is identified on Schedule “B-1” but there is no associated Protected Major Transit Station Area surrounding the station.”

14. Amending Policy 3.3.3 to remove the words “pursuant to a Master Land Use and Urban Design Plan undertaken” from the final paragraph of this Policy.

15. Amending Policy 2.1, to replace the words “**Transportation Hubs**” with the words “**Protected Major Transit Station Areas**”.
16. Amending Policy 2.1.1.3 (a1) (i) paragraph 1 to remove the words “, given that it encompasses both the Downtown Oshawa Urban Growth Centre as established through the Growth Plan for the Greater Golden Horseshoe and the planned Central Oshawa Transportation Hub” as well as “and the area relating to the Central Oshawa Transportation Hub is delineated on Schedule “B-1””.
17. Amending Policy 2.1.1.3 (a1) (i) paragraph 2 to remove the words “including the Central Oshawa Transportation Hub,” as well as “The area designated as Central Oshawa Transportation Hub shall also be planned and developed in accordance with the relevant policies of this Plan, particularly Policy 2.1.1.1, the policies under Sections 2.1.2 and 2.1.8, and Policy 3.3.3.”.
18. Amending Policy 2.1.1.3 (a1) (ii) to remove the words “, which encompasses a portion of the planned Windfields Transportation Hub”.
19. Amending Policy 2.1.1.4 to remove the words “and, where Transportation Hubs are present, on Schedule “B-1””.
20. Amending Policy 2.1.5.1 to replace the words “(including the Downtown Oshawa Urban Growth Centre and the Central Oshawa Transportation Hub)” with the words “, Protected Major Transit Station Areas,”.
21. Amending Policy 2.1.5.3 paragraph 1 to add the words “Protected Major Transit Station Areas,” after the words “and thereby facilitate efficient multi-modal transportation links between, and connections to, the Downtown Main Central Area,”.
22. Amending Policy 2.2.2.1 to remove the words “(including the Central Oshawa Transportation Hub)”.
23. Amending Policies 2.2.2.7, 3.2.16, 3.4.5, and 4.6.5 to replace the words “Transportation Hub” with the words “Protected Major Transit Station Area” in each instance.
24. Amending Policies 3.2.19 (e), 6.4.5 to replace the words “Transportation Hubs” with the words “Protected Major Transit Station Areas”.
25. Amending Policy 8.6.2.9 to replace the words “along the Simcoe Street North corridor and for areas that coincide with the planned Windfields Transportation Hub” with the words “and along the Simcoe Street North corridor”.
26. Amending Policy 8.6.3.1 to remove the words “and contain part of the planned Windfields Transportation Hub”.
27. Amending Policy 8.6.3.5 to remove the words “Where the planned Windfields Transportation Hub coincides with lands within the Windfields Main Central Area, this urban design study will address the relevant components of the Master Land

Use and Urban Design Plan to be prepared for the Transportation Hub in accordance with Policy 2.1.8.2 of the Part I Plan.”

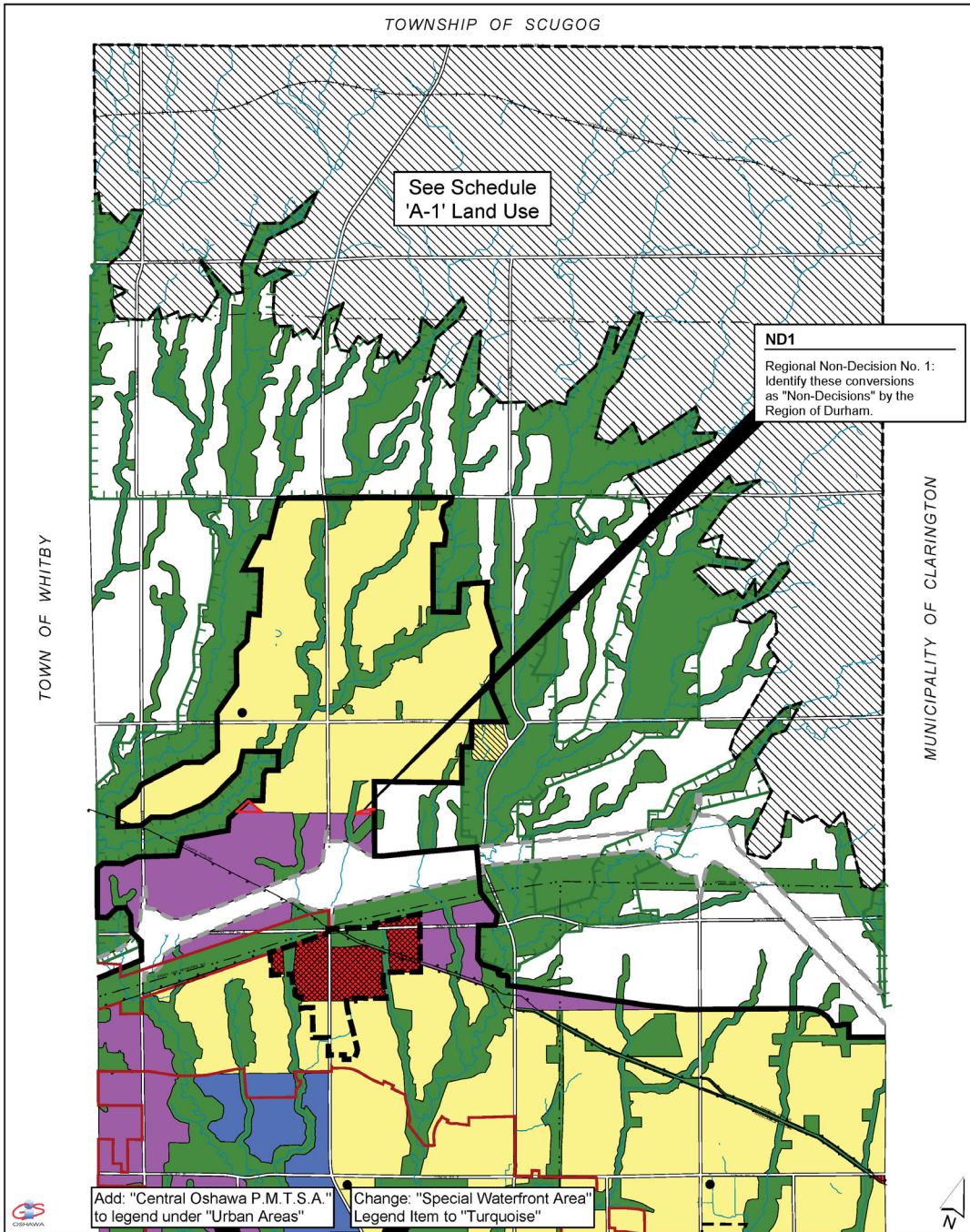
28. Amending Policy 8.6.11.10 to remove the words “The appropriate development of those portions of the Windfields Main Central Area that coincide with the planned Windfields Transportation Hub surrounding the commuter station shall be addressed as part of the comprehensive urban design study required for the Windfields Main Central Area in accordance with Policy 8.6.3.5.”.
29. Amending Policy 8.6.15.6 to remove item (c) in its entirety.
30. Amending Policy 8.6.15.7 to remove the words “Where the Windfields Transportation Hub coincides with lands that are the subject of either the Simcoe Street North corridor north of Britannia Avenue or the Windfields Main Central Area, the components of the Master Land Use and Urban Design Plan identified in Policy 2.1.8.4 shall be addressed as part of the relevant urban design studies and implementing guidelines required in accordance with subsections (a) and (b) of Policy 8.6.15.6 of the Windfields Part II Plan.”

### **Part III: Implementation**

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

### **Part IV: Interpretation**

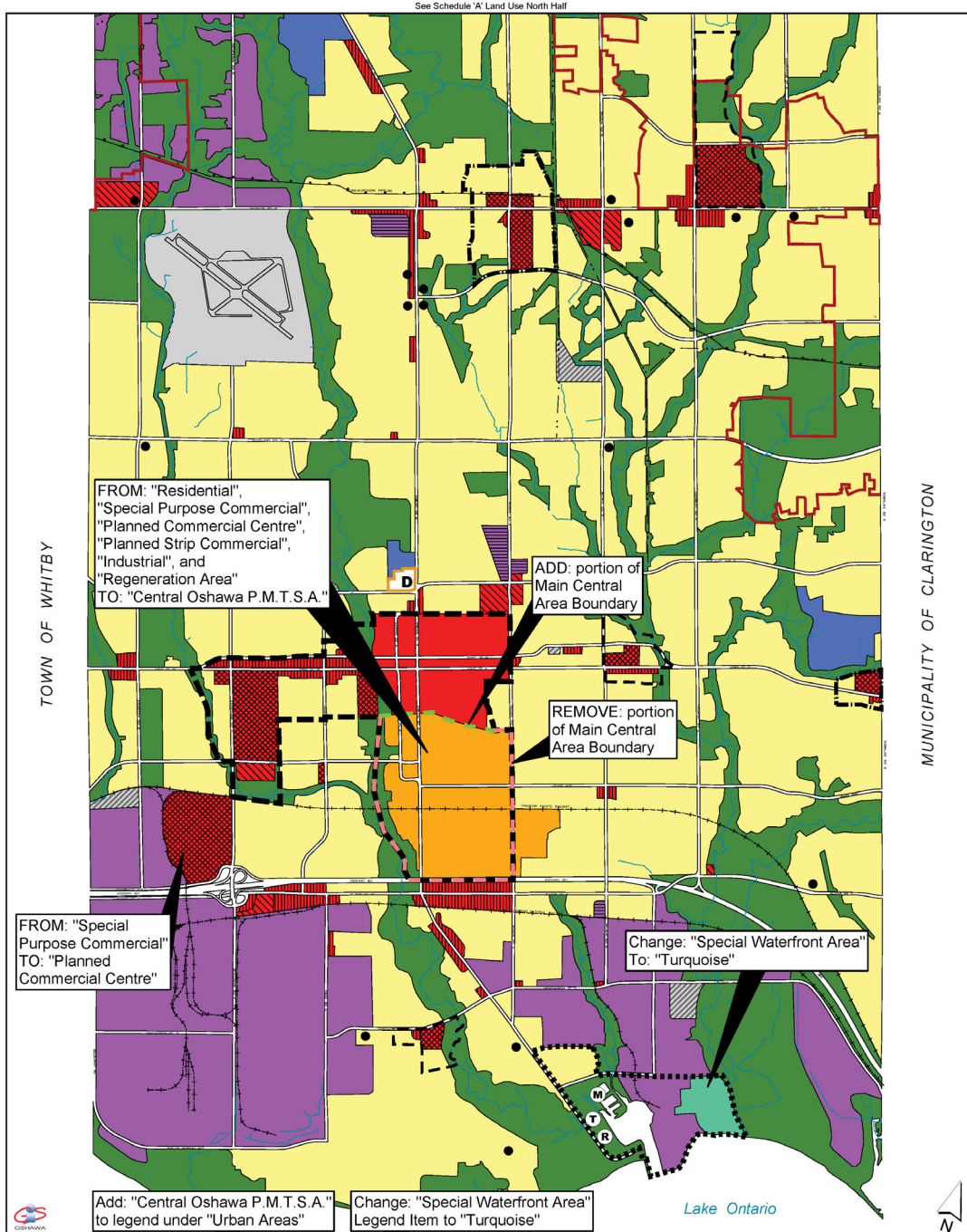
The provisions set forth in the City of Oshawa Official Plan, as amended, regarding the interpretation of the Plan, shall apply in regard to this Amendment.




























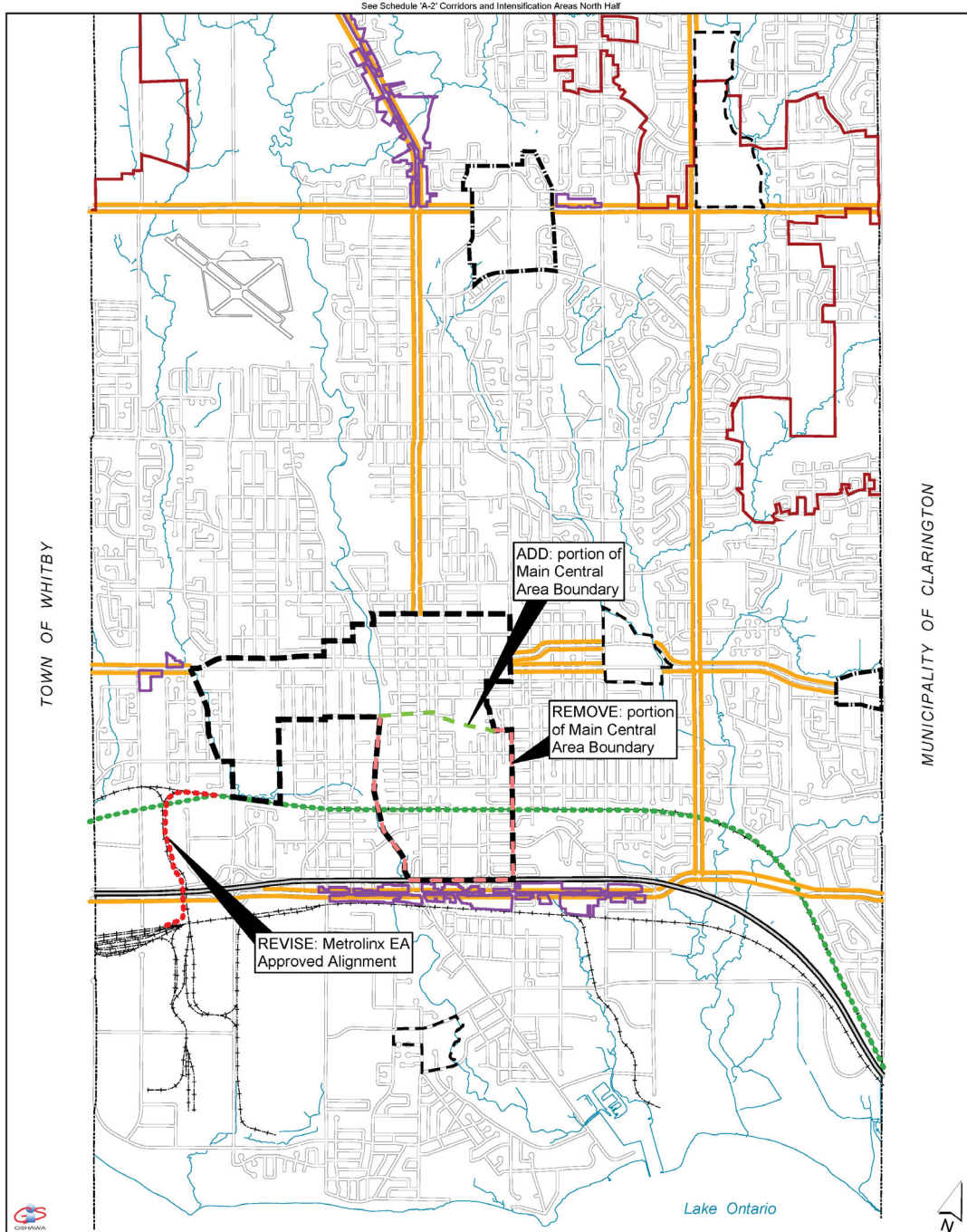
<p><b>Schedule 'A' Land Use</b>          City of Oshawa          Official Plan</p> <p>North Half</p> <p>December 2024</p> <p>0 250 500 1,000 1,500 Meters</p> <p>Economic and Development Services</p> <p>Notes:          1. This Schedule should be read in conjunction with the text</p>		<p><b>Urban Areas</b></p> <ul style="list-style-type: none"> <li> Residential</li> <li> Downtown Oshawa Urban Growth Centre</li> <li> Planned Commercial Centre</li> <li> Planned Commercial Strip</li> <li> Special Purpose Commercial</li> <li> Institutional</li> <li> Industrial</li> <li> Regeneration Area</li> <li> Airport</li> <li> Special Waterfront Area</li> <li> Central Oshawa P.M.T.S.A.</li> <li> Utilities</li> <li> Deferred by Regional Council</li> <li> Local Central Area</li> <li> Boundary of Major Urban Area</li> </ul>	<ul style="list-style-type: none"> <li> Built Boundary</li> <li> Special Development Area</li> <li> Main Central Area Boundary</li> <li> Sub-Central Area Boundary</li> <li> Community Central Area Boundary</li> <li> Marina Node</li> <li> Recreational Node</li> <li> Tourist Node</li> </ul> <p><b>Rural Areas</b></p> <ul style="list-style-type: none"> <li> Estate Residential (refer to section 2.7.3.1)</li> <li> Prime Agricultural</li> <li> Oak Ridges Moraine</li> <li> Limits of Approved Highway 407 Corridor</li> <li> Greenbelt Protected Countryside Area Boundary</li> </ul> <p><b>Greenland Areas</b></p> <ul style="list-style-type: none"> <li> Greenland Areas</li> <li> Open Space and Recreation</li> </ul>
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Title: Appendix C, Attachment 2  
 Subject: Amendments to Schedule 'A' Land Use - South Half



Schedule 'A' Land Use		
City of Oshawa Official Plan		
South Half		
July 2023		
		
Economic and Development Services		
Notes: 1. This Schedule should be read in conjunction with the text		
<b>Urban Areas</b>  Residential  Downtown Oshawa Urban Growth Centre  Planned Commercial Centre  Planned Commercial Strip  Special Purpose Commercial  Industrial  Regeneration Area  Airport  Special Waterfront Area  Central Oshawa P.M.T.S.A.  Deferred by Regional Council  Local Central Area  Boundary of Major Urban Area	 Built Boundary  Special Development Area  Main Central Area Boundary  Sub-Central Area Boundary  Community Central Area Boundary  Marina Node  Recreational Node  Tourist Node <b>Rural Areas</b>  Estate Residential (refer to section 2.7.3.1)  Prime Agricultural  Oak Ridges Moraine  Limits of Approved Highway 407 Corridor  Greenbelt Protected Countryside Area Boundary <b>Greenland Areas</b>  Open Space and Recreation	


















**Schedule 'A-2'  
 Corridors and  
 Intensification Areas**  
 City of Oshawa  
 Official Plan  
 South Half  
 January 2021

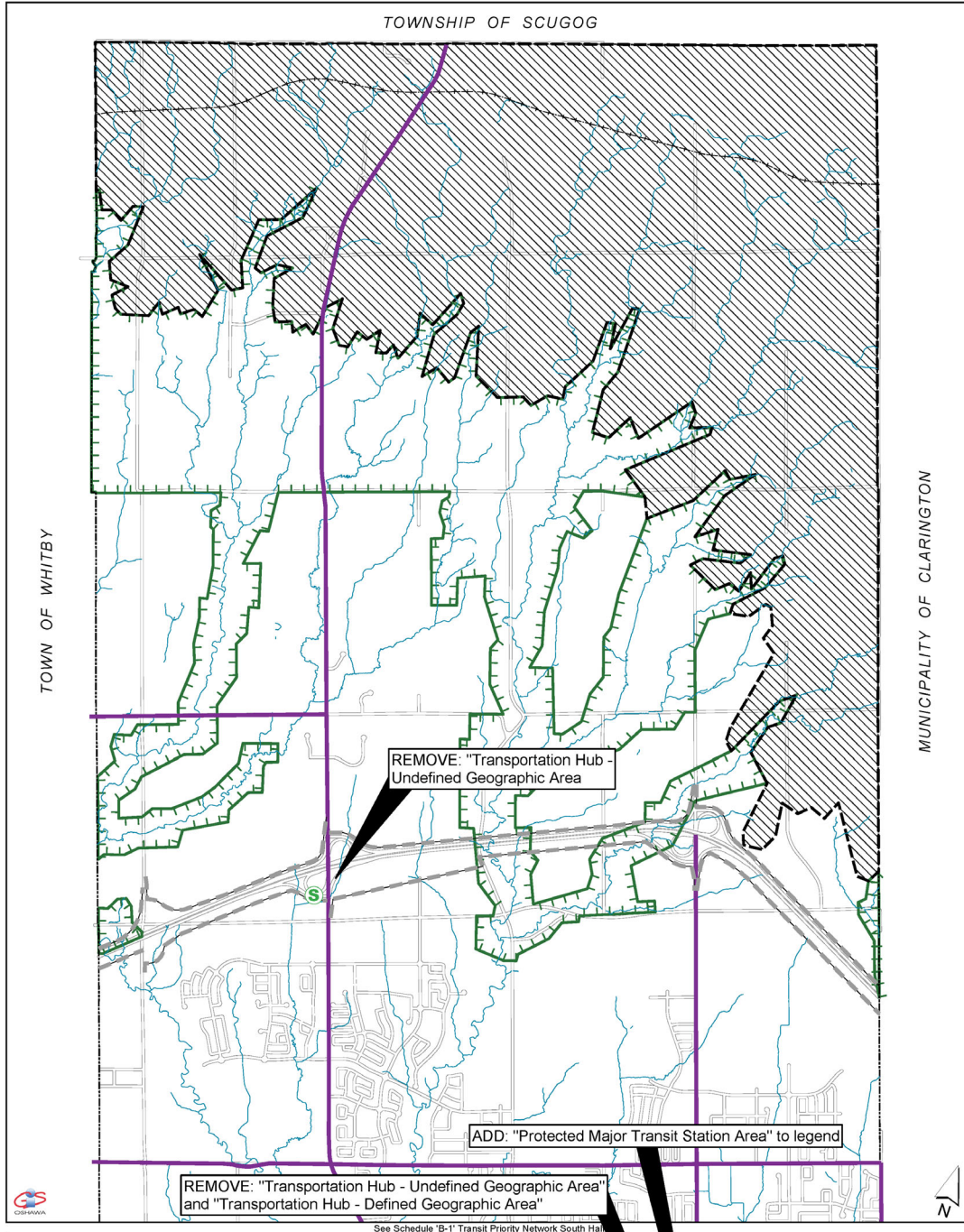
0 250 500 1,000 1,500 Meters

Economic and Development Services

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

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





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












North Half

January 2021

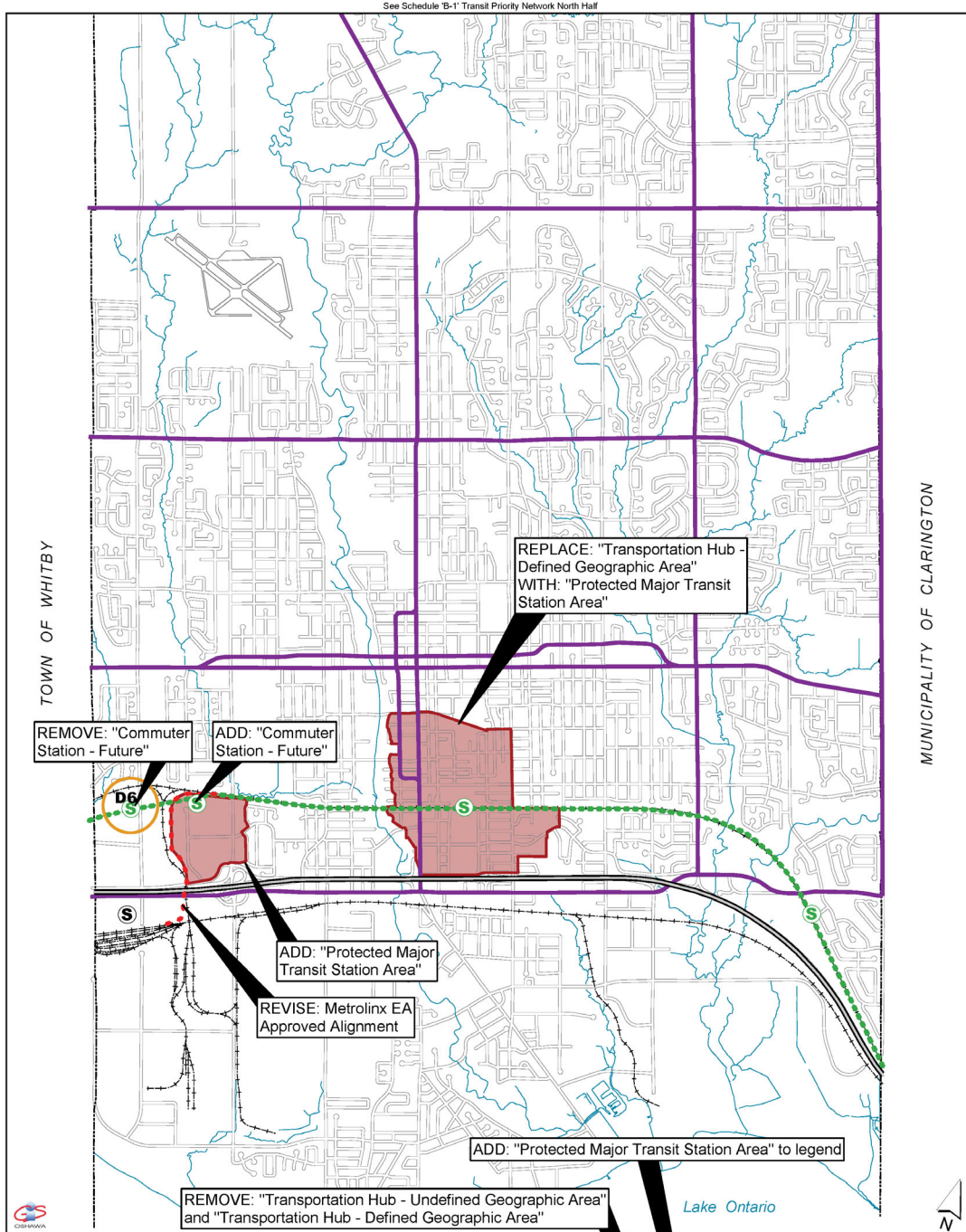
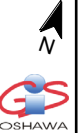
Economic and Development Services

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

See Schedule 'B-1' Transit Priority Network South Half

<p><b>Legend</b></p> <ul style="list-style-type: none"> <li> Regional Transit Spine</li> <li> Oak Ridges Moraine</li> <li> Greenbelt Protected Countryside Area Boundary</li> <li> Limits of Approved Highway 407 Corridor</li> <li> Provincial Highway 401</li> <li> Rail Line</li> <li> Deferred by Regional Council</li> </ul>	<ul style="list-style-type: none"> <li> Metrolinx EA Approved Rail Alignment</li> <li> Commuter Station - Existing</li> <li> Commuter Station - Future</li> <li> Protected Major Transit Station Area</li> </ul>
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Title: Appendix C, Attachment 5  
 Subject: Amendments to Schedule 'B-1' Transit Priority Network - South Half



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

South Half

January 2021

Economic and Development Services

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

**Legend**

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

## Appendix D – Draft Zoning By-law Amendment

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

It is hereby enacted as a by-law of The Corporation of the City of Oshawa as follows:

### Amendments related to the Central Oshawa P.M.T.S.A. (Schedules “A” and “B”)

1. By-law 60-94, as amended, is further amended by adding a new Section 38(C) that reads as follows:

#### “Section 38(C): CO – Central Oshawa

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

38(C).1.1 No person shall within any CO 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 CO-A Zone:

- (a) Apartment building
- (b) Back-to-back townhouse building
- (c) Back-to-back townhouse dwelling
- (d) Block townhouse
- (e) Duplex
- (f) Fiveplex
- (g) Fourplex
- (h) Semi-detached building
- (i) Semi-detached dwelling
- (j) Single detached dwelling
- (k) Sixplex
- (l) Street townhouse building
- (m) Street townhouse dwelling
- (n) Triplex

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

- (a) Apartment building
- (b) Church
- (c) Day care centre
- (d) Existing Residential uses not otherwise identified among the full list of permitted uses, located in existing buildings or structures, provided such uses were lawfully existing as of **[insert date by-law comes into effect]** and continue in the same manner and for the same purposes of which they were used on that date
- (e) Flat
- (f) Personal service establishment
- (g) Professional office

- (h) Restaurant
- (i) Retail store
- (j) School

38(C).1.4 The following uses are permitted in any CO-D or CO-E Zone:

- (a) Animal hospital
- (b) Apartment building
- (c) Apartment hotel
- (d) Art gallery
- (e) Auction Establishment
- (f) Brew your own operation
- (g) Bus depot
- (h) Church
- (i) Cinema
- (j) Club
- (k) Commercial recreation establishment
- (l) Convention centre
- (m) Craft Brewery
- (n) Crisis care residence
- (o) Cultural centre
- (p) Day care centre
- (q) Existing Residential uses not otherwise identified among the full list of permitted uses, located in existing buildings or structures, provided such uses were lawfully existing as of [insert date by-law comes into effect] and continue in the same manner and for the same purposes of which they were used on that date
- (r) Financial institution
- (s) Flat
- (t) Funeral home
- (u) Hospital
- (v) Hotel
- (w) Lodging house
- (x) Long Term Care Facility
- (y) Merchandise service shop
- (z) Museum
- (aa) Nursing home
- (bb) Office
- (cc) Parking garage or parking lot
- (dd) Personal service establishment
- (ee) Printing establishment
- (ff) Restaurant
- (gg) Retail store
- (hh) Retirement home
- (ii) School
- (jj) Studio
- (kk) Tavern
- (ll) Television or radio broadcasting station or studio
- (mm) Theatre
- (nn) Trade centre



## 38(C).2 Regulations

- 38(C).2.1 For any townhouse building permitted in any CO-A Zone, excluding block townhouses, the regulations in Table 8.2 and the relevant general provisions applicable to the R3-A and R3-B Zone, as applicable, shall apply to such use.
- 38(C).2.2 For any block townhouse permitted in any CO-A Zone, the regulations in Table 9.2 and the relevant general provisions applicable to the R4-A Zone shall apply to such use.
- 38(C).2.3 For any residential building permitted in any CO-A Zone, excluding townhouses, the R5-B regulations in Table 10.2A and Table 10.2B and the relevant general provisions applicable to the R5-B Zone shall apply to such residential building.
- 38(C).2.4 The following regulations as set out in Table 38(C).1 shall apply to any building permitted in any CO-B or CO-C Zone.

**Table 38(C).1 - Regulations for CO-B and CO-C Zones<sup>1</sup>**

Zones	CO-B	CO-C
Minimum Height (m)	9 <sup>1</sup>	12 <sup>1</sup>
Maximum Height (m) (Subject to any Oshawa Airport Zoning Regulations)	36 <sup>1</sup>	60 <sup>1</sup>
Maximum Density (Dwelling Units Per Hectare)	300 <sup>2</sup>	500 <sup>2</sup>
Minimum Lot Frontage (m)	18	
Minimum Front Yard Depth (m)	6	
Minimum Interior Side Yard Depth (m)	3	
Minimum Exterior Side Yard Depth (m)	3	
Minimum Rear Yard Depth (m)	7.5 for the first four storeys, 10.5m for all storeys higher than the fourth storey	
Maximum Non-residential Gross Floor Area (m <sup>2</sup> )	1,200	2,000
Maximum Restaurant Gross Floor Area (m <sup>2</sup> )	125	

<sup>1</sup> Requires Official Plan Amendment [REDACTED] to come into effect prior to these height minimum and maximums coming into full force and effect. Until Official Plan Amendment [REDACTED] comes into effect, the maximum and/or minimum height, as may be applicable, shall be regulated by the zoning in place for areas zoned CO-B or CO-C as of the day directly preceding the day this By-law was passed.

<sup>2</sup> Requires Official Plan Amendment [REDACTED] to come into effect prior to these density maximums coming into full force and effect. Until Official Plan Amendment [REDACTED] comes into effect, the maximum density shall be regulated

zoning in place for areas zoned CO-B or CO-C as of the day directly preceding the day this By-law was passed, or, where there is no such zoning regulation related to maximum density, pursuant to Table 2 in the Oshawa Official Plan.

38(C).2.5 Notwithstanding the maximum non-residential gross floor area within Table 38(C).1, an additional gross floor area of 8,185 m<sup>2</sup> of office floor space is permitted provided this additional floor space is devoted only to medical office or clinic uses.

38(C).2.6 The following regulations as set out in Table 38(C).2 shall apply to any building permitted in any CO-D or CO-E Zone.

**Table 38(C).2 - Regulations for CO-D and CO-E Zones**

<b>Zones</b>		<b>CO-D</b>	<b>CO-E</b>
Minimum Height (m)		18 <sup>1</sup>	36 <sup>1 3</sup>
Maximum Height (m) (Subject to any Oshawa Airport Zoning Regulations)		90 <sup>1</sup>	N/A <sup>1</sup>
Maximum Density (Dwelling Units Per Hectare)		700 <sup>2</sup>	1,000 <sup>2</sup>
Minimum Non-residential Gross Floor Area on Ground Floor (% of total area)		20	25
Minimum Front Yard and Exterior Side Yard Depth (m)	For first 13.5m or part thereof in height	0	
	For any portion of building greater than 13.5m in height	1.5	
Maximum Front Yard and Exterior Side Yard Depth (m)	For first 13.5m or part thereof in height	3	
	For any portion of building greater than 13.5m in height	6	
Minimum Interior Side Yard and Rear Yard Depth (m)	For first 13.5m or part thereof in height	0	
	For any portion of building between 13.5m and 25m in height	3	
	For any portion of building greater than 25.0m in height	10	

<sup>1</sup> Requires Official Plan Amendment [REDACTED] to come into effect prior to these height minimum and maximums coming into full force and effect. Until Official Plan Amendment [REDACTED] comes into effect, the maximum and/or minimum height, as may be applicable, shall be regulated by the zoning in place for areas zoned CO-D or CO-E as of the day directly preceding the day this By-law was passed.

<sup>2</sup> Requires Official Plan Amendment [REDACTED] to come into effect prior to these density maximums coming into full force and effect. Until Official Plan Amendment [REDACTED] comes into effect, the maximum density shall be regulated zoning in place for areas zoned CO-D or CO-E as of the day directly

preceding the day this By-law was passed, or, where there is no such zoning regulation related to maximum density, pursuant to Table 2 in the Oshawa Official Plan.

<sup>3</sup> Excluding a Train Station

38(C).2.7 Notwithstanding Table 38(C).2, where new development has frontage on Simcoe Street South and/or First Avenue, dwelling units shall only be permitted in the second storey or higher. Notwithstanding the foregoing, residential units may be permitted on the first storey provided they are separated from the Simcoe Street South and First Avenue street frontages by non-residential uses.

38(C).2.8 Notwithstanding the provisions of Subsection 38(C).2 of this By-law to the contrary, no person shall within any CO-B, CO-C, CO-D or CO-E Zone use any land or erect or use any building or structure permitted pursuant to Paragraphs (p) or (o) of Articles 38(C).1.3 or 38(C).1.4, respectively, except in compliance with the regulations as set out in this Article.

38(C).2.8(1) Minor enlargements of existing buildings or structures are permitted provided:

- (a) Such enlargements are not greater than ten percent (10%) of the existing gross floor area of the building or structure being enlarged; and
- (b) Not more than one enlargement is made to the existing building or structure.

38(C).2.8(2) Any enlargement shall be erected in compliance with the following regulations, as applicable:

- (a) For single detached dwellings, the regulations as set out in Table 10.2A of this By-law.
- (b) For semi-detached buildings, the regulations as set out in Table 10.2A of this By-law.
- (c) For semi-detached dwellings, the regulations as set out in Table 10.2A of this By-law.
- (d) For duplexes, the regulations as set out in Table 10.2A of this By-law.
- (e) For street townhouse buildings, the regulations as set out in Table 8.2 of this By-law.
- (f) For street townhouse dwellings, the regulations as set out in Table 8.2 of this By-law.
- (g) For back-to-back townhouse buildings, the regulations as set out in Table 8.2 of this By-law.
- (h) For back-to-back townhouse dwellings, the regulations as set out in Table 8.2 of this By-law.

- (i) For block townhouses, the regulations as set out in Table 9.2 of this By-law.
- (j) For lodging houses, the regulations as set out in Table 12.2 of this By-law.
- (k) For correctional group homes, the regulations as set out in Table 12.2 of this By-law.
- (l) For group homes, the regulations as set out in Table 12.2 of this By-law.
- (m) For long term care facilities in a CO-B or CO-C Zone, the regulations as set out in Table 38(C).1 of this By-law.
- (n) For nursing homes in a CO-B or CO-C Zone, the regulations as set out in Table 38(C).1 of this By-law.
- (o) For retirement homes in a CO-B or CO-C Zone, the regulations as set out in Table 38(C).1 of this By-law.

38(C).2.8(3) Notwithstanding any provision of this By-law to the contrary, any provisions affecting Residential Zones in Section 4 shall apply to existing Residential uses subject to this Article.

38(C).2.8(4) The maximum floor area for accessory buildings shall be eight percent (8%) of the lot area or 60m<sup>2</sup> whichever is more restrictive and the maximum height for accessory buildings shall be 5.0m measured between the grade and the highest point of the building.

38(C).2.9 Notwithstanding Subsection 38(C).1, any residential use subject to Article 38(C).2.8 shall be allowed new one storey accessory building, subject to the relevant general provisions applicable to the EU Zone under Section 38 of this By-law.

### **38(C).3 Special Conditions**

38(C).3.1 The provisions of this Subsection apply to unique or existing situations and the zones are not the standard CO Zones. Where there is any conflict between the provisions of this Subsection and any other provisions of this By-law, the provisions of this Subsection shall apply, but in the event that this Subsection is silent on any matter, then all other relevant provisions of this By-law shall apply.

#### **38(C).3.2 CO-A(1) Zone (219 Olive Avenue)**

38(C).3.2(1) In addition to any CO-A use, in the CO-A(1) Zone, as shown on Schedule "A" to this By-law, the following uses are permitted:

- (a) Assembly hall
- (b) Children's shelter
- (c) Church
- (d) Club, excluding a nightclub
- (e) Daycare centre
- (f) School



**38(C).3.3 CO-B(1) Zone (283, 287, 293, 295 and 356 Dean Avenue, 294, 298-302, 306-312, 316 Kitchener Avenue, 439, 463, 471-473, 481, 485, 491, 501, 514, 518, 522, 530, 531, 534, 535, 539, 543, 555, 559, 563, 574-576, 577, 580-588, 581, 583, 587, 591, and 595 Ritson Road South, and 0, 303, 311, 320 and 321 Viola Street)**

38(C).3.3(1) In addition to any CO-B use, in the CO-B(1) Zone, as shown on Schedule "A" to this By-law, the following uses are permitted:

- (a) Animal hospital
- (b) Auction establishment
- (c) Brew your own operation
- (d) Cinema
- (e) Clothing warehouse
- (f) Club
- (g) Commercial recreation establishment
- (h) Craft brewery
- (i) Funeral home
- (j) Hotel
- (k) Light machinery or equipment rental or service
- (l) Peddle
- (m) Printing establishment
- (n) Retail warehouse
- (o) Service of marine products
- (p) Studio
- (q) Tavern

**38(C).3.4 CO-B(2) Zone (75 John Street West and 130 Centre Street South)**

38(C).3.4(1) Notwithstanding Table 38(C).1 of this By-law to the contrary, in any CO-B(2) Zone as shown on Schedule "A" to this By-law, the maximum permitted density is 534 units per hectare.

**38(C).3.5 CO-B(3) Zone (300 Centre Street South)**

38(C).3.5(1) In addition to any CO-B use, in the CO-B(3) Zone, as shown on Schedule "A" to this By-law, the following uses are permitted:

- (a) Assembly hall
- (b) Children's shelter
- (c) Clinic
- (d) Club, excluding a nightclub
- (e) Crisis care residence

**38(C).3.6 CO-B(4) Zone (157 Centre Street South, 43 John Street West)**

38(C).3.6(1) In addition to any CO-B use, in the CO-B(4) Zone, as shown on Schedule "A" to this By-law, the following uses are permitted:

- (a) Assembly hall
- (b) Business office
- (c) Children's shelter

- (d) Club, excluding a nightclub
- (e) Studio

**38(C).3.7 CO-B(5) Zone (300, 320, 326, 334 Ritson Road South, 228, 232, 236, 238, 242, 250 and 252 Olive Avenue)**

38(C).3.7(1) In addition to any CO-B use, in the CO-B(5) Zone, as shown on Schedule “A” to this By-law, the following uses are permitted:

- (a) Assembly hall
- (b) Children’s shelter
- (c) Club, excluding a nightclub

**38(C).3.8 CO-B(6) Zone (464, 470, 0 Ritson Road South)**

38(C).3.8(1) In addition to any CO-B use, in the CO-B(6) Zone, as shown on Schedule “A” to this By-law, the following uses are permitted:

- (a) Assembly hall
- (b) Children’s shelter
- (c) Club, excluding a nightclub

**38(C).3.9 CO-B(7) Zone (55 McGrigor Street)**

38(C).3.9(1) In addition to any CO-B use, in the CO-B(7) Zone, as shown on Schedule “A” to this By-law, the following uses are permitted:

- (a) Long Term Care Facility
- (b) Nursing home
- (c) Retirement home

**38(C).3.10 CO-C(1) Zone (64 Albany Street and 426 Front Street)**

38(C).3.10(1) Notwithstanding the provisions of Subsection 38(C).2 of this By-law to the contrary, in any CO-C(1) Zone, the following regulations shall apply to any standalone apartment building:

- (a) A minimum front yard depth of 1.5m shall be provided.
- (b) That the subject lands be consolidated into one lot.

38(C).3.10(2) Notwithstanding Article 4.6.1, Table 4.6 Item (a) of this By-law to the contrary, in any CO-C(1) Zone, an entrance canopy may encroach into the required minimum exterior side yard a maximum of 2.5m and a pilaster may encroach into the required minimum front and exterior side yard a maximum of 1.0m.

38(C).3.10(3) Notwithstanding Article 4.10.1, Table 4.10 Item (d) of this By-law to the contrary, in any CO-C(1) Zone, as shown on Schedule “A” to this By-law, one (1) parking space is permitted to be located no closer than 1m from the Front Street streetline and the same parking space is permitted to be located partially in the front yard.

**38(C).3.11 CO-C(2) Zone (152 Albert Street)**

38(C).3.11(1) In addition to any CO-C use, in the CO-C(2) Zone, as shown on Schedule "A" to this By-law, the following uses are permitted:

- (a) Assembly hall
- (b) Children's shelter
- (c) Club, excluding a nightclub

**38(C).3.12 CO-C(3) Zone (597 Albert Street)**

38(C).3.12(1) In addition to any CO-C use, in the CO-C(3) Zone, as shown on Schedule "A" to this By-law, the following uses are permitted:

- (a) Assembly hall
- (b) Children's shelter
- (c) Club, excluding a nightclub

**38(C).3.13 CO-C(4) Zone (168 Banting Street)**

38(C).3.13(1) In addition to any CO-C use, in the CO-C(4) Zone, as shown on Schedule "A" to this By-law, the following uses are permitted:

- (a) Assembly hall
- (b) Children's shelter
- (c) Club, excluding a nightclub

**38(C).3.14 CO-C(5) Zone (300 Court Street)**

38(C).3.14(1) In addition to any CO-C use, in the CO-C(5) Zone, as shown on Schedule "A" to this By-law, the following uses are permitted:

- (a) Assembly hall
- (b) Children's shelter
- (c) Club, excluding a nightclub

**38(C).3.15 CO-C(6) Zone (63 Albany Street)**

38(C).3.15(1) Notwithstanding the provisions of Subsection 38(C).2 of this By-law to the contrary, in any CO-C(6) Zone, as shown on Schedule "A" to this By-law, the following regulations shall apply to any standalone apartment building:

- (a) A minimum front yard depth of 3.0m shall be provided.
- (b) A minimum rear yard depth of 3.0m shall be provided.

38(C).3.15(2) Notwithstanding Article 4.6.1 of this By-law to the contrary, in any CO-C(6) Zone, as shown on Schedule "A" to this By-law, an unenclosed canopy supported by columns may encroach into the minimum exterior side yard a maximum of 2.5m.

### **38(C).3.16 CO-D(1) Zone (357 Simcoe Street South)**

38(C).3.16(1) Notwithstanding any provision of this By-law to the contrary, in any CO-D(1) Zone, as shown on Schedule "A" to this By-law, a youth outreach centre with associated apartment units is an additional permitted use.

38(C).3.16(2) For the purposes of Subsection 38(C).3, the following definition shall apply:

**"YOUTH OUTREACH CENTRE"** means a building or part of a building used by a "registered charity" as defined in subsection 248(1) of the Income Tax Act, R.S.C. 1985, c. 1 (5th Supp.), as amended, or by a corporation that is a non-profit organization for the purposes of paragraph 57(1)(b) of the Corporations Tax Act, R.S.O. 1990, c. C.40 for the purpose of serving youth, ages 12 to 26, through the provision of the following services:

- (a) Serving within the building food including uses commonly known as soup kitchens;
- (b) Dispensing from or receiving at the building food including uses commonly known as food banks;
- (c) Providing public use personal hygiene facilities such as washroom facilities and clothes cleaning equipment;
- (d) Dispensing from or receiving at the building clothing and household articles;
- (e) Providing drop-in services;
- (f) Providing counseling services; or
- (g) Providing indoor recreational activities.

38(C).3.16(3) Notwithstanding any provision of this By-law to the contrary, in any CO-D(1) Zone the following regulations shall apply to any Youth Outreach Centre with associated apartment units:

- (a) A minimum interior side yard depth of 3.6m shall be provided on the south side and a minimum interior side yard depth of 5.8m shall be provided on the north side.
- (b) A maximum lot coverage of forty-two percent (42%) shall be permitted.
- (c) A minimum of twelve percent (12%) landscaped open space shall be provided.
- (d) A minimum of twenty-seven percent (27%) landscaped open space shall be provided in the front yard.
- (e) A minimum aisle width of 6.0m shall be provided for parking spaces perpendicular to the street line in the front yard.

- (f) The maximum number of apartment units shall be 27, all of which shall be bachelor apartment units save and except that there may be a maximum of one (1) one bedroom unit.
- (g) The maximum gross floor area for the youth outreach centre shall be 960m<sup>2</sup>.

**38(C).3.17 CO-D(2) Zone (505 Simcoe Street South)**

38(C).3.17(1) Notwithstanding any other provision of this By-law to the contrary, in any CO-D(2) Zone, as shown on Schedule "A" to this By-law, the street line abutting First Avenue shall be defined to be the front lot line, and parking may be located in the front and exterior side yard.

38(C).3.17(2) Notwithstanding Subsection 4.10 and Sentence 38(C).3.17(1) to the contrary, in any CO-D(2) Zone, as shown on Schedule "A" to this By-law, no part of any parking area shall be located closer than 1.0m to the Simcoe Street South and First Avenue streetlines.

38(C).3.17(3) Notwithstanding Sentence 5.1.4(7) to the contrary, in any CO-D(2) Zone, as shown on Schedule "A" to this By-law, a building or structure accessory to a senior citizens apartment building shall be permitted in the front yard provided any accessory building or structure is not located within the required minimum front yard, except any accessory building or structure existing as of the date of the passing of this By-law.

**38(C).3.18 CO-D(3) Zone (373 Simcoe Street South, 348 Albert Street, 33 Olive Avenue)**

38(C).3.18(1) In addition to any CO-D use, in the CO-D(3) Zone, as shown on Schedule "A" to this By-law, the following uses are permitted:

- (a) Assembly hall
- (b) Children's shelter

**38(C).3.19 CO-D(4) Zone (33 McGrigor Street, 240 Simcoe Street South)**

38(C).3.19(1) In addition to any CO-D use, in the CO-D(4) Zone, as shown on Schedule "A" to this By-law, the following uses are permitted:

- (a) Assembly hall
- (b) Children's shelter

**38(C).3.20 CO-E(1) Zone (14, 18, 30, 34, 38, 42 Lviv Boulevard)**

38(C).3.20(1) In addition to any CO-E use, in the CO-E(1) Zone, as shown on Schedule "A" to this By-law, the following uses are permitted:

- (a) Assembly hall
- (b) Children's shelter

2. The regulations pertaining to the maximum density and minimum and maximum heights applicable to the CO Zones in Tables 38(C).1 and 38(C).2 of Articles 38(C).2.4

and 38(C).2.6 of this By-law, respectively, shall not come into force in accordance with the provisions of the Planning Act until Amendment [REDACTED] to the Oshawa Official Plan is finally approved.

3. By-law 60-94, as amended, is further amended by adding the words “CO Central Oshawa Protected Major Transit Station Area Zone” under Article 3.1.1 (g) Class: Other.
4. By-law 60-94, as amended, is further amended by deleting Paragraph (c) of Sentence 3.5.2(5) in its entirety.
5. By-law 60-94, as amended, is further amended by changing the zoning for the lands shown within the colourized categories on the enlarged portion of Part of Map B2 attached hereto as Schedule “A” as follows:

**Block 1**

1. From R6-D.D534 to CO-B(2) “h-97”;
2. From R2/R6-B/OC-B, in part to CO-B “h-97”, in part;
3. From R2/R3-A/R6-B/R7-A, in part to CO-B “h-97”, in part;
4. From R2/R3-A/R6-B/R7-A, in part to CO-A “h-97”, in part;

**Block 2**

5. From R2/R3-A/R6-B/R7-A to CO-A “h-97”;

**Block 3**

6. From R2/R3-A/R6-B/R7-A, in part to CO-A “h-97”, in part;
7. From R2/R3-A/R6-B/R7-A, in part to CO-B “h-97”, in part;
8. From R2/R6-B/OC-B, in part to CO-B “h-97”, in part;

**Block 4**

9. From R2/R3-A/R6-B/R7-A, in part to CO-A “h-97”, in part;
10. From R2/R3-A/R6-B/R7-A, in part to CO-B “h-97”, in part;

**Block 5**

11. From R5-A/R7-A, in part to CO-A “h-97”, in part;
12. From R5-A/R7-A, in part to CO-B “h-97”, in part;

**Block 6**

13. From R5-A/R7-A, in part to CO-A “h-97”, in part;
14. From R5-A/R7-A, in part to CO-B “h-97”, in part;

**Block 7**

15. From R6-B, in part to CO-B “h-97”, in part;
16. From R6-B/CIN(1), in part to CO-B(3) “h-97”, in part;

**Block 8**

17. From R3-A/R5-B/R7-A to CO-A “h-97”;

**Block 9**

18. From R3-A/R5-B/R7-A to CO-A “h-97”;

**Block 10**

19. From R3-A/R5-B/R7-A to CO-A “h-97”;

**Block 11**

20. From R3-A/R5-B/R7-A, in part to CO-A “h-97”, in part;

21. From R3-A/R5-B/R7-A, in part to CO-B “h-97”, in part;

**Block 12**

22. From CIN, in part to CO-B(4) “h-97”, in part;

23. From SO-B/CIN to CO-B(4) “h-97”, in part;

24. From R6-D, in part to CO-B “h-97”, in part;

25. From R6-B/SO-B, in part to CO-D “h-97”, in part;

26. From R6-B/OC-B, in part to CO-D “h-97”, in part;

27. From PSC-A, in part to CO-D “h-97”, in part;

**Block 13**

28. From R2/R3-A/R6-B/R7-A, in part to CO-B “h-97”, in part;

29. From R2/R3-A/R6-B/R7-A/CIN(6), in part to CO-B “h-97”;

30. From R2/R3-A/R6-B/R7-A/CIN(6), in part to CO-D “h-97”;

31. From R2/R3-A/R6-B/R7-A, in part to CO-D “h-97”, in part;

32. From PSC-A, in part to CO-D “h-97”, in part;

33. From R2/R3-A/R6-B/R7-A, in part to CO-D “h-97”, in part;

**Block 14**

34. From R6-C, in part to CO-B(7) “h-97”, in part;

35. From R6-C/CIN, in part to CO-D(4) “h-97”, in part;

36. From R1-C/CIN, in part to CO-D(4) “h-97”, in part;

**Block 15**

37. From R5-B/R7-A, in part to CO-B “h-97”, in part;

38. From R5-B/R7-A, in part to CO-C “h-97”, in part;

39. From PSC-A, in part to CO-D “h-97”, in part;

**Block 16**

40. From R3-A/R5-B/R7-A, in part to CO-B “h-97”, in part;

41. From R3-A/R5-B/R7-A, in part to CO-C “h-97”, in part;

42. From R3-A/R5-B/R7-A, in part to CO-D “h-97”, in part;

43. From SO-B, in part to CO-D “h-97”, in part;

**Block 17**

44. From R3-A/R5-B/R7-A, in part to CO-B “h-97”, in part;

45. From R3-A/R5-B/R7-A, in part to CO-D “h-97”, in part;

**Block 18**

46. From R3-A/R5-B/R7-A, in part to CO-B “h-97”, in part;

47. From R3-A/R5-B/R7-A, in part to CO-D “h-97”, in part;

48. From PSC-A, in part to CO-D “h-97”, in part;

**Block 19**

49. From R3-A/R5-B/R7-A, in part to CO-B “h-97”, in part;

50. From PSC-A, in part to CO-D “h-97”, in part;

**Block 20**

- 51. From R3-A/R5-B/R7-A, in part to CO-C “h-97”, in part;
- 52. From PSC-A, in part to CO-D “h-97”, in part;

**Block 21**

- 53. From R3-A/R5-B/R7-A, in part to CO-C “h-97”, in part;
- 54. From R3-A/R5-B/R7-A, in part to CO-D “h-97”, in part;
- 55. From R3-A/R5-B/R7-A, in part to CO-D “h-96” “h-97”, in part;
- 56. From PSC-A, in part to CO-D “h-97”, in part;
- 57. From PSC-A, in part to CO-D “h-96” “h-97”;

**Block 22**

- 58. From OSH(3) to CO-D “h-96” “h-97”, in part;

**Block 23**

- 59. From PSC-A, in part to CO-D “h-97”, in part;

**Block 24**

- 60. From R2/R3-A/R5-C/R6-B/R7-A, in part to CO-D “h-97”, in part;
- 61. From PSC-A, in part to CO-D “h-97”, in part;

**Block 25**

- 62. From PSC-A, in part to CO-D “h-97”, in part;
- 63. From PSC-A/R8, in part to CO-D “h-97”, in part;
- 64. From R2/R3-A/R5-C/R6-B/R7-A, in part to CO-D “h-97”, in part;

**Block 26**

- 65. From PSC-A, in part to CO-D “h-97”, in part;
- 66. From R2/R3-A/R5-C/R6-B/R7-A, in part to CO-D “h-97”, in part;

**Block 27**

- 67. From PSC-A, in part to CO-D “h-97”, in part;
- 68. From R2/R3-A/R5-C/R6-B/R7-A, in part to CO-D “h-97”, in part;

**Block 28**

- 69. From PSC-A, in part to CO-D “h-97”, in part;
- 70. From R2/R3-A/R5-C/R6-B/R7-A, in part to CO-D “h-97”, in part;

**Block 29**

- 71. From PSC-A, in part to CO-D “h-97”, in part;
- 72. From R5-B/R7-A, in part to CO-D “h-97”, in part;
- 73. From R2/CIN/R6-B(12), in part to CO-D(1) “h-97”, in part;
- 74. From R2/CIN, in part to CO-D(3) “h-97”, in part;
- 75. From PSC-A, in part to CO-D “h-97”, in part;
- 76. From R2/R3-A/R6-B/R7-A, in part to CO-D “h-97”, in part;
- 77. From R2/R3-A/R6-B/R7-A, in part to CO-C “h-97”, in part;

**Block 30**

- 78. From PSC-A, in part to CO-D “h-97”, in part;
- 79. From PSC-A/SSC-B, in part to CO-D “h-97”, in part;



**Block 31**

- 80. From PSC-A, in part to CO-D “h-97”, in part;
- 81. From R2/R3-A/R6-B/R7-A, in part to CO-C “h-97”, in part;
- 82. From R6-C, in part to CO-C “h-97”, in part;
- 83. From R2/R3-A/R6-B/R7-A, in part to CO-D “h-97”, in part;

**Block 32**

- 84. From PSC-A, in part to CO-D “h-96” “h-97”, in part;
- 85. From R2/R3-A/R6-B/R7-A, in part to CO-D “h-96”, in part;
- 86. From OSP, in part to OSP “h-96”, in part;
- 87. From R6-B(1), in part to CO-D(2) “h-96” “h-97”, in part;

**Block 33**

- 88. From PCC-C to CO-E “h-96” “h-97”, in part;
- 89. From R2/CIN, in part to CO-E(1) “h-97”;
- 90. From PSC-A, in part to OSP, in part;

**Block 34**

- 91. From R2/R3-A/R5-C/R6-B/R7-A, in part to CO-C “h-97”, in part;
- 92. From R6-B/CIN, in part to CO-C(2) “h-97”;

**Block 35**

- 93. From R2/R3-A/R5-C/R6-B/R7-A to CO-C “h-97”;

**Block 36**

- 94. From R2/R3-A/R5-C/R6-B/R7-A, in part to CO-C “h-97”, in part;
- 95. From R2/R3-A/R6-B/CC-A, in part to CO-C “h-97”, in part;

**Block 37**

- 96. From R2/R3-A/R5-C/R6-B/R7-A, in part to CO-B “h-97”, in part;
- 97. From FD, in part to CO-B “h-97”, in part;
- 98. From FD, in part to OSP, in part;
- 99. From R2, in part to CO-B “h-97”, in part;
- 100. From R1-E Y4.5 L260 “h-5” to CO-B Y4.5 L260 “h-5” “h-97”;
- 101. From R1-E Y4.5 L240 “h-9” to CO-B Y4.5 L240 “h-9” “h-97”;
- 102. From R2, in part to CO-A “h-97”, in part;

**Block 38**

- 103. From R2/R3-A/R5-C/R6-B/R7-A, in part to CO-B “h-97”, in part;
- 104. From R2/R3-A/R5-C/R6-B/R7-A, in part to OSP, in part;
- 105. From R6-C, in part to CO-B “h-97”, in part;
- 106. From R6-C, in part to OSP, in part;
- 107. From R3-A/R5-B, in part to CO-B “h-97”, in part;
- 108. From R3-A/R5-B, in part to OSP, in part;
- 109. From R2, in part to OSP “h-97”, in part;
- 110. From R2, in part to CO-B “h-97”, in part;

**Block 39**

- 111. From R3-A/R5-B/R7-A, in part to CO-C “h-97”, in part;
- 112. From R3-A/R5-B/R7-A, in part to OSP, in part;
- 113. From R3-A/R5-B, in part to OSP, in part;

114. From R3-A/R5-B, in part to CO-B “h-97”, in part;

**Block 40**

115. From R3-A/R5-B/R7-A, in part to CO-C “h-97”, in part;

116. From R3-A/R5-B/R7-A, in part to OSP, in part;

117. From R5-B/CIN, in part to CO-C(5) “h-97”, in part;

118. From R5-B/CIN, in part to OSP, in part;

**Block 41**

119. From R3-A/R5-B/R7-A, in part to CO-C “h-97”, in part;

120. From R3-A/R5-B/R7-A, in part to OSP, in part;

**Block 42**

121. From R2/R3-A/R6-B/R7-A, in part to CO-C “h-97”, in part;

122. From R2/R3-A/R6-B/R7-A, in part to OSP, in part;

123. From OSP, in part to OSP, in part;

124. From R2/R3-A, in part to CO-C “h-97”, in part;

125. From R1-D, in part to CO-C “h-97”, in part;

126. From R1-D/CC-B, in part to CO-C “h-97”, in part;

**Block 43**

127. From R2, in part to CO-C “h-97”, in part;

128. From R6-D(5) “h-82” to CO-C(1) “h-82” “h-97”;

**Block 44**

129. From R2/R3-A.F5.5/R6-B(2)/R6-C(11) “h-7”, in part to CO-C(6).F5.5 “h-7” “h-97”, in part;

130. From R2, in part to CO-C “h-97”, in part;

131. From R2, in part to CO-C “h-96” “h-97”, in part;

**Block 45**

132. From R2, in part to CO-C “h-96” “h-97”, in part;

**Block 46**

133. From R2, in part to CO-C “h-97”, in part;

**Block 47**

134. From R2, in part to CO-C “h-97”, in part;

135. From R2/CIN, in part to CO-C(3) “h-97”, in part;

**Block 48**

136. From R2, in part to CO-B “h-97”, in part;

137. From R2, in part to CO-A “h-97”, in part;

138. From R2, in part to CO-C “h-97”, in part;

139. From R2/CIN, in part to CO-C(4) “h-97”, in part;

**Block 49**

140. From R2 to CO-C “h-97”;

**Block 50**

141. From R2, in part to CO-C “h-97”, in part;

142. From R2/R3-A, in part to CO-C “h-97”, in part;

**Block 51**

- 143. From PCC-B(2), in part to CO-E “h-96” “h-97”, in part;
- 144. From PCC-B(2), in part to OSP “h-96”, in part;
- 145. From GI, in part to CO-E “h-96” “h-97”, in part;
- 146. From GI, in part to OSP “h-96”, in part;

**Block 52**

- 147. From GI(1) “h-51”, in part to CO-E h-51 “h-96” “h-97”, in part;
- 148. From GI, in part to OSP “h-96”;
- 149. From GI, in part to CO-E “h-97”;

**Block 53**

- 150. From R2, in part to CO-B “h-97”, in part;
- 151. From R2, in part to CO-A “h-97”, in part;

**Block 54**

- 152. From R2 to CO-A “h-97”;

**Block 55**

- 153. From R5-A to CO-B “h-97”;

**Block 56**

- 154. From R5-A, in part to CO-B “h-97”, in part;
- 155. From R5-A, in part to CO-B “h-96” “h-97”, in part;

**Block 57**

- 156. From R5-A to CO-B “h-96” “h-97”;

**Block 58**

- 157. From R5-A, in part to CO-B “h-97”, in part;
- 158. From R5-A, in part to OSP, in part;

**Block 59**

- 159. From R2, in part to CO-A “h-97”, in part;
- 160. From R2/R3-A, in part to CO-A “h-97”, in part;

**Block 60**

- 161. From R2 to CO-A “h-97”;

**Block 61**

- 162. From R2, in part to CO-A “h-97”, in part;
- 163. From R2/CIN, in part to CO-B(5) “h-97”, in part;
- 164. From R2, in part to CO-B(5) “h-97”, in part;

**Block 62**

- 165. From R1-D, in part to CO-A “h-97”, in part;
- 166. From R1-D/CIN, in part to CO-A(1) “h-97”, in part;
- 167. From R5-B, in part to CO-A “h-97”, in part;

**Block 63**

- 168. From R1-D to CO-A “h-97”;

**Block 64**

- 169. From R2/R3-A, in part to CO-B “h-97”, in part;
- 170. From R5-A, in part to CO-B “h-97”, in part;

**Block 65**

- 171. From R5-A, in part to CO-B “h-97”, in part;
- 172. From R5-A/CIN, in part to CO-B(6) “h-97”, in part;

**Block 66**

- 173. From R5-A, in part to CO-B “h-97”, in part;
- 174. From PSC-A(20) “h-88”, in part to CO-B(1) “h-88” “h-97”, in part;
- 175. From R5-A, in part to CO-B “h-96” “h-97”, in part;
- 176. From PSC-A(20) “h-88”, in part to CO-B(1) “h-88” “h-96” “h-97”, in part;

**Block 67**

- 177. From R5-A, in part to CO-B “h-96” “h-97”, in part;
- 178. From PSC-A, in part to CO-B(1) “h-96” “h-97”, in part;

**Block 68**

- 179. From R5-A, in part to CO-B “h-97”, in part;
- 180. From PSC-A, in part to CO-B(1) “h-97”, in part;
- 181. From R5-B, in part to CO-B “h-97”, in part;

**Block 69**

- 182. From PSC-A to CO-B(1) “h-97”;

**Block 70**

- 183. From R2 to CO-A “h-97”;

**Block 71**

- 184. From R2 to CO-A “h-97”;

**Block 72**

- 185. From SPC-A to CO-B(1) “h-97”;

**Block 73**

- 186. From SPC-A, in part to CO-B(1) “h-97”, in part;
- 187. From SPC-A, in part to CO-B(1) “h-96” “h-97”, in part;
- 188. From R2(6), in part to CO-B(1) “h-97”, in part;
- 189. From R2(9), in part to CO-B(1) “h-97”, in part;
- 190. From R4-A/R6-B, in part to CO-A “h-97”, in part;
- 191. From R2, in part to CO-A “h-97”, in part;

**Block 74**

- 192. From PSC-A to CO-B(1) “h-96” “h-97”;

**Block 75**

- 193. From PSC-A/SSC-A, in part to CO-B(1) “h-96” “h-97”, in part;
- 194. From PSC-A, in part to CO-B(1) “h-96” “h-97”, in part;
- 195. From PSC-A, in part to CO-B(1) “h-97”, in part;
- 196. From PSC-A/SSC-C, in part to CO-B(1) “h-97”, in part;

197. From R2, in part to CO-A “h-97”, in part;
198. From R3-A/R4-A/R6-B, in part to CO-C “h-97”, in part;

**Block 76**

199. From PSC-A to CO-B(1) “h-97”;

**Block 77**

200. From PSC-A to CO-B(1) “h-97”;

so that Maps B1 and B2 shall be amended as shown within the colourized areas on the enlarged portion of Part of Maps B1 and B2 attached to this By-law as Schedule “A”.

6. By-law 60-94, as amended, is further amended by deleting Paragraph (d) under the under the “Permitted Interim Uses” component of Sentence 3.5.2(7) in its entirety.
7. By-law 60-94, as amended, is further amended by deleting Paragraph (c) of Sentence 3.5.2(9) in its entirety.
8. By-law 60-94, as amended, is further amended by deleting Paragraph (d) under the “Purpose” component of Sentence 3.5.2(51) in its entirety, and by deleting the text in Paragraph (a) under the “Permitted Interim Uses” component of Sentence 3.5.2(51) and replacing it with the text “All uses permitted in the FD Zone”.
9. By-law 60-94, as amended, is further amended by adding a new Holding Symbol “h-96” that reads as follows:

**“3.5.2(96) h-96 Zone (properties along First Avenue and McNaughton Avenue)**

Purpose: To ensure that:

- (a) The Municipal Class Environmental Assessment for First Avenue/McNaughton Avenue has been completed, and the final road alignment has been determined to the satisfaction of the Commissioner, Economic and Development Services Department.
- (b) The owner has conveyed to the City of Oshawa any lands required for the future road widening recommended through the Environmental Assessment process.

Permitted Interim Uses:

- (a) All existing uses”
10. By-law 60-94, as amended, is further amended by deleting the text associated with Article 7.3.7 and replacing it with the text “R2(6) Zone [not in use]”, and by deleting Sentences 7.3.7(1) and 7.3.7(2) in their entirety.
11. By-law 60-94, as amended, is further amended by deleting the text associated with Article 7.3.10 and replacing it with the text “R2(9) Zone [not in use]”, and by deleting Sentences 7.3.10(1) and 7.3.10(2) in their entirety.

12. By-law 60-94, as amended, is further amended by deleting the text associated with Article 11.3.3 and replacing it with the text “R6-B(1) Zone [not in use]”, and by deleting Sentences 11.3.3(1) through 11.3.3(7) in their entirety.
13. By-law 60-94, as amended, is further amended by deleting the text associated with Article 11.3.9 and replacing it with the text “R6-B(2) Zone [not in use]”, and by deleting Sentences 11.3.9(1), 11.3.9(2) and 11.3.9(3) in their entirety.
14. By-law 60-94, as amended, is further amended by deleting the text associated with Article 11.3.27 and replacing it with the text “R6-B(12) Zone [not in use]”, and by deleting Sentences 11.3.27(1), 11.3.27(2) and 11.3.27(3) in their entirety.
15. By-law 60-94, as amended, is further amended by deleting the text associated with Article 11.3.28 and replacing it with the text “R6-C(11) Zone [not in use]”, and by deleting Sentences 11.3.28(1), 11.3.28(2) and 11.3.28(3) in their entirety.
16. By-law 60-94, as amended, is further amended by deleting the text associated with Article 11.3.31 and replacing it with the text “R6-D(5) Zone [not in use]”, and by deleting Sentences 11.3.33(1) through 11.3.33(4) in their entirety.
17. By-law 60-94, as amended, is further amended by deleting the text associated with Article 17.3.5 and replacing it with the text “PCC-B(2) Zone [not in use]”, and by deleting Sentences 17.3.5(1) through 17.3.5(13), as well as Appendix “A” to Special Condition PCC-B(2), in their entirety.
18. By-law 60-94, as amended, is further amended by deleting the text associated with Article 18.3.6 and replacing it with the text “PSC-A(4) Zone [not in use]”, and by deleting Sentences 18.3.6(1) through 18.3.6(4) in their entirety.
19. By-law 60-94, as amended, is further amended by deleting the text associated with Article 18.3.22 and replacing it with the text “PSC-A(20) Zone [not in use]”, and by deleting Sentences 18.3.22(1), 18.3.22(2) and 18.3.22(3) in their entirety.
20. By-law 60-94, as amended, is further amended by deleting the text associated with Article 24.3.2 and replacing it with the text “CIN(1) Zone [not in use]”, and by deleting Sentence 24.3.2(1) in its entirety.
21. By-law 60-94, as amended, is further amended by deleting the text associated with Article 24.3.7 and replacing it with the text “CIN(6) Zone [not in use]”, and by deleting Sentence 24.3.7(1) in its entirety.
22. By-law 60-94, as amended, is further amended by deleting the text associated with Article 26.3.16 and replacing it with the text “OSH(3) Zone [not in use]”, and by deleting Sentence 26.3.16 in its entirety.
23. By-law 60-94, as amended, is further amended by deleting the text associated with Article 29.3.2 and replacing it with the text “GI(1) Zone [not in use]”, and by deleting Sentences 29.3.2(1) through 29.3.2(8) in their entirety.

## **Amendments related to the Thornton's Corners P.M.T.S.A. (Schedule "C")**

24. By-law 60-94, as amended, is further amended by amending Article 17.1.1 to replace the text "PCC Zone" with the text "PCC-A, PCC-B, PCC-C, or PCC-D Zone".
25. By-law 60-94, as amended, is further amended by adding a new Article 17.1.2 that reads as follows:

"17.1.2 No person shall within any PCC-E Zone use any land or erect or use any building or structure for any purpose or use other than the uses listed below:

- (a) Adult secondary school
- (b) Animal hospital
- (c) Apartment building
- (d) Art gallery
- (e) Brew your own operation
- (f) Church
- (g) Cinema
- (h) Club
- (i) Commercial recreation establishment
- (j) Commercial school
- (k) Craft Brewery
- (l) Day care centre
- (m) Financial institution
- (n) Flat
- (o) Funeral home
- (p) Hotel
- (q) Long Term Care Facility
- (r) Merchandise service shop
- (s) Museum
- (t) Nursing home
- (u) Office
- (v) Personal service establishment
- (w) Printing establishment
- (x) Private school
- (y) Restaurant
- (z) Retail store, other than a department store or supermarket
- (aa) Retail warehouse
- (bb) Retirement home
- (cc) Studio
- (dd) Tavern
- (ee) Theatre"

26. By-law 60-94, as amended, is further amended by amending Table 17.2 - Regulations for PCC Zones to add a sixth column containing regulations for lands zoned PCC-E (Planned Commercial Centre) as follows:

Zones		PCC-A	PCC-B	PCC-C	PCC-D	PCC-E
Minimum Lot Area (ha)		12.0	6.0	2.5	0.4	N/A
Minimum Front Yard and Exterior Side Yard Depth (m)		6.0				
Minimum Interior Side Yard and Rear Yard Depth (m)	Abutting a Residential Zone	10.0		4.5		
	Abutting a Non-Residential Zone	0.0 abutting any commercial zone and 3.0 from any other abutting zone				
Maximum Height (m)		N/A			13.0	N/A
Maximum Density – Dwelling Units Per Hectare		N/A		150		500

27. By-law 60-94, as amended, is further amended by amending Article 17.2.2 by deleting the text “PCC-C or PCC-D” and replacing it with the text “PCC-C, PCC-D or PCC-E”, and by adding the text “and that in a PCC-E Zone, the provisions regulating the maximum density shall not apply” after the words “shall not exceed 25m”, such that the Article reads as follows:

“For any standalone apartment building permitted in any PCC-C, PCC-D or PCC-E Zone, the R6-C regulations in Table 11.2 and the relevant general provisions applicable to the R6-C Zone shall apply to such apartment building, provided the maximum height in a PCC-D Zone shall not exceed 25m and that in a PCC-E Zone, the provisions regulating the maximum density shall not apply.”

28. By-law 60-94, as amended, is further amended by adding a new Article 17.2.3 that reads as follows:

“17.2.3 Notwithstanding the definitions in Section 2 of this By-law to the contrary, in any PCC-E Zone, as shown on Schedule “A” to this By-law, the following definitions shall apply:

“**DEPARTMENT STORE**” means a large retail store classified as a “department store” or “discount department store” by Statistics Canada, which offers a wide selection of merchandise in departments, such as apparel, housewares, domestic goods, drugs, hardware, automotive supplies, sporting goods, toys, furniture and appliances, and may include an associated automobile repair garage or the storage, display and sale of lawn and garden supplies, food store space, personal service establishments, financial institutions and restaurants.

“**FOOD STORE SPACE**” means floor space contained within a retail store, department store or retail warehouse devoted to the sale and storage of food.”



29. By-law 60-94, as amended, is further amended by adding a new Article 17.2.4 that reads as follows:

“17.2.4 No main building within any PCC-E Zone shall be less than 3 storeys in height, excluding a Train Station.”

30. By-law 60-94, as amended, is further amended by adding new Articles 17.3.16 through 17.3.18 that read as follows:

**“17.3.16 PCC-E(1) Zone (600 Stevenson Road South)**

17.3.16(1) Notwithstanding Article 17.1.2 to the contrary, in any PCC-E(1) Zone, as shown on Schedule “A” to this By-law, the following are the only permitted uses:

- (a) Apartment Building
- (b) Cinema
- (c) Club
- (d) Commercial recreation establishment
- (e) Hardware store
- (f) Home appliance store
- (g) Home and auto supply store
- (h) Home decorating store
- (i) Home furnishing store
- (j) Home improvement store
- (k) Hotel
- (l) Liquor, beer or wine store
- (m) Restaurant
- (n) Retail warehouse

17.3.16(2) Notwithstanding any other provisions of this By-law to the contrary, in any PCC-E(1) Zone, as shown on Schedule “A” to this By-law, no use other than landscaped open space or a driveway that traverses the landscaped open space shall be permitted within 6.0m of a street line.

**17.3.17 PCC-E(2) Zone (555-685 Laval Drive, 540-680 Laval Drive, 600 Fox Street, 656 Champlain Avenue, 450 Stevenson Road South, a portion of 576 Fox Street)**

17.3.17(1) Notwithstanding Article 17.1.2 to the contrary, in any PCC-E(2) Zone, as shown on Schedule “A” to this By-law, one department store is also a permitted use.

17.3.17(2) The gross floor area permitted in the area zoned PCC-E(2) shall not exceed 48,355 m<sup>2</sup>.

17.3.17(3) The total gross floor area of any individual Retail Warehouse shall not exceed 12,260 m<sup>2</sup>.

17.3.17(4) The total gross floor area devoted to food store space in any PCC-E(2) Zone shall not exceed 6,040 m<sup>2</sup>.

- 17.3.17(5) The total gross floor area devoted to the department store in any PCC-E(2) Zone shall not exceed 20,393 m<sup>2</sup>, subject also to the following:
- (a) The gross floor area of all personal service establishments, financial institutions and restaurants within the department store shall not exceed 1,000m<sup>2</sup>;
  - (b) The gross floor area of all food store space within the department store shall not exceed 6,040m<sup>2</sup>; and
  - (c) The gross floor area of the department store exclusive of all personal service establishments, financial institutions, restaurants and food store space within the department store shall not exceed 14,865m<sup>2</sup>.
- 17.3.17(6) Subject to Sentence 17.3.17(5), the gross floor area of any individual retail store other than a convenience store, permitted in any PCC-E(2) Zone shall not be less than 300m<sup>2</sup> and shall not exceed 1,550m<sup>2</sup>, whereas the gross floor area of a convenience store in any PCC-E(2) Zone shall not exceed 240m<sup>2</sup>.
- 17.3.17(7) Subject to Sentence 17.3.17(5), the total gross floor area devoted to retail stores in any PCC-E(2) Zone shall not exceed 4,835m<sup>2</sup> of which no more than 2,400m<sup>2</sup> of gross floor area may be used for retail stores each having a gross floor area not exceeding 465 m<sup>2</sup>.
- 17.3.17(8) Notwithstanding any other provisions of this By-law to the contrary, in a PCC-E(2) Zone, as shown on Schedule "A" to this By-law, no other use other than landscaped open space shall be permitted within 6.0m of Champlain Avenue.
- 17.3.17(9) Notwithstanding any other provisions of this By-law to the contrary, in any PCC-E(2) zone, as shown on Schedule "A" to this By-law, the front lot line shall be considered to be the lot line adjacent to Stevenson Road South.
- 17.3.17(10) Notwithstanding any other provisions of this By-law to the contrary, in any PCC-E(2) Zone, as shown on Schedule "A" to this By-law no part of any parking area shall be permitted within 6.0m of the front lot line.
- 17.3.17(11) Notwithstanding any other provisions of this By-law to the contrary, in a PCC-E(2) Zone, as shown on Schedule "A" to this By-law no use other than Landscaped Open Space or a driveway shall be permitted within 3.0m of the rear or side lot line.
- 17.3.17(12) Notwithstanding any other provisions of this By-law to the contrary, in a PCC-E(2) Zone as shown on Schedule "A" of this by-law, no building or structure shall be located within 6.0m of the southern limit of the OPUC access road described as Part 7, Plan 40R-22844.
- 17.3.17(13) Notwithstanding the definition of "lot" in Section 2 and the provisions of Subsection 3.7 to the contrary, all lands zoned PCC-E(2) shall be

considered to be one lot for the purposes of applying regulations relating to lot area, lot frontage, yard depths, gross floor area, parking, loading and general provisions. Provided that this article shall not be applied to permit two or more portions of lands zoned PCC-E(2) that are severed by an existing or planned municipal road allowance to be considered as one lot, in which case each severed portion may be considered as one lot and the lot line for each portion shall be the boundary of the existing or planned municipal road allowance immediately adjacent to that portion.

**17.3.18 PCC-E(3) Zone (0 and 520-522 Fox Street, a portion of 450, 480, 534 Fox Street)**

- 17.3.18(1) Notwithstanding Article 17.1.2 to the contrary, in any PCC-E(3) Zone, as shown on Schedule "A" to this By-law, any use permitted in the PCC-E Zone is permitted, excluding the following retail stores:
- (a) Home improvement store
  - (b) Specialty food store
- 17.3.18(2) Notwithstanding Article 17.1.2 to the contrary, in any PCC-E(3) Zone, as shown on Schedule "A" to this By-law, a supermarket is a permitted use.
- 17.3.18(3) The total gross commercial floor area permitted in the area zoned PCC-E(3) shall not exceed 27,900m<sup>2</sup>.
- 17.3.18(4) The total gross floor area of retail stores permitted under Sentence 17.3.18(1) in any PCC-E(3) Zone shall not exceed 5,685m<sup>2</sup>.
- 17.3.18(5) The gross floor area of any individual retail store, other than a convenience store, permitted under Sentence 17.3.18(1) in any PCC-E(3) Zone shall not be less than 300m<sup>2</sup> and shall not exceed 3,255m<sup>2</sup>, whereas the gross floor area of a convenience store in any PCC-E(3) Zone shall not exceed 240m<sup>2</sup>.
- 17.3.18(6) The total gross floor area devoted to a supermarket in any PCC-E(3) Zone permitted under Article 17.3.18(2) shall not exceed 3,716m<sup>2</sup>.
- 17.3.18(7) The total gross floor area devoted to professional office floor space in any PCC-E(3) Zone shall not exceed 1,115m<sup>2</sup>. Notwithstanding the foregoing in this Sentence, an additional gross floor area of 8,185m<sup>2</sup> of professional office floor space is permitted provided this additional floor space used devoted only to medical office or clinic uses.
- 17.3.18(8) Notwithstanding any other provisions of this By-law to the contrary, in any PCC-E(3) Zone the front lot line shall be considered to be the lot line adjacent to Fox Street."

31. By-law 60-94, as amended, is further amended by changing the zoning for the lands shown within the outlined area on the enlarged portion of Part of Maps A1 and A2 attached hereto as Schedule “C” as follows:

- (a) From FD, in part to PCC-E(3) “h-97”;
- (b) From FD, in part to PCC-E(2) “h-97”;
- (c) From SPC-B(2) “h-17” to PCC-E(3) “h-17” “h-97”;
- (d) From SPC-A(9) to PCC-E(2) “h-97”;
- (e) From SPC-A(9) “h-44” to PCC-E(2) “h-44” “h-97”;
- (f) From SPC-A(4) “h-1” to PCC-E(1) “h-1” “h-97”;

so that Maps A1 and A2 shall be amended as shown within the outlined area on the enlarged portion of Part of Maps A1 and A2 attached to this By-law as Schedule “C”.

32. By-law 60-94, as amended, is further amended by deleting the text associated with Article 19.3.6 and replacing it with the text “SPC-A(4) Zone [not in use]”, and by deleting Sentences 19.3.6(1) and 19.3.6(2) in their entirety.

33. By-law 60-94, as amended, is further amended by deleting the text associated with Article 19.3.11 and replacing it with the text “SPC-A(9) Zone [not in use]”, and by deleting Sentences 19.3.11(1) through 19.3.11(16) in their entirety.

34. By-law 60-94, as amended, is further amended by deleting the text associated with Article 19.3.12 and replacing it with the text “SPC-B(2) Zone [not in use]”, and by deleting Sentences 19.3.12(1) through 19.3.12(12) in their entirety.

**Amendments related to all lands zoned CO or PCC-E (Schedules “A”, “B” and “C”)**

35. By-law 60-94, as amended, is further amended by adding a new Holding Symbol “h-97” that reads as follows:

**“3.5.2(97) “h-97” Zone (Protected Major Transit Station Areas)**

Purpose: To ensure that:

- (a) In the event that the subject lands are located within the Central Oshawa Protected Major Transit Station Area and the delivery of the Central Oshawa GO Train Station is advanced by the Region of Durham under the GO Transit Station Funding Act, 2023 (the “GO Station Funding Act”), funding has been secured from the developer in accordance with the appropriate Region of Durham by-law as required under the GO Station Funding Act to the satisfaction of the Commissioner, Economic and Development Services Department, in collaboration with the Region of Durham.
- (b) In the event that the subject lands are located within the Thornton’s Corners Protected Major Transit Station Area and the delivery of the Thornton’s Corners GO Train Station is advanced by the Region of Durham under the GO Transit Station Funding Act, 2023 (the “GO Station Funding Act”), funding has been secured from the developer in accordance with the appropriate Region of Durham by-law as required under the GO Station

Funding Act to the satisfaction of the Commissioner, Economic and Development Services Department, in collaboration with the Region of Durham.

- (c) Notwithstanding (a) or (b) above, whichever is applicable, funding will only be collected by the City of Oshawa once the Region of Durham has passed the appropriate by-law required under the GO Transit Station Funding Act, 2023.
- (d) For clarity, in the event that the Central Oshawa GO Train Station and/or the Thornton's Corners GO Train Station is delivered by means other than the Region of Durham through the GO Station Funding Act, the provisions of the Holding Zone shall not apply provided the subject lands are located within the associated Protected Major Transit Station Area.

Permitted Interim Uses:

- (a) All existing uses lawfully permitted as of [insert date of passing of this by-law]

36. By-law 60-94, as amended, is further amended by adding two new articles as follows under Section 39.10, "Exemption", that read as follows:

"39.10.2 The requirements of Subsection 39.3 shall not apply to any building or structure located within the area shown on Schedule "N" to this By-law. Schedule "N" forms part of this By-law.

39.10.3 The requirements of Subsection 39.3 shall not apply to any building or structure located within the area shown on Schedule "O" to this By-law. Schedule "O" forms part of this By-law."

37. By-law 60-94, as amended, is further amended by incorporating Schedules "N" and "O", Central Oshawa Parking Exempt Area, and Thornton's Corners Parking Exempt Area, respectively, as part of By-law 60-94, attached to this By-law as Schedules "D" and "E", respectively.

38. Schedules "A", "B", "C", "D" and "E" attached hereto form part of this By-law.

39. By-law passed this            day of            , 2025.

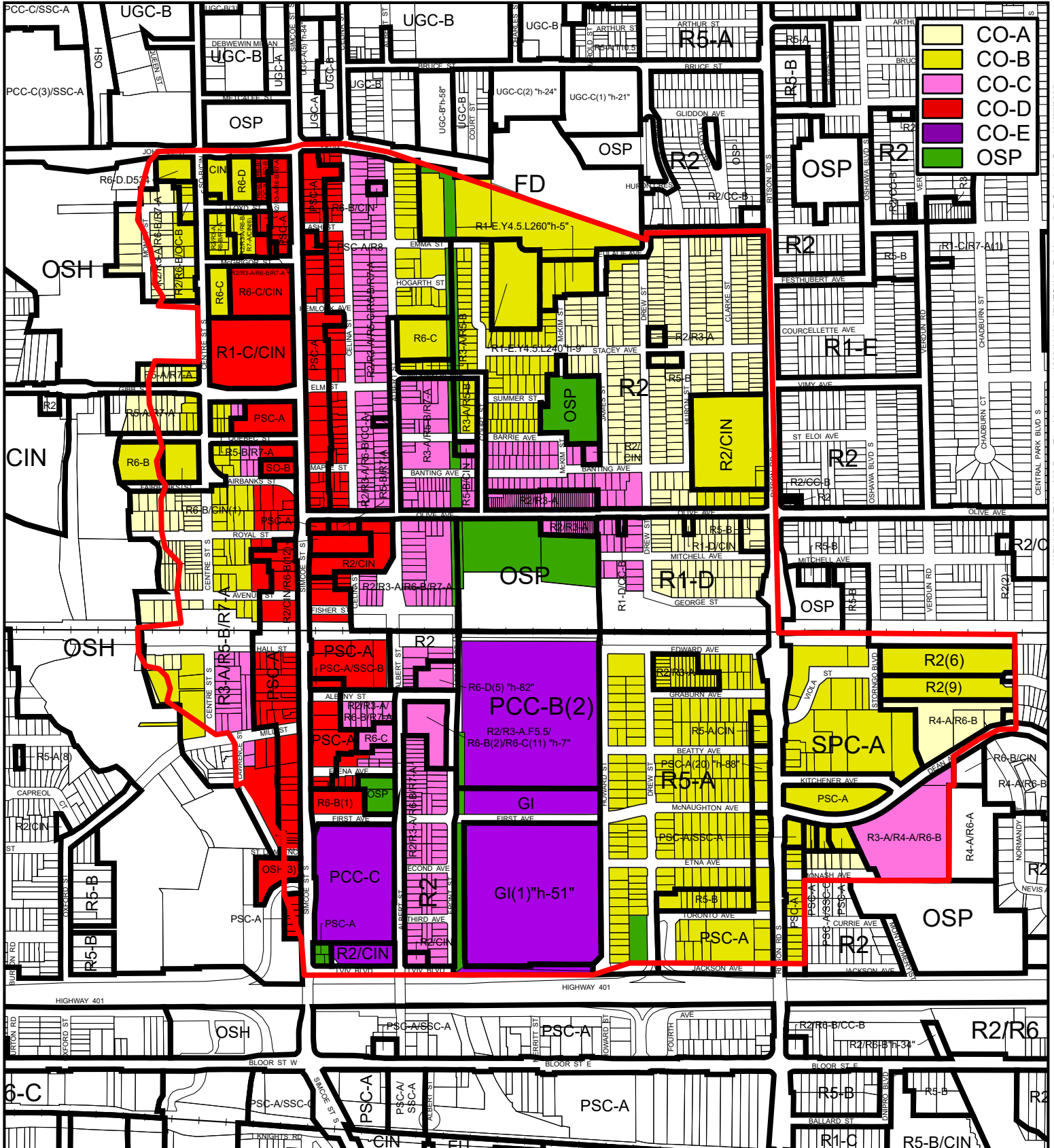
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Mayor

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City Clerk

Title: Appendix D, Schedule A  
 Subject: Proposed CO (Central Oshawa) P.M.T.S.A. Zone Variations



[Yellow]	CO-A
[Light Yellow]	CO-B
[Pink]	CO-C
[Red]	CO-D
[Purple]	CO-E
[Green]	OSP

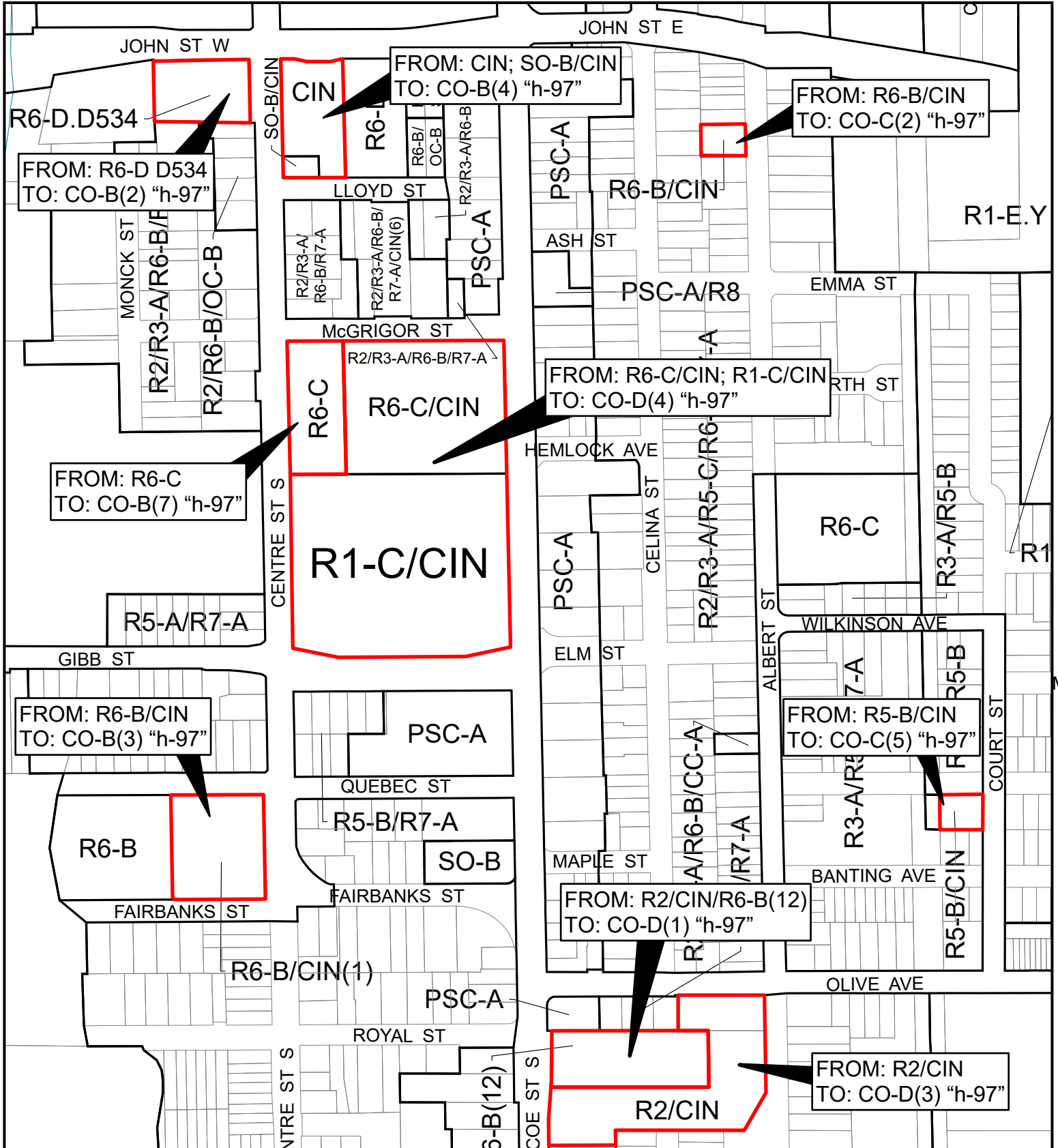
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Title: Appendix D, Schedule B1  
 Subject: Proposed Site-specific Zone Variations and/or  
 Proposed Holding Symbol "h-96" for Central Oshawa P.M.T.S.A.



Proposed Site-specific Zones

City of Oshawa  
 Economic and Development Services



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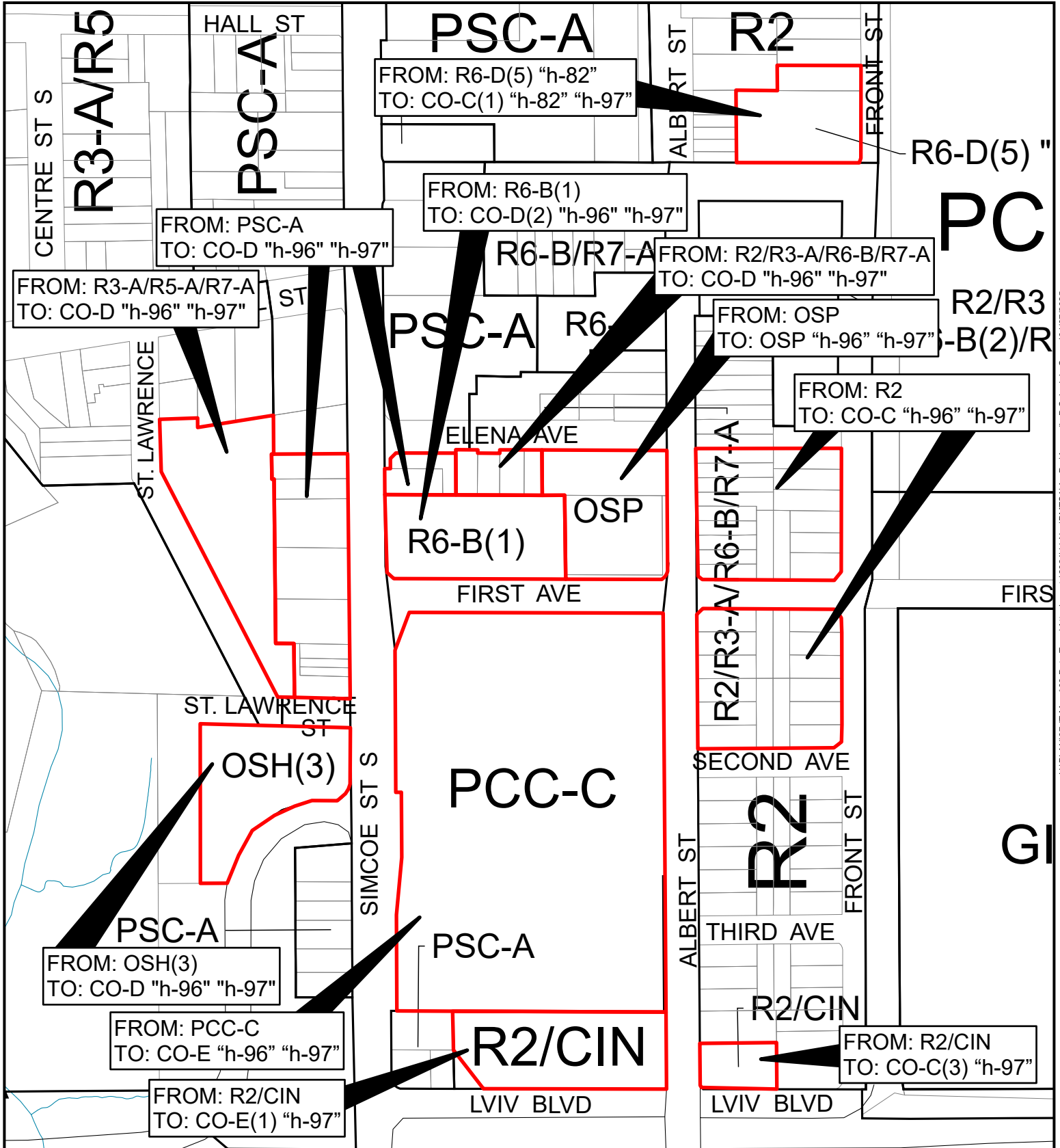


Title: Appendix D, Schedule B3  
 Subject: Proposed Site-specific Zone Variations and/or  
 Proposed Holding Symbol "h-96" for Central Oshawa P.M.T.S.A.



Proposed Site-specific Zones

City of Oshawa  
 Economic and Development Services

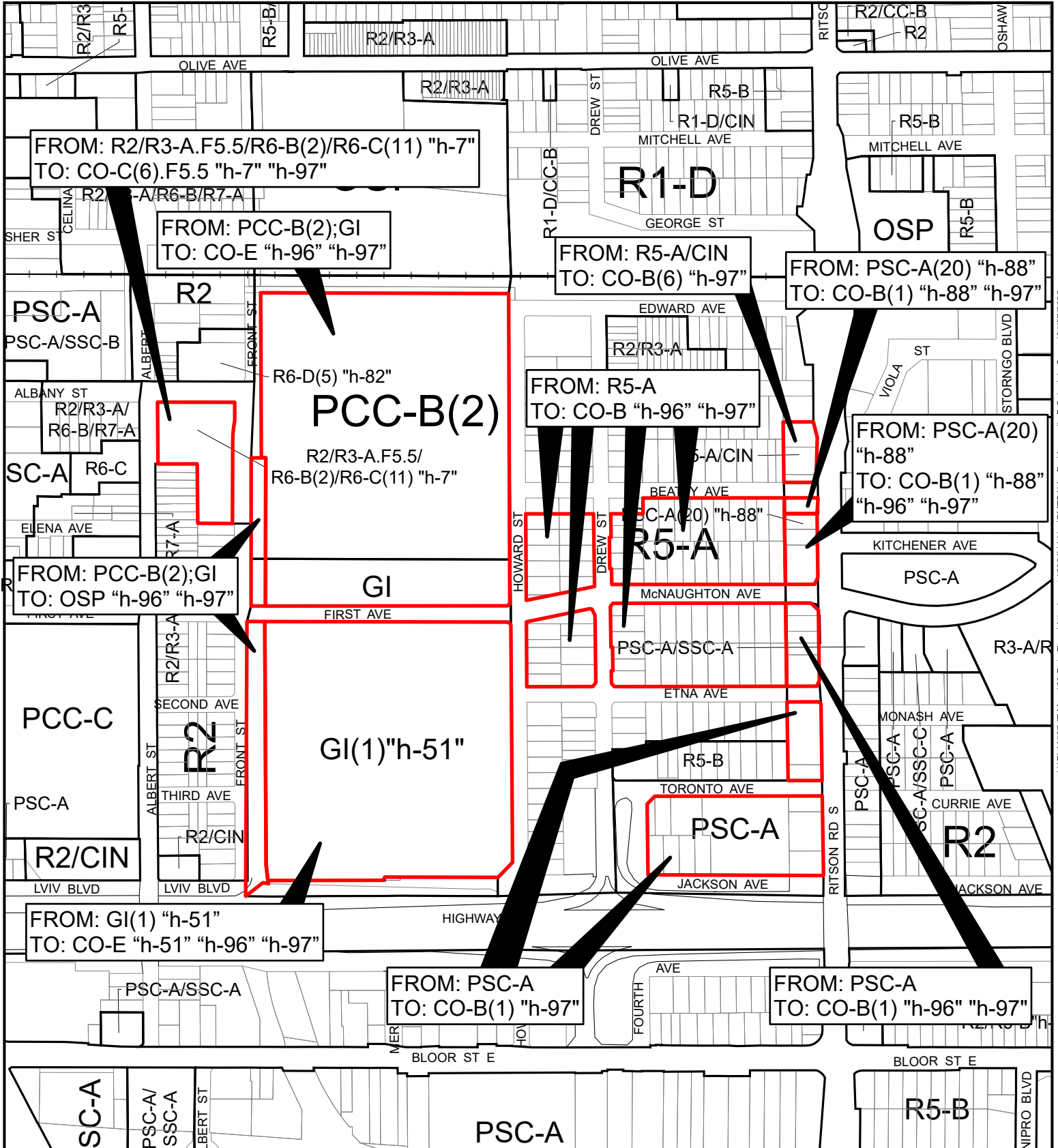


Title: Appendix D, Schedule B4  
 Subject: Proposed Site-specific Zone Variations and/or  
 Proposed Holding Symbol "h-96" for Central Oshawa P.M.T.S.A.



City of Oshawa  
 Economic and Development Services

Proposed Site-specific Zones

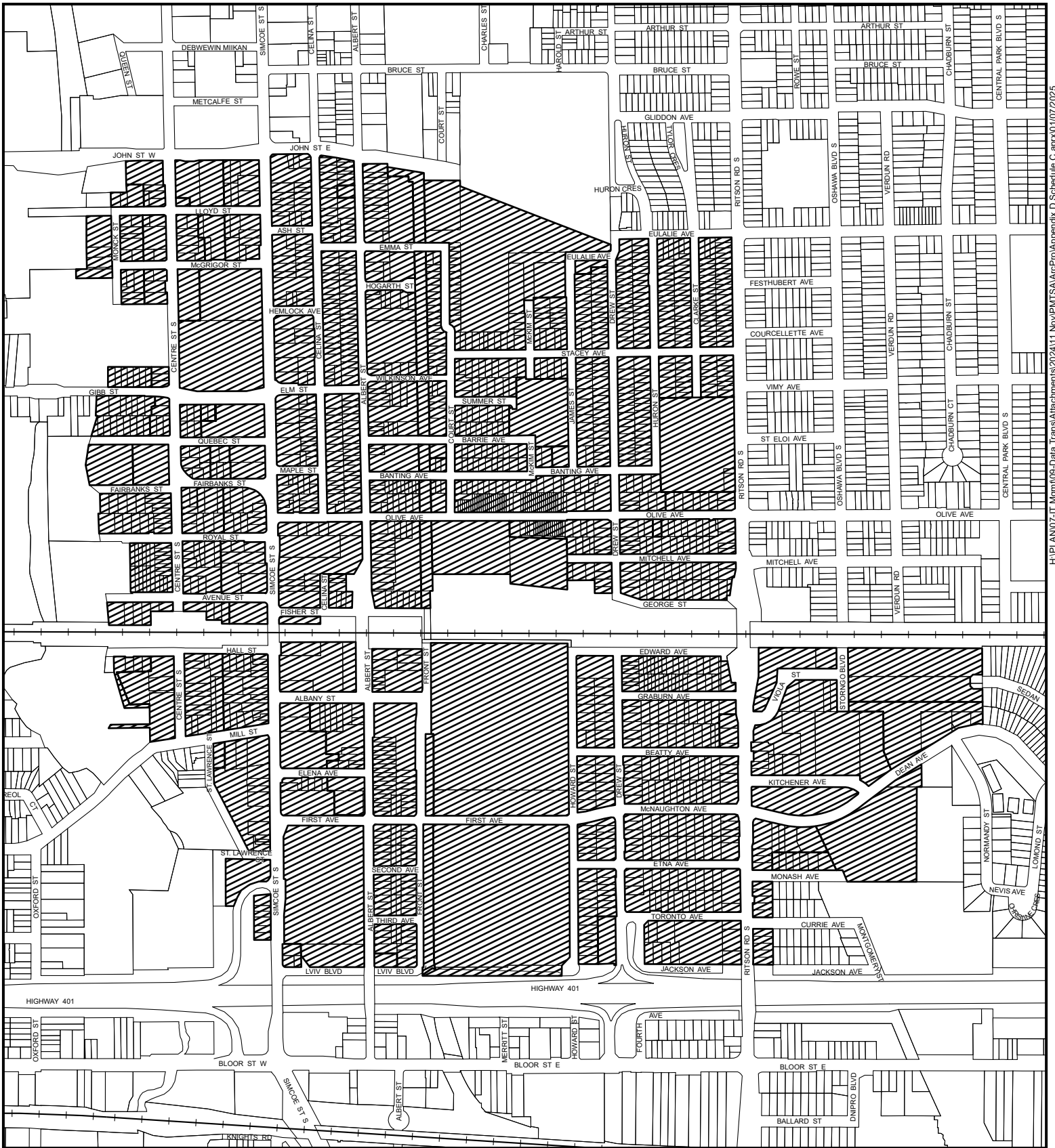


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Title: Appendix D, Schedule D  
 Subject: Proposed Schedule "N" Central Oshawa Parking Exempt Area

 Lands affected by Section 39.10.2

City of Oshawa  
 Economic and Development Services





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Title: Appendix D, Schedule E  
 Subject: Proposed Schedule "O" Thornton's Corners Parking Exempt Area



 Lands affected by Section 39.10.3

City of Oshawa  
 Economic and Development Services





**Attachment 1, Appendix E1 – Site Photos: Central Oshawa Protected Major Transit Station Area**



Figure 1 – Summer St. looking west towards Court St.



Figure 2 – Cowan Park, looking east towards cul-de-sac at western terminus of Mitchell Ave.





Figure 3 – Elena Park, looking south from Elena Ave.



Figure 4 – Drew St., looking south from Edward Ave.





Figure 5 – The Michael Starr Trail, looking south from Emma St.



Figure 6 – Cowan Park looking west towards the Michael Starr Trail.





Figure 7 – Simcoe St. S. looking north towards Hall St.



Figure 8 – Albert St. looking north from Emma St. towards John St. E.



Figure 9 – Albert St., looking south from Elena Ave.



Figure 10 – Howard St., looking north towards First Ave.





Figure 11 – Cowan Park, looking north towards Olive Ave.

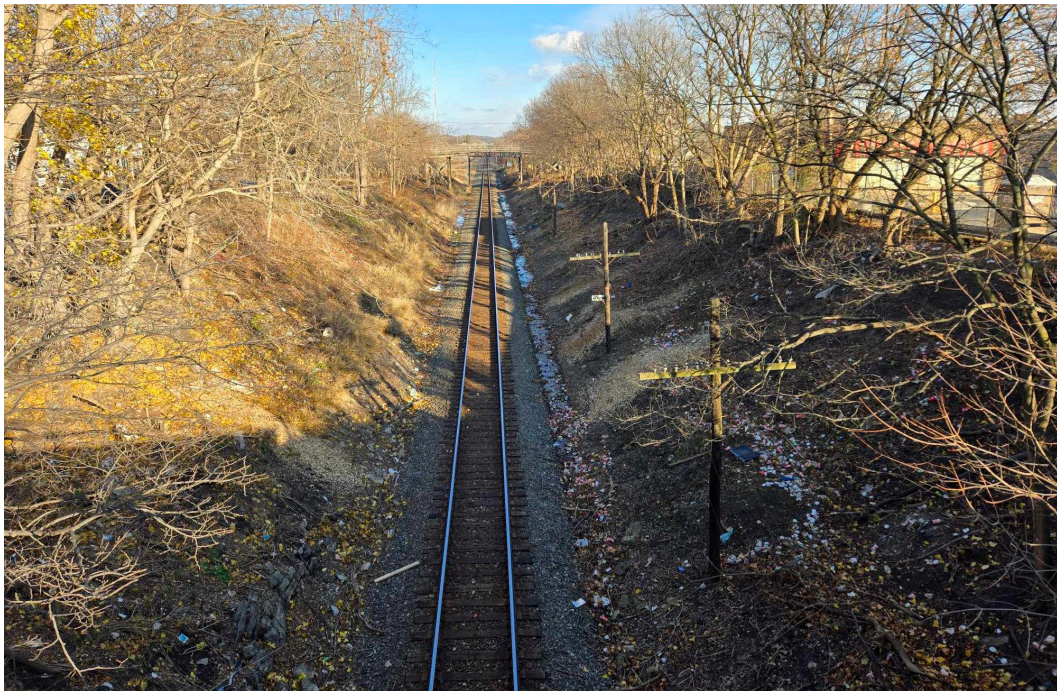


Figure 12 – Canadian Pacific Kansas City railway mainline, looking east towards Albert Street Bridge





Figure 13 – Albany Street, looking east towards Front St.



Figure 14 – Sunnyside Park, looking north towards the southerly terminus of McKim St.





Figure 15 – Court St., looking southeast from Emma St.

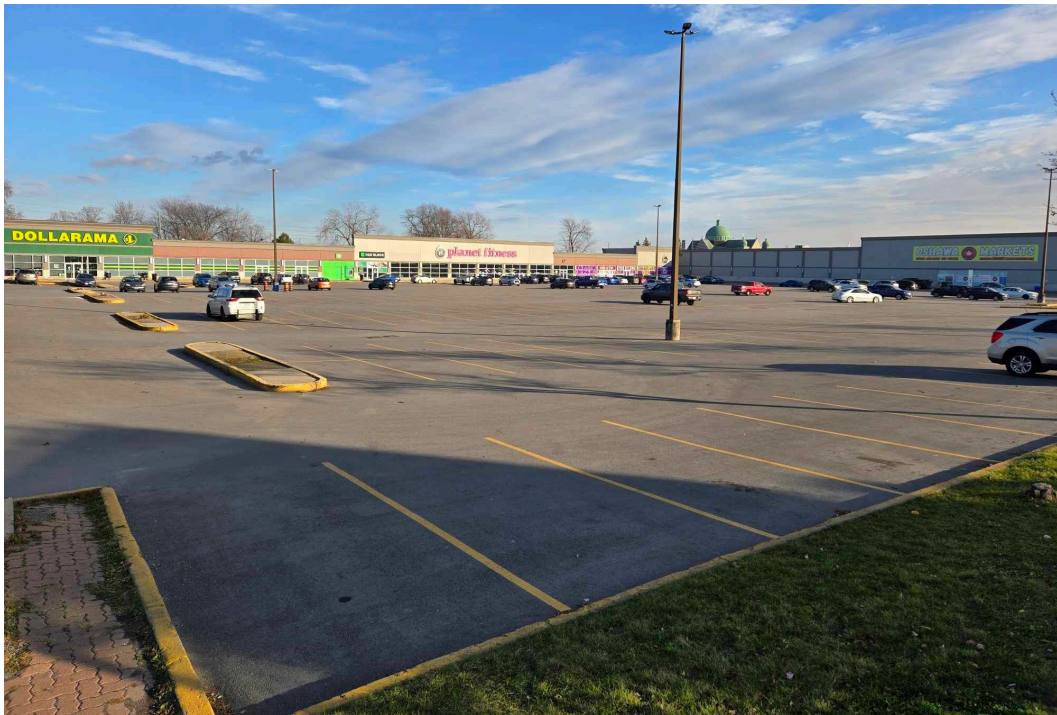


Figure 16 – 555 Simcoe St. S., looking southeast from the intersection of Simcoe St. S. and First Ave.





Figure 17 – 80 Emma St., looking north from Emma St., Michael Starr Trail at right



Figure 18 – South side of Dean Ave., looking south from Ritson Rd. S.



**Attachment 1, Appendix E2 – Site Photos: Thornton’s Corners Protected Major Transit Station Area**



Figure 1 – South access road into Smart Centres plaza, looking north from Champlain Ave.



Figure 2 – Looking south, away from cul-de-sac at northern terminus of Fox St., with Walmart at left





Figure 3 – Fox St. looking south towards Champlain Ave.

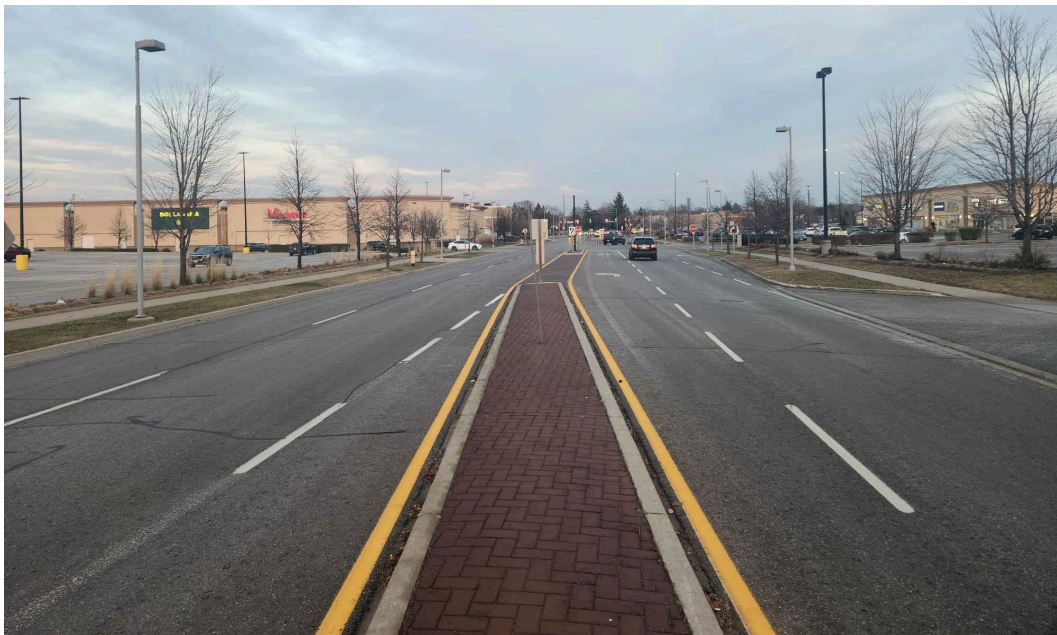


Figure 4 – Laval Dr. looking east towards Stevenson Rd. S.





Figure 5 – Vacant land located south of Laval Dr., east of the south access road from Champlain Ave.



Figure 6 – internal road intersection, Walmart parking lot, Smart Centres plaza, looking north





Figure 7 – RONA parking lot, Smart Centres plaza, looking west



Figure 8 – Vacant land located north of Champlain Ave., with vehicle storage lot pictured in background adjacent to Stevenson Rd. S.



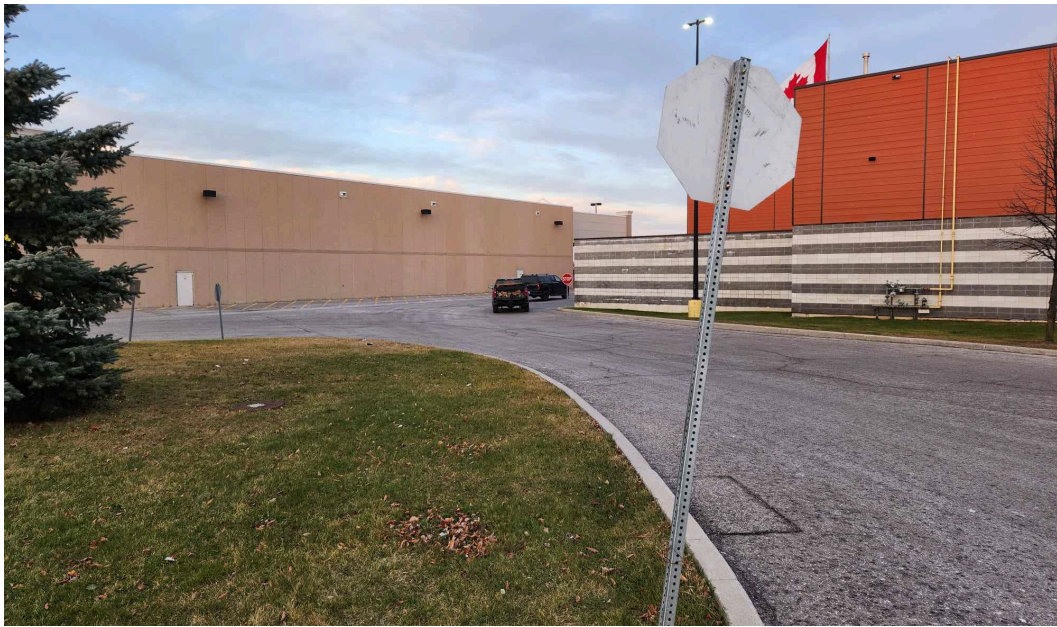


Figure 9 – Rear lane access and loading area for Sail and RONA, Smart Centres plaza, looking northeast from Fox St.

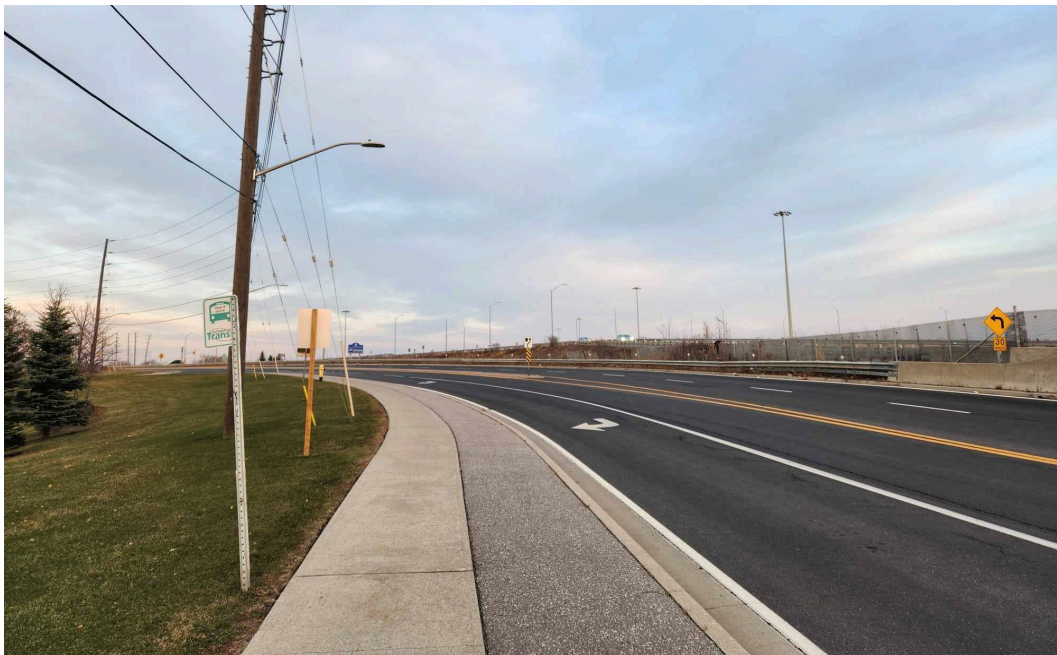


Figure 10 – Champlain Ave. east of Fox St., looking east





Figure 11 – Rear lane access to SmartStop Self Storage with C.P.K.C. spur servicing General Motors plant in background, looking southwest



Figure 12 – Fox St. looking south towards Champlain Ave., SmartStop Self Storage at right





Figure 13 – Intersection of Laval Dr. and internal access road, Smart Centres Plaza, looking east towards Stevenson Rd. S.

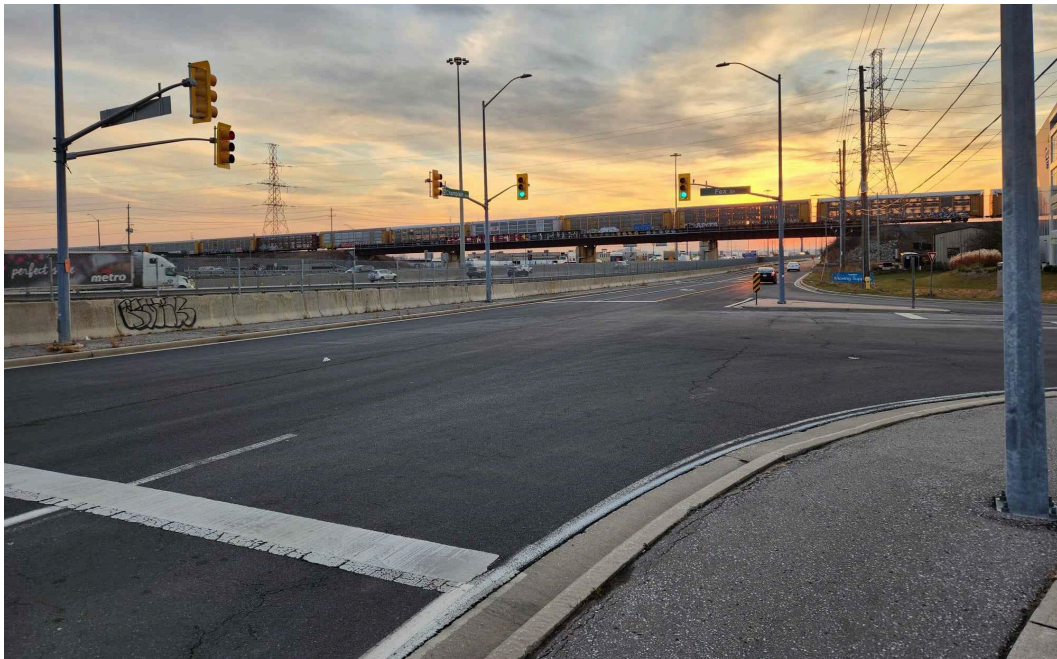


Figure 14 – Intersection of Champlain Ave. and Fox St., with C.P.K.C. spur servicing General Motors plant in background, looking west



Figure 15 – Commercial retail shops, located north of Laval Dr., west of Stevenson Rd. N.



Figure 16 – Fox St. cul-de-sac at northern terminus and rear lane access to Walmart, Smart Centres plaza, looking northeast





Figure 17 – Fox St. looking west towards SmartStop Self Storage



## Appendix F – Planning Act Excerpts Concerning Protected Major Transit Station Areas

The following provisions of the Planning Act are relevant to the discussion of P.M.T.S.A.s, how they are created, and their purpose.

Grey highlighting has been added to those provisions which directly support objectives of the proposed Zoning By-law Amendment and/or the proposed Official Plan Amendment.

### “PART III

#### OFFICIAL PLANS

##### Official plan

##### Contents of official plan

16(1) An official plan shall contain,

- (a) goals, objectives and policies established primarily to manage and direct physical change and the effects on the social, economic, built and natural environment of the municipality or part of it, or an area that is without municipal organization;
- (a.1) such policies and measures as are practicable to ensure the adequate provision of affordable housing;
- (b) a description of the measures and procedures for informing and obtaining the views of the public in respect of,
  - (i) proposed amendments to the official plan or proposed revisions of the plan,
  - (ii) proposed zoning by-laws,
  - (iii) proposed plans of subdivision, and
  - (iv) proposed consents under section 53; and
- (c) such other matters as may be prescribed. 2015, c. 26, s. 17; 2017, c. 23, Sched. 3, s. 5 (1).

##### Same

(2) An official plan may contain,

- (a) a description of the measures and procedures proposed to attain the objectives of the plan;
- (b) a description of the measures and procedures for informing and obtaining the views of the public in respect of planning matters not mentioned in clause (1) (b); and

(c) such other matters as may be prescribed. 2015, c. 26, s. 17.

## **Restrictions for residential units**

### **Restriction, parking**

(3.1) No official plan may contain any policy that has the effect of requiring more than one parking space to be provided and maintained in connection with a residential unit referred to in subsection (3) other than the primary residential unit. 2022, c. 21, Sched. 9, s. 4 (1); 2023, c. 10, Sched. 6, s. 3.

### **Policies of no effect**

(3.3) A policy in an official plan is of no effect to the extent that it contravenes a restriction described in subsection (3), (3.1), or (3.2). 2022, c. 21, Sched. 9, s. 4 (1).

### **Inclusionary zoning policies**

(4) An official plan of a municipality that is prescribed for the purpose of this subsection shall contain policies that authorize inclusionary zoning by,

(a) authorizing the inclusion of affordable housing units within buildings or projects containing other residential units; and

(b) providing for the affordable housing units to be maintained as affordable housing units over time. 2016, c. 25, Sched. 4, s. 1 (2).

### **Same**

(5) An official plan of a municipality that is not prescribed for the purpose of subsection (4) may contain the policies described in subsection (4) in respect of,

(a) a protected major transit station area identified in accordance with subsection (15) or (16), as the case may be; or

(b) an area in respect of which a development permit system is adopted or established in response to an order under subsection 70.2.2 (1). 2019, c. 9, Sched. 12, s. 2 (2)."

### **Protected major transit station areas – single-tier municipality**

(15) The official plan of a single-tier municipality or a lower-tier municipality that, for municipal purposes, forms part of an upper-tier municipality without planning responsibilities may include policies that identify the area surrounding and including an existing or planned higher order transit station or stop as a protected major transit station area and that delineate the area's boundaries, and if the official plan includes such policies it must also contain policies that,

(a) identify the minimum number of residents and jobs, collectively, per hectare that are planned to be accommodated within the area;

- (b) identify the authorized uses of land in the major transit station area and of buildings or structures on lands in the area; and
- (c) identify the minimum densities that are authorized with respect to buildings and structures on lands in the area. 2017, c. 23, Sched. 3, s. 5 (2); 2022, c. 21, Sched. 9, s. 4 (2).

### **Same, upper-tier municipality**

- (16) The official plan of an upper-tier municipality with planning responsibilities may include policies that identify the area surrounding and including an existing or planned higher order transit station or stop as a protected major transit station area and that delineate the area's boundaries, and if the official plan includes such policies it must also contain policies that,
  - (a) identify the minimum number of residents and jobs, collectively, per hectare that are planned to be accommodated within the area; and
  - (b) require official plans of the relevant lower-tier municipality or municipalities to include policies that,
    - (i) identify the authorized uses of land in the area and of buildings or structures on lands in the area; and
    - (ii) identify the minimum densities that are authorized with respect to buildings and structures on lands in the area. 2017, c. 23, Sched. 3, s. 5 (2); 2022, c. 21, Sched. 9, s. 4 (3).

### **Failure to amend official plan**

- (17) If an official plan of a lower-tier municipality that is required to include the policies described in subclauses (16) (b) (i) and (ii) is not amended to include those policies as required by subsection 27 (1) within one year from the day the policies identifying the relevant protected major transit station area in accordance with subsection (16) of this section come into effect, subsection 27 (2) does not apply and instead the council of the upper-tier municipality shall amend the official plan of the lower-tier municipality in the like manner and subject to the same requirements and procedures as the council that failed to make the amendment within the one-year period as required. 2017, c. 23, Sched. 3, s. 5 (2).

### **No exemption under subs. 17 (9)**

- (18) An order under subsection 17 (9) does not apply to an amendment to an official plan if the amendment does any of the following:
  1. Adds all of the policies described in subsection (15) to the official plan.
  2. In the case of an official plan of an upper-tier municipality, adds all of the policies described in subsection (16) to the plan, other than the policies described in subclauses (16) (b) (i) and (ii).

3. In the case of an official plan of a lower-tier municipality, adds all of the policies described in subclauses (16) (b) (i) and (ii) to the plan with respect to a protected major transit station area identified in accordance with subsection (16).
4. Amends or revokes any of the policies described in subsection (15) or (16) with respect to a protected major transit station area identified in accordance with either of those subsections. 2017, c. 23, Sched. 3, s. 5 (2).

### **Authorization under subs. 17 (10) does not apply**

(19) An authorization under subsection 17 (10) does not apply to an amendment to an official plan of a lower-tier municipality that,

(a) adds all of the policies described in subclauses (16) (b) (i) and (ii) to the plan with respect to a protected major transit station area identified in accordance with subsection (16); or

(b) amends or revokes any of the policies described in subclauses (16) (b) (i) and (ii) with respect to a protected major transit station area identified in accordance with subsection (16). 2017, c. 23, Sched. 3, s. 5 (2).

### **Updating zoning by-laws**

(20) No later than one year after the official plan policies described in paragraph 1 or 2 of subsection (21) come into effect, the council of the local municipality shall amend all zoning by-laws that are in effect in the municipality to ensure that they conform with the policies. 2022, c. 21, Sched. 9, s. 4 (4).

### **Same**

(21) The official plan policies referred to in subsection (20) are as follows:

1. Policies listed in subsection 17 (36.1.4).

2. Policies set out in the official plan of a local municipality that,

i. delineate an area surrounding and including an existing or planned higher order transit station or stop, and identify the minimum number of residents and jobs, collectively, per hectare that are planned to be accommodated within the area, and

ii. are required to be included in an official plan to conform with a provincial plan or be consistent with a policy statement issued under subsection 3 (1). 2022, c. 21, Sched. 9, s. 4 (4).

### **Restriction, parking facilities**

(22) No official plan may contain any policy that has the effect of requiring an owner or occupant of a building or structure to provide and maintain parking facilities, other than parking facilities for bicycles, on land that is not part of a highway and that is located within,

- (a) a protected major transit station area identified in accordance with subsection (15) or (16);
- (b) an area delineated in the official plan of the municipality surrounding and including an existing or planned higher order transit station or stop, within which area the official plan policies identify the minimum number of residents and jobs, collectively, per hectare that are planned to be accommodated, but only if those policies are required to be included in the official plan to conform with a provincial plan or be consistent with a policy statement issued under subsection 3 (1); or
- (c) any other area prescribed for the purposes of this clause. 2024, c. 16, Sched. 12, s. 2.

### **Policy of no effect**

- (23) A policy in an official plan is of no effect to the extent that it contravenes subsection (22). 2024, c. 16, Sched. 12, s. 2.

### **Same**

- (24) No official plan may contain any policy that has the effect of requiring an owner or occupant of a building or structure to provide and maintain parking facilities, other than parking facilities for bicycles, containing more than the prescribed number of parking spaces on land that is not part of a highway and that is located within an area prescribed for the purposes of this subsection, and if a policy does so, the official plan is deemed to be amended to be consistent with this subsection. 2024, c. 16, Sched. 12, s. 2.

### **No appeal re protected major transit station policies**

- (36.1.4) Despite subsection (36), there is no appeal in respect of the following:
  1. Policies that identify a protected major transit station area in accordance with subsection 16 (15) or (16), including any changes to those policies.
  2. Policies described in clauses 16 (15) (a), (b) or (c) or 16 (16) (a) or (b) with respect to a protected major transit station area that is identified in accordance with subsection 16 (15) or (16).
  3. Policies in a lower-tier municipality's official plan that are described in subclause 16 (16) (b) (i) or (ii).
  4. Policies that identify the maximum densities that are authorized with respect to buildings and structures on lands in a protected major transit station area that is identified in accordance with subsection 16 (15).
  5. Policies that identify the maximum densities that are authorized with respect to buildings and structures on lands in a protected major transit station area that is identified in accordance with subsection 16 (16).

6. Policies that identify the minimum or maximum heights that are authorized with respect to buildings and structures on lands in a protected major transit station area that is identified in accordance with subsection 16 (15).
7. Policies that identify the minimum or maximum heights that are authorized with respect to buildings and structures on lands in a protected major transit station area that is identified in accordance with subsection 16 (16). 2017, c. 23, Sched. 3, s. 6 (8).

### **Limitation**

- (36.1.5) Paragraphs 3, 5 and 7 of subsection (36.1.4) apply only if,
- (a) the plan that includes the policies referred to in those paragraphs also includes all of the policies described in subclauses 16 (16) (b) (i) and (ii) for the relevant protected major transit station area; or
  - (b) the lower-tier municipality's official plan in effect at the relevant time contains all of the policies described in subclauses 16 (16) (b) (i) and (ii) for the relevant protected major transit station area. 2017, c. 23, Sched. 3, s. 6 (8).

### **Exception**

- (36.1.6) Despite paragraphs 6 and 7 of subsection (36.1.4), there is an appeal in circumstances where the maximum height that is authorized with respect to a building or structure on a particular parcel of land would result in the building or structure not satisfying the minimum density that is authorized in respect of that parcel. 2017, c. 23, Sched. 3, s. 6 (8).

### **Limitation**

- (36.1.9) Subsection (36.1.8) applies only if the parts of an official plan described in that subsection are included in the plan in response to an order under subsection 70.2.2 (1) and the municipality has not previously adopted a plan containing those parts in response to the order. 2019, c. 9, Sched. 12, s. 3 (8).

### **Request for amendment**

#### **22 Request for amendment**

- 22 (1)** If a person or public body requests a council to amend its official plan, the council shall,
- (a) forward a copy of the request and the information and material required under subsections (4) and (5), if any to the appropriate approval authority, whether or not the requested amendment is exempt from approval; and
  - (b) hold a public meeting under subsection 17 (15) or comply with the alternative measures set out in the official plan. 1996, c. 4, s. 13; 2004, c. 18, s. 4 (1); 2006, c. 23, s. 11 (1).

## **Request to planning board**

- (2) If a person or public body requests a planning board to amend its official plan and the plan applies in whole or in part to territory without municipal organization, the planning board or council of the municipality having jurisdiction over the land to which the proposed amendment applies shall,
- (a) forward a copy of the request and the information and material required under subsections (4) and (5), if any to the appropriate approval authority, whether or not the requested amendment is exempt from approval; and
  - (b) hold a public meeting under subsection 17 (15) or comply with the alternative measures set out in the official plan. 1996, c. 4, s. 13; 2004, c. 18, s. 4 (2); 2006, c. 23, s. 11 (2).

(2.1)-(2.1.2) Repealed: 2022, c. 21, Sched. 9, s. 6 (1).

## **No request for amendment re protected major transit station area policies**

- (2.1.3) Subject to subsection (2.1.4), if a protected major transit station area is identified in an official plan in accordance with subsection 16 (15) or (16), no person or public body shall request an amendment in respect of any of the policies described in that subsection in respect of that area. 2024, c. 16, Sched. 12, s. 4 (1).

## **Exception**

- (2.1.4) Subsection (2.1.3) does not apply in respect of the policies described in clause 16 (15) (b) or in subclause 16 (16) (b) (i). 2024, c. 16, Sched. 12, s. 4 (1).

## **PART V**

### **LAND USE CONTROLS AND RELATED ADMINISTRATION**

#### **Zoning by-laws**

- 34 (1)** Zoning by-laws may be passed by the councils of local municipalities:

#### **Restricting use of land**

1. For prohibiting the use of land, for or except for such purposes as may be set out in the by-law within the municipality or within any defined area or areas or abutting on any defined highway or part of a highway.

#### **Restricting erecting, locating or using of buildings**

2. For prohibiting the erecting, locating or using of buildings or structures for or except for such purposes as may be set out in the by-law within the municipality or within any defined area or areas or upon land abutting on any defined highway or part of a highway.

#### **Loading or parking facilities**

3. Subject to subsection (1.1), for requiring the owners or occupants of buildings or structures to be erected or used for a purpose named in the by-law to provide and maintain loading or parking facilities on land that is not part of a highway. R.S.O. 1990, c. P.13, s. 34 (1); 1994, c. 23, s. 21 (1, 2); 1996, c. 4, s. 20 (1-3); 2006, c. 22, s. 115; 2024, c. 16, Sched. 12, s. 5 (1).

### **Restriction, parking facilities**

(1.1) Despite paragraph 6 of subsection (1), a zoning by-law may not require an owner or occupant of a building or structure to provide and maintain parking facilities, other than parking facilities for bicycles, on land that is not part of a highway and that is located within,

(a) a protected major transit station identified in accordance with subsection 16 (15) or (16);

(b) an area delineated in the official plan of the municipality surrounding and including an existing or planned higher order transit station or stop, within which area the official plan policies identify the minimum number of residents and jobs, collectively, per hectare that are planned to be accommodated, but only if those policies are required to be included in the official plan to conform with a provincial plan or be consistent with a policy statement issued under subsection 3 (1); or

(c) any other area prescribed for the purposes of clause 16 (22) (c). 2024, c. 16, Sched. 12, s. 5 (2).

### **Appeal to Tribunal**

(19) Not later than 20 days after the day that the giving of notice as required by subsection (18) is completed, any of the following may appeal to the Tribunal by filing with the clerk of the municipality a notice of appeal setting out the objection to the by-law and the reasons in support of the objection, accompanied by the fee charged by the Tribunal:

1. The applicant.

2. A specified person who, before the by-law was passed, made oral submissions at a public meeting or written submissions to the council.

2.1 A public body that, before the by-law was passed, made oral submissions at a public meeting or written submissions to the council.

2.2 The registered owner of any land to which the by-law would apply, if, before the by-law was passed, the owner made oral submissions at a public meeting or written submissions to the council.

3. The Minister. 2006, c. 23, s. 15 (10); 2017, c. 23, Sched. 3, s. 10 (4); 2019, c. 9, Sched. 12, s. 6 (4); 2021, c. 4, Sched. 6, s. 80 (1); 2024, c. 16, Sched. 12, s. 5 (7).



### **No appeal re protected major transit station area – permitted uses, etc.**

(19.5) Despite subsections (19) and (19.3.1), and subject to subsections (19.6) to (19.9), there is no appeal in respect of,

(a) the parts of a by-law that establish permitted uses or the minimum or maximum densities with respect to buildings and structures on lands in a protected major transit station area that is identified in accordance with subsection 16 (15) or (16); or

(b) the parts of a by-law that establish minimum or maximum heights with respect to buildings and structures on lands in a protected major transit station area that is identified in accordance with subsection 16 (15) or (16). 2017, c. 23, Sched. 3, s. 10 (7); 2022, c. 21, Sched. 9, s. 8 (3).

### **Same, by-law of a lower-tier municipality**

(19.6) Subsection (19.5) applies to a by-law of a lower-tier municipality that, for municipal purposes, forms part of an upper-tier municipality without planning responsibilities only if the lower-tier municipality's official plan contains all of the policies described in subclauses 16 (16) (b) (i) and (ii) with respect to the protected major transit station area. 2017, c. 23, Sched. 3, s. 10 (7); 2022, c. 21, Sched. 9, s. 8 (4).

### **Exception**

(19.7) Clause (19.5) (b) does not apply in circumstances where the maximum height that is permitted with respect to a building or structure on a particular parcel of land would result in the building or structure not satisfying the minimum density that is required in respect of that parcel. 2017, c. 23, Sched. 3, s. 10 (7).

### **Exception re non-compliance with s. 16 (20)**

(19.9) Subsection (19.5) does not apply to a zoning by-law that is passed more than one year after the later of the following comes into effect:

1. Official plan policies described in subsection 16 (15) or subclauses 16 (16) (b) (i) and (ii) for the protected major transit station area.
2. An amendment to the policies referred to in paragraph 1 of this subsection. 2022, c. 21, Sched. 9, s. 8 (5)."

## Appendix G – Provincial Policy Statement (2024) Excerpts Concerning Protected Major Transit Station Areas

The following policies from the Provincial Policy Statement (2024) are relevant to the discussion of P.M.T.S.A.s, how they are created, and their purpose.

Grey highlighting has been added to those policy statements which directly support objectives of the proposed Zoning By-law Amendment and/or the proposed Official Plan Amendment.

### “2.2 Housing

1. Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by:
  - (a) establishing and implementing minimum targets for the provision of housing that is affordable to low and moderate income households, and coordinating land use planning and planning for housing with Service Managers to address the full range of housing options including affordable housing needs;
  - (b) permitting and facilitating:
    1. all housing options required to meet the social, health, economic and wellbeing requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities; and
    2. all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites (e.g., shopping malls and plazas) for residential use, development and introduction of new housing options within previously developed areas, and redevelopment, which results in a net increase in residential units in accordance with policy 2.3.1.3;
  - (c) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation; and
  - (d) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations.

### 2.3 Settlement Areas and Settlement Area Boundary Expansions

### **2.3.1 General Policies for Settlement Areas**

1. Settlement areas shall be the focus of growth and development. Within settlement areas, growth should be focused in, where applicable, strategic growth areas, including major transit station areas.
2. Land use patterns within settlement areas should be based on densities and a mix of land uses which:
  - (a) efficiently use land and resources;
  - (b) optimize existing and planned infrastructure and public service facilities;
  - (c) support active transportation;
  - (d) are transit-supportive, as appropriate; and
  - (e) are freight-supportive.
3. Planning authorities shall support general intensification and redevelopment to support the achievement of complete communities, including by planning for a range and mix of housing options and prioritizing planning and investment in the necessary infrastructure and public service facilities.
4. Planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up areas, based on local conditions.

## **2.4 Strategic Growth Areas**

### **2.4.1 General Policies for Strategic Growth Areas**

1. Planning authorities are encouraged to identify and focus growth and development in strategic growth areas.
2. To support the achievement of complete communities, a range and mix of housing options, intensification and more mixed-use development, strategic growth areas should be planned:
  - (a) to accommodate significant population and employment growth;
  - (b) as focal areas for education, commercial, recreational, and cultural uses;
  - (c) to accommodate and support the transit network and provide connection points for inter- and intra-regional transit; and
  - (d) to support affordable, accessible, and equitable housing.
3. Planning authorities should:
  - (a) prioritize planning and investment for infrastructure and public service facilities in strategic growth areas;
  - (b) identify the appropriate type and scale of development in strategic growth areas and the transition of built form to adjacent areas;

- (c) permit development and intensification in strategic growth areas to support the achievement of complete communities and a compact built form;
- (d) consider a student housing strategy when planning for strategic growth areas; and
- (e) support redevelopment of commercially-designated retail lands (e.g., underutilized shopping malls and plazas), to support mixed-use residential.

## 2.4.2 Major Transit Station Areas

1. Planning authorities shall delineate the boundaries of major transit station areas on higher order transit corridors through a new official plan or official plan amendment adopted under section 26 of the Planning Act. The delineation shall define an area within an approximately 500 to 800-metre radius of a transit station and that maximizes the number of potential transit users that are within walking distance of the station.
2. Within major transit station areas on higher order transit corridors, planning authorities shall plan for a minimum density target of:
  - (a) 200 residents and jobs combined per hectare for those that are served by subways;
  - (b) 160 residents and jobs combined per hectare for those that are served by light rail or bus rapid transit; or
  - (c) 150 residents and jobs combined per hectare for those that are served by commuter or regional rail.
3. Planning authorities are encouraged to promote development and intensification within major transit station areas, where appropriate, by:
  - (a) planning for land uses and built form that supports the achievement of minimum density targets; and
  - (b) supporting the redevelopment of surface parking lots within major transit station areas, including commuter parking lots, to be transit-supportive and promote complete communities.
4. For any particular major transit station area, planning authorities may request the Minister to approve an official plan or official plan amendment with a target that is lower than the applicable target established in policy 2.4.2.2, where it has been demonstrated that this target cannot be achieved because:
  - (a) development is prohibited by provincial policy or severely restricted on a significant portion of the lands within the delineated area; or
  - (b) there are a limited number of residents and jobs associated with the built form, but a major trip generator or feeder service will sustain high ridership at the station or stop.

5. Planning authorities may plan for major transit station areas that are not on higher order transit corridors by delineating boundaries and establishing minimum density targets.
6. All major transit station areas should be planned and designed to be transit-supportive and to achieve multimodal access to stations and connections to nearby major trip generators by providing, where feasible:
  - (a) connections to local and regional transit services to support transit service integration;
  - (b) infrastructure that accommodates a range of mobility needs and supports active transportation, including sidewalks, bicycle lanes, and secure bicycle parking; and
  - (c) commuter pick-up/drop-off areas.

### 2.4.3 Frequent Transit Corridors

1. Planning authorities shall plan for intensification on lands that are adjacent to existing and planned frequent transit corridors, where appropriate.

## 8: Definitions

**Compact built form:** means a land use pattern that encourages the efficient use of land, walkable neighbourhoods, mixed land uses (residential, retail, workplace, and institutional) all within one neighbourhood, proximity to transit and reduced need for infrastructure. Compact built form can include detached and semi-detached houses on small lots as well as townhouses, duplexes, triplexes and walk-up apartments, multi-storey commercial developments, and apartments or offices above retail. Walkable neighbourhoods can be characterized by roads laid out in a well-connected network, destinations that are easily accessible by transit and active transportation, sidewalks with minimal interruptions for vehicle access, and a pedestrian-friendly environment along roads.

**Frequent transit:** means a public transit service that runs at least every 15 minutes in both directions throughout the day and into the evening every day of the week.

**Higher order transit:** means transit that generally operates in partially or completely dedicated rights-of-way, outside of mixed traffic, and therefore can achieve levels of speed and reliability greater than mixed-traffic transit. Higher order transit can include heavy rail (such as subways, elevated or surface rail, and commuter rail), light rail, and buses in dedicated rights-of-way.

**Higher order transit:** means transit that generally operates in partially or completely dedicated rights-of-way, outside of mixed traffic, and therefore can achieve levels of speed and reliability greater than mixed-traffic transit. Higher order transit can include heavy rail (such as subways, elevated or surface rail, and commuter rail), light rail, and buses in dedicated rights-of-way.

**Transit-supportive:** in regard to land use patterns, means development that makes transit viable, optimizes investments in transit infrastructure, and improves the quality of the experience of using transit. It often refers to compact, mixed-use development that has a



high level of employment and residential densities, including air rights development, in proximity to transit stations, corridors and associated elements within the transportation system. Approaches may be recommended in guidelines developed by the Province or based on municipal approaches that achieve the same objectives.”

## Appendix H – Excerpts from Envision Durham, Region of Durham Official Plan (2024) Concerning Protected Major Transit Station Areas

On May 17, 2023, Durham Regional Council adopted the new Regional Official Plan, as amended. On September 3, 2024, the Province chose to modify and approve, in part, the Region of Durham Official Plan. The approved official plan outlines a comprehensive framework of new and revised policies to guide future growth and development in Durham Region to 2051.

The following policies from the Region of Durham Official Plan (2024) are relevant to the discussion of P.M.T.S.A.s, how they are created, and their purpose.

Grey highlighting has been added to those policy statements which directly support objectives of the proposed Zoning By-law Amendment and/or the proposed Official Plan Amendment.

The following schedules of the Regional Official Plan are also attached to this Appendix, for reference:

- Map 3d. Active Transportation Network

### “5.2 Strategic Growth Areas

This Plan promotes an “intensification first” approach to development, infrastructure investment, and region-building by placing an emphasis on optimizing the use of existing land and optimizing infrastructure capacity and investment.

Strategic Growth Areas represent optimal locations for prioritizing intensification and higher density mixed-use development. Strategic Growth Areas are planned as focal points for more intensive forms of development and as locations to achieve transit supportive densities within the Region’s Urban System. The designation of certain nodes and corridors as Strategic Growth Areas signifies the intention for these places to develop as mixed-use, compact and dense urban and amenity-rich environments.

Strategic Growth Areas in Durham include Urban Growth Centres, Regional Centres, Protected Major Transit Station Areas and Rapid Transit Corridors. The success of Strategic Growth Areas will depend on proactive planning and investment to provide adequate municipal services and transit services to support development within these areas.

Objectives:

- i. Support the achievement of complete communities by prioritizing development and intensification within Strategic Growth Areas and by balancing residential and non-residential growth so Durham’s residents can live, work, shop and access services within their community.

- ii. Support higher-density forms of development and redevelopment within Strategic Growth Areas.
- iii. Support the development and long-term transition of Strategic Growth Areas as walkable, transit and pedestrian-oriented communities where active forms of mobility are viable and attractive features in a connected Urban System.
- iv. Support the evolution of Urban Growth Centres and Regional Centres as more intensive, mixed-use and complete communities that act as focal points for residential intensification, and continue to strengthen as destinations offering commercial, cultural, entertainment, recreational and government functions for the broader surrounding community.
- v. Ensure that developments within Protected Major Transit Station Areas strengthen their role as focal points for high-density, mixed-use destinations characterized by a walkable, transit-oriented, pedestrian friendly public realm, with strong and active transportation connections within convenient walking distance of existing and planned rapid transit stations.
- vi. Support innovation and entrepreneurship within Protected Major Transit Station Areas.
- vii. Plan for Rapid Transit Corridors located along Rapid Transit Spines, which are key connections to other Strategic Growth Areas within the region, where development is provided at transit supportive densities and new built form is provided based on transit-oriented development design principles.

Policies: It is the policy of Council to:

- 5.2.1 Designate Urban Growth Centres, Regional Centres, Protected Major Transit Station Areas and Rapid Transit Corridors as Strategic Growth Areas on Map 1.
- 5.2.2 Direct intensification and higher density, compact forms of residential, commercial and employment generating uses such as office and major office, major institutional uses and mixed-use development to Strategic Growth Areas.
- 5.2.3 Plan for the achievement of the following long-term transit supportive density targets within Strategic Growth Areas. The targets apply to the entirety of the

area within the boundary delineation and when measuring are not netted of undevelopable features and are not applied on the basis of individual parcels:

Figure 11. – Strategic Growth Area targets table:

<b>Strategic Growth Area</b>	<b>Minimum Transit Supportive Density Target</b> (people and jobs per gross hectare)
Urban Growth Centres	200
Regional Centres (located along the Rapid Transit Corridor)	150
Regional Centres (located off of the Rapid Transit Corridor)	100-150
Protected <a href="#">Major Transit Station Areas</a>	150
Rapid Transit Corridor	150

It is the policy of Council to:

- 5.2.4 Apply the higher density target where the boundaries of Strategic Growth Areas, specifically an Urban Growth Centre, Regional Centre, Protected Major Transit Station Area or Rapid Transit Corridor, coincide or overlap with each other or with another designation.
- 5.2.5 Allow Strategic Growth Areas to achieve their planned potential by protecting these areas from uses and activities that should be accommodated in other designations, including low-density residential uses, automobile-oriented uses and low-density employment uses, such as warehousing, self-storage, car washes, gas stations and similar single storey buildings. Existing uses may continue but are encouraged to intensify consistent with the policies of this Plan.
- 5.2.6 Require area municipalities to update official plans, secondary plans and zoning by-laws to:
- (a) delineate the boundaries of Strategic Growth Areas;
  - (b) designate appropriate:
    - (i) land uses;
    - (ii) establish residential and employment density targets;
    - (iii) identify permissible built forms;
    - (iv) provide minimum and maximum building heights;
  - (c) include transition policies to guide appropriate building heights, siting, land use compatibility, and scale of new development in relation to surrounding neighbourhoods and areas;

- (d) plan for appropriate public service facilities, parks and recreational space, and other supporting social and cultural amenities within and surrounding Strategic Growth Areas;
- (e) include urban design policies, guidelines or approaches to promote placemaking, active transportation, pedestrian and transit-oriented land uses and built form; and
- (f) consider a full range of implementation strategies to advance development within Strategic Growth Areas that include as-of-right zoning, streamlining development approvals, introducing community planning permit systems in accordance with Policy 11.3.2, or other approaches as applicable.

5.2.7 Not support reducing densities on sites in a Strategic Growth Area that have been designated or approved for medium or high-density development.

5.2.8 Plan for development within Strategic Growth Areas that:

- (a) incorporates transit-oriented development design principles, in accordance with Policy 8.1.3, and including:
  - (i) enhancing mobility to and from transit services through an urban grid system of streets and walkways, and providing for active transportation connections within Strategic Growth Areas and adjacent neighbourhoods;
  - (ii) orienting development and entrances towards streets and towards transit station and stop locations;
  - (iii) 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;
  - (iv) providing active uses and entrances at grade, and integrating open space, parks and plazas along with public art and community spaces, and other considerations, in accordance with Section 3.3;
  - (v) providing a mix of uses including residential uses, retail and commercial uses, compatible employment generating uses such as office and major office, educational and other institutional uses, public service facilities and entertainment and cultural facilities;
  - (vi) providing compact built form with densities ranging from medium to high-density, with the highest densities located closest to transit station locations while providing appropriate transition to adjacent neighbourhoods;



- (vii) facilitating the integration of transit stations within the community by optimizing street crossings to stations, reducing walking distances and, providing sheltered connections where appropriate;
- (b) provides a range of housing options, including additional residential units and affordable housing, in accordance with Section 3.1;
- (c) contributes to, and does not detract from, the long-term transit supportive density targets, in accordance with Policy 5.2.3;
- (d) adheres to development limitations and setbacks to natural features and areas and other vulnerable areas as described in Chapter 7;
- (e) contributes to, recognizes, preserves and/or conserves applicable built and cultural heritage resources, in accordance with Section 3.3. For greater certainty, the inclusion of lands within a Strategic Growth Area boundary does not prevent area municipal official plans and/or zoning by-laws from identifying and designating properties and areas to be protected for heritage conservation purposes. Where cultural heritage resources are to be protected over the long-term, sensitive repurposing, limited intensification and infill, which do not negatively impact heritage value, is encouraged; and
- (f) addresses local road and private access spacing and access permissions to Regional arterial roads within Strategic Growth Areas on a case-by-case basis to the satisfaction of the Region. Joint access is encouraged using cross-access easements between properties to reduce the overall number of access points along arterial roads.

5.2.9 Require, in consultation with area municipal staff and infrastructure and service providers, the phasing and staging of development including the principles of Policies 5.4.9 to 5.4.16.

### **Protected Major Transit Station Areas**

There are seven Protected Major Transit Station Areas located within southern Durham along the Lakeshore East GO Train line. Three Protected Major Transit Station Areas surround existing stations in Pickering, Ajax and Whitby, and four new stations are being planned along the GO East Extension, two of which are in the City of Oshawa (Thornton's Corners and Central Oshawa) and two of which are in the Municipality of Clarington (Courtice and Bowmanville).

It is the policy of Council to:

- 5.2.15 Designate by amendment to this Plan additional Protected Major Transit Station Areas in consultation with the area municipalities and Metrolinx, coincident with planning for existing and future rapid transit facilities or stations.
- 5.2.16 Plan Protected Major Transit Station Areas as communities centered around higher order transit services. Permitted uses include medium and high density residential, mixed-use development, compatible employment generating uses including but not limited to office and major office, cultural and entertainment

uses, commercial and retail uses, institutional and educational uses including post-secondary facilities, recreational and community amenities such as parks, urban squares, and trail systems.

5.2.17 Prohibit the following uses within Protected Major Transit Station Areas:

- (a) automobile-oriented uses such as drive-through establishments, gasoline stations, service stations and car washes; and
- (b) land-extensive uses such as automobile dealerships with outdoor vehicle storage and display areas, warehouses and storage facilities, including self-storage facilities.

5.2.19 Require development within Protected Major Transit Station Areas to offer convenient, direct and sheltered pedestrian access from high-density development sites to neighbouring Commuter Stations wherever possible, recognizing matters of accessibility for pedestrians, cyclists and persons of varying abilities, as well as connections to a variety of transportation modes.

5.2.23 Require area municipal official plans to include detailed policies, for each Protected Major Transit Station Area, which will:

- (a) delineate Protected Major Transit Station Area boundaries coincident with the boundaries identified on Map 1 and provide detailed land use designations within the boundary;
- (b) establish minimum density, population, employment and housing targets to demonstrate achievement of the overall target of at least 150 people and jobs per gross hectare;
- (c) establish a minimum job target for Protected Major Transit Station Areas;
- (d) enable alternative development standards to support transit-oriented development, including but not limited to parking requirements which support the use of transit;
- (e) support the creation of focal points by concentrating the highest densities near Transit Stations;
- (f) include policies or approaches to ensure that the heights and densities of buildings are appropriately scaled to ensure compatibility with neighbouring lower density residential areas and appropriate transition is provided to adjacent Employment Areas, where applicable;
- (g) include policies to ensure that required transportation, servicing and other infrastructure is in place prior to, or coincident with new development;
- (h) support the efficient use of land, including requirements for structured parking, shared parking and/or reduced parking as part of new development;

- (i) account for the retention or replacement of existing station access infrastructure (pedestrian, bus, cycle, pick-up and drop-off, and vehicle parking), as well as the protection for future facility expansion when new development on existing GO Station land is proposed;
- (j) incorporate urban design and sustainability guidelines to guide the desired density, built form, building placement, access requirements and approaches for a pedestrian-oriented public realm, that:
  - (i) provide appropriate transitions in building heights to surrounding areas and public spaces;
  - (ii) direct that all development will be designed to be pedestrian-oriented and accessible to all ages and abilities;
  - (iii) require buildings to frame streets, with frequent pedestrian entrances;
  - (iv) where feasible restrict vehicular access to private property from adjacent local roadways;
  - (v) support the use of rear lanes to serve development loading, servicing and vehicular parking access requirements rather than strictly along local public streets, where appropriate;
  - (vi) minimize the visual impact vehicular parking on streets, parks, open spaces, pedestrian walkways and other land uses. With the exception of bus parking, surface parking will be minimized;
  - (vii) incorporate the use of urban design elements to assist with orientation, including wayfinding and the use of gateways and entrance features;
  - (viii) require that connections to the transit stations include pedestrian weather protection and station wayfinding;
- (k) include policies that encourage placemaking through policy approaches that:
  - (i) ensure a well-defined public realm that provides active gathering spaces, pedestrian destinations and connections;
  - (ii) support the establishment of integrated trails, parks and open space systems for various levels of use year-round;
  - (iii) provide active streetscapes with sidewalks or multi-use paths on both sides of all roads, and related pedestrian amenities;
  - (iv) encourage streets and boulevards to be designed to allow for patios, sitting areas, while ensuring adequate space for pedestrians and streetscape plantings for shade and beautification;

(v) encourage sustainable technologies, permeable pavers, low impact development techniques, and designs which support the use of renewable energy and/or district energy systems in the design of new development, the public realm and streetscapes;

(l) include sustainable transportation policies that:

(i) ensure road designs prioritize transit use, pedestrian travel, and cycling while accommodating automobile travel;

(ii) support active transportation through safe, well-designed and direct connections between and amongst component uses and transit stations;

(iii) Include adequate and secure long-term and short-term bicycle parking and end-of-trip facilities; and

(iv) Include below grade pedestrian connections, including knockout panels where deemed appropriate, to facilitate a continuous pedestrian network between development sites.

It is the policy of Council to:

8.1.3 Achieve transit-oriented development within Strategic Growth Areas to support increased transit use and higher levels of service, achieved through the following principles and in accordance with Policy 5.2.8:

(a) design arterial roads, through a complete streets approach, to help control traffic speeds while promoting safe and attractive environments for active transportation and transit use;

(b) enhance mobility to and from transit services including more frequent intersections and pedestrian crossings where feasible;

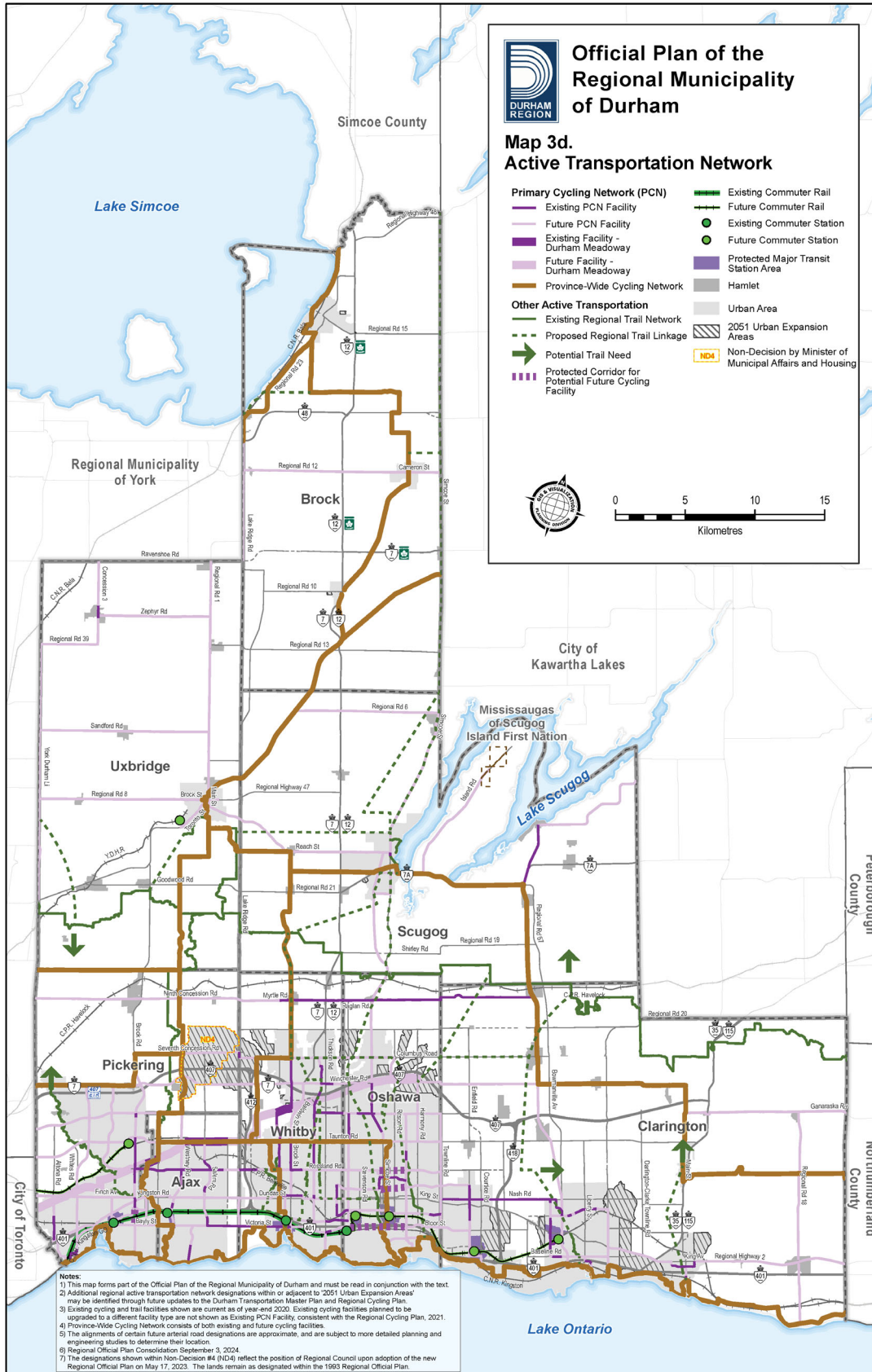
(c) maintain and encourage on-street parking in historic downtowns and on certain Type C Arterials, as specified in Table 5;

(d) provide facilities which support non-auto modes including Commuter Stations, transit terminals with potential drop off facilities and bus loops, bus bays, bus shelters, bike racks, walkways, trails and other pedestrian and cycling facilities;

(e) encourage provisions 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; and

(f) create and apply a regional transit-oriented development guideline to be used for reviewing development applications within Strategic Growth Areas, in collaboration with the area municipalities.

- 8.1.7 Support the implementation of the Lakeshore East GO rail service to Bowmanville, including the development of Transit Oriented Communities within the Protected Major Transit Station Areas and GO rail service to the Seaton community within the Pickering Urban Area, as indicated on Map 3a.
- 8.1.10 Integrate or protect for future transit terminals identified in the Durham Transportation Master Plan and/or Durham Region Transit service plans, through the development application review process.
- 8.1.11 Implement transit stops for local routes located internal to or abutting a development when sidewalks are constructed, and making them a direct responsibility of the developer to construct or fund as a condition of development approval.”





## Appendix I – Excerpts from the City of Oshawa Official Plan Concerning Protected Major Transit Station Areas

The following policies from the City of Oshawa Official Plan are relevant to the discussion of P.M.T.S.A.s, how they are created, and their purpose.

Grey highlighting has been added to those policy statements which directly support objectives of the proposed Zoning By-law Amendment and/or the proposed Official Plan Amendment.

The following schedules of the Oshawa Official Plan are also attached to this Appendix, for reference:

- Schedule “A”, Land Use;
- Schedule “A-2”, Corridors and Intensification Areas;
- Schedule “B”, Road Network; and,
- Schedule “B-1”, Transit Priority Network.

### “2.0 Land Use Policies

#### 2.1 Downtown Oshawa Urban Growth Centre, Central Areas, Corridors, Transportation Hubs and Commuter Stations

##### 2.1.7 Transportation Hubs and Commuter Stations – General

2.1.7.1 It is the intent of this Plan to ensure that lands surrounding existing and planned Commuter Stations are used for development that complements and optimizes the support of transit services. In accordance with Policy 3.3.3 of this Plan, an area of influence surrounds Commuter Stations, within which development shall:

- (a) Consist of a mix of land uses at higher densities, in a compact, intensive urban form, to facilitate the provision and use of transit, where the existing or planned Commuter Station is served by heavy rail; or

Areas of influence surrounding certain major Commuter Stations have been specifically identified as Transportation Hubs where different modes of transportation, including walking, cycling and riding transit, are planned to come together seamlessly and where there will be an intensive concentration of working, living, shopping and/or playing. As the primary focal points of the public transportation system, Transportation Hubs are places of high connectivity and shall comprise a major Commuter Station and surrounding area that can be traversed by foot and bicycle in a convenient, safe, accessible and comfortable manner.

2.1.7.2 Commuter Stations are shown symbolically on Schedule “B-1” in the following general locations:

- (a) The future central Oshawa GO Station planned along the Canadian Pacific mainline midway between Simcoe Street South and Ritson Road South;

- (b) The future Thornton's Corners GO Station planned at the northwest corner of Thornton Road South and the future extension of Consumers Drive;

Where a Master Land Use and Urban Design Plan has been undertaken pursuant to Policy 2.1.8.2 for a Commuter Station that is not associated with a Transportation Hub, the boundaries of the area of influence surrounding the Commuter Station shall also be delineated on Schedule "B-1" as an overlay of the underlying land use designation(s).

2.1.7.3 Transportation Hubs are shown on Schedule "B-1" either as:

- (a) An overlay of the underlying land use designation(s), where the spatial extent of the Transportation Hub is defined by geographically delineating a specific area that encompasses a Commuter Station; or
- (b) A symbolic area in association with a Commuter Station, where the spatial extent of the Transportation Hub is undefined and will be determined through an appropriate planning study in accordance with Policy 2.1.8.2.

## **2.1.8 Transportation Hubs and Commuter Stations – Planning Criteria**

2.1.8.1 Development within Transportation Hubs or adjacent to existing and future Commuter Stations shall be in accordance with the relevant provisions of Policy 3.3.3 of this Plan and up-to-date principles of good design, including adaptability over time, climate change resiliency, respect for, and integration with, natural features and functions, and long-term sustainability. Development within a Transportation Hub or adjacent to a Commuter Station shall also be in accordance with the following:

- (a) The policies under Sections 2.1.1 and 2.1.2, where development is proposed within a Central Area;
- (b) The policies under Sections 2.1.5 and 2.1.6, where development is proposed along a Regional or Local Corridor, including within an Intensification Area; or
- (c) The approach to urban design and infrastructure development specified in Policy 2.1.2.2 where development is within a Transportation Hub or area adjacent to a Commuter Station that is not otherwise subject to (a) or (b) above.

2.1.8.2 One or more land use and urban design studies shall be undertaken by the City, in consultation with Metrolinx, the Region of Durham and other appropriate agencies, to prepare Master Land Use and Urban Design Plans and implementing guidelines for Transportation Hubs and areas adjacent to Commuter Stations in the City. The Master Land Use and Urban Design Plans will guide comprehensive development within Transportation Hubs and areas adjacent to Commuter Stations to ensure a high quality, coordinated urban environment where buildings, spaces and connections are designed with pedestrian priority. Master Land Use and Urban Design Plans shall be undertaken for the following areas:

- (a) The Central Oshawa Transportation Hub – the highly-connected, centralized location of this mobility hub within the Downtown Main Central Area, adjacent to the Downtown Oshawa Urban Growth Centre, provides a unique opportunity to create a vibrant district that serves as the origin, destination or transfer point for a significant portion of trips within the regional transportation system. Further to Policy 3.4.5 of this Plan, the Central Oshawa Transportation Hub also contains the Michael Starr Trail, a key structural corridor within the hub whose importance as a landmark element shall be emphasized through complementary design and built form. A Master Land Use and Urban Design Plan and implementing guidelines shall be prepared for this Transportation Hub prior to substantial development or redevelopment of lands within the defined hub area shown on Schedule “B-1”;
- (c) Lands adjacent to the future Thornton’s Corners GO Station – the future Thornton’s Corner GO Station is strategically positioned to serve Trent University’s Oshawa campus on the east side of Thornton Road South, south of King Street West, Durham College’s Whitby campus on Champlain Avenue, east of Thicksen Road South, and the commercial gateway comprising the Champlain East Sector. Upon confirmation by Metrolinx of its intention to locate a GO Station at this location, a Master Land Use and Urban Design Plan and implementing guidelines shall be prepared, in consultation with the Town of Whitby, to appropriately guide development in a defined area of influence around the station, the limits of which shall be established through the study and shown on Schedule “B-1”. Provided Metrolinx has confirmed its intention to locate a GO Station at this location, substantial development in the vicinity of this Commuter Station may not proceed prior to the completion of a Master Land Use and Urban Design Plan and implementing guidelines except in accordance with Policy 2.1.8.5. If it is determined that the area subject to the Master Land Use and Urban Design Plan should appropriately include lands within the Champlain East Sector, the relevant components of the Master Land Use and Urban Design Plan shall be integrated into and/or addressed as part of the comprehensive urban design study and implementing guidelines required in accordance with Section 2.2.10.9 regarding the Champlain East Sector;

2.1.8.3 Subject to the timing of development within Transportation Hubs or adjacent to future Commuter Stations, the studies for the preparation of Master Land Use and Urban Design Plans and implementing guidelines may be undertaken separately.

2.1.8.4 Master Land Use and Urban Design Plans and implementing urban design guidelines prepared for the Transportation Hubs and areas adjacent to future Commuter Stations identified in Policy 2.1.8.2 of this Plan shall address the following:

- (a) The promotion of a higher order of built form and intensity in accordance with Policy 2.1.7.1 of this Plan, in recognition of these areas’ critical role in supporting existing and future transit services;

- (b) The identification of appropriate residential types and densities in accordance with Policy 2.1.7.1 of this Plan, where an existing underlying land use designation(s) permits residential development or where, as a result of a land use and urban design study, a new underlying land use designation(s) is established pursuant to an amendment to this Plan that permits residential development;
- (c) The identification of appropriate non-residential uses (including those in mixed-use residential buildings where an existing underlying land use designation(s) permits mixed-use residential development or where, as a result of a land use and urban design study, a new underlying land use designation(s) is established pursuant to an amendment to this Plan that permits mixed-use residential development) in accordance with Policy 2.1.7.1 of this Plan, with restrictions on automobile-oriented land uses such as drive-through facilities, automobile body shops, automobile repair garages, automobile sales and service establishments, vehicle storage in association with automobile rental establishments, and automobile service stations and fuel bars, and with consideration given to promoting uses with generally higher employee densities;
- (d) The establishment of detailed urban design criteria dealing with the following:
  - (i) The provision of a high quality streetscape that is pedestrian oriented, coordinated on both sides of the street, and emphasizes the importance of the relationship between the public and private realms, to facilitate an urban environment where the design of buildings, spaces and connections reflects pedestrian priority;
  - (ii) The location and arrangement of general building envelopes, including establishing guidelines for setbacks and built frontage which reinforce the street edge and provide spatial definition to the public realm;
  - (iii) The design and siting of parking, loading and service areas to minimize the visual impact of such areas from the street and break-up large expanses of asphalt with landscaping;
  - (iv) The provision of high quality design for all buildings and landscaping in these areas, to promote an attractive, safe, comfortable and engaging walking environment;
  - (v) The identification of Gateway Sites, and their appropriate design and landscape treatment;
  - (vi) The incorporation of public art in both the private and public realms;
  - (vii) The incorporation and coordination of walking and cycling routes and linkages, trailheads, and transit routes, stations and stops, to create a vibrant and vital place to support the active transportation experience;

(viii) Safe, accessible, attractive and convenient access to sidewalks and walking and cycling routes and linkages from adjacent development; and

(ix) The consideration of safety and Crime Prevention Through Environmental Design (CPTED) principles in the design of the streetscape and abutting lands;

(e) The location of road intersections, the location and coordination of all access points (including pedestrian and cycling access locations) and necessary road and signalization improvements;

(f) The location and coordination of higher order transportation options in a manner that facilitates seamless transfer;

(g) Road operating criteria including operating speed, traffic signal progression, right-of-way width requirements, access spacing and placement of raised medians, consistent with the intended function of the road in an area where active transportation is the priority;

(h) Opportunities for high-quality parks and publicly accessible open spaces (e.g., outdoor gathering/sitting spaces), with these spaces designed with tree protection and preservation as a primary consideration, as well as opportunities to integrate new natural and artificial shade structures, where appropriate;

(i) Development of a parking management strategy; and

(j) Opportunities for the preservation (including potential adaptive re-use) of buildings of cultural heritage value or interest.

2.1.8.5 Development of lands within areas for which Master Land Use and Urban Design Plans are to be prepared may occur prior to the preparation of such studies, subject to the preparation of a comprehensive urban design study and urban design guidelines for the site with consideration to how the development integrates with abutting lands. The scope of the area to be included in the comprehensive urban design study shall be determined by the City.

### **3.0 Transportation**

#### **3.3 Public Transit**

3.3.3 To facilitate the provision and use of transit, development adjacent to a Commuter Station, including within a Transportation Hub, or a Transit Spine designated on Schedule "B-1" shall:

(a1) Be implemented in accordance with the relevant provisions of Policy 2.1.8.1 where the development site is adjacent to a Commuter Station, including within a Transportation Hub;

(b1) Be implemented in accordance with the relevant policies of Sections 2.1.5 and 2.1.6 where the development site is adjacent to a Transit Spine that coincides with a Regional or Local Corridor, including an Intensification Area; and

(c1) Provide for the following:

(i) A broad mix of uses whose nature lends themselves to more intensive, compact development at higher densities, which are complementary in terms of scale, design and context to the support of transit services, and which are compatible with surrounding stable, established development, where the development site is located outside of the Windfields Part II Plan area;

(iii) New buildings to be oriented towards the street, including frontal quality entrances and/or or direct pedestrian access to main entrances, to reduce walking distances to transit facilities;

(iv) Facilities which support non-auto modes such as drop off facilities, bus bays, bus loops, bus shelters, bike parking shelters and bike racks, walkways, trails and other walking and cycling facilities, as well as road widenings, where appropriate, to facilitate the provision of active transportation facilities such as bike lanes and multi-use paths within road rights-of-way; and

(v) Limited surface parking, to be regulated through the Zoning Bylaw, and opportunities for the potential redevelopment of surface parking

For the purposes of this Plan, development adjacent to a Commuter Station means:

(a2) Development within a Transportation Hub or area of influence surrounding a Commuter Station that is geographically defined on Schedule “B-1” (such as the Central Oshawa Transportation Hub); or

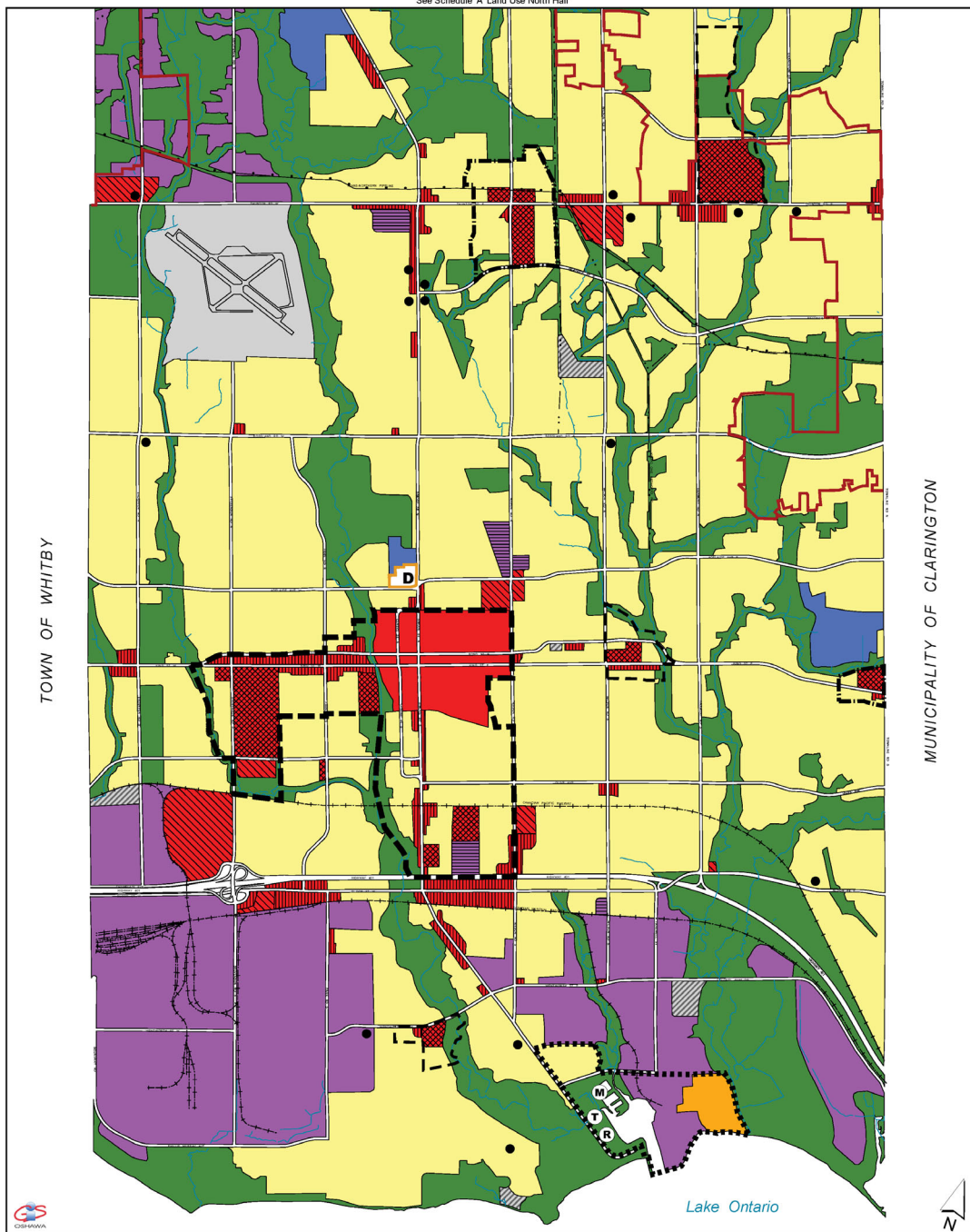
(b2) An area within an approximate 500 metre (1,640 ft.) distance (representing about a 10 minute walk) of a Commuter Station identified on Schedule “B-1” that is not otherwise separated from the station by a 400 series Provincial freeway where no bridge crossings are present in proximity to the Commuter Station. Such an area shall be applied in instances where:

(i) A Commuter Station is identified on Schedule “B-1” but there is no associated Transportation Hub or defined area of influence surrounding the station, or

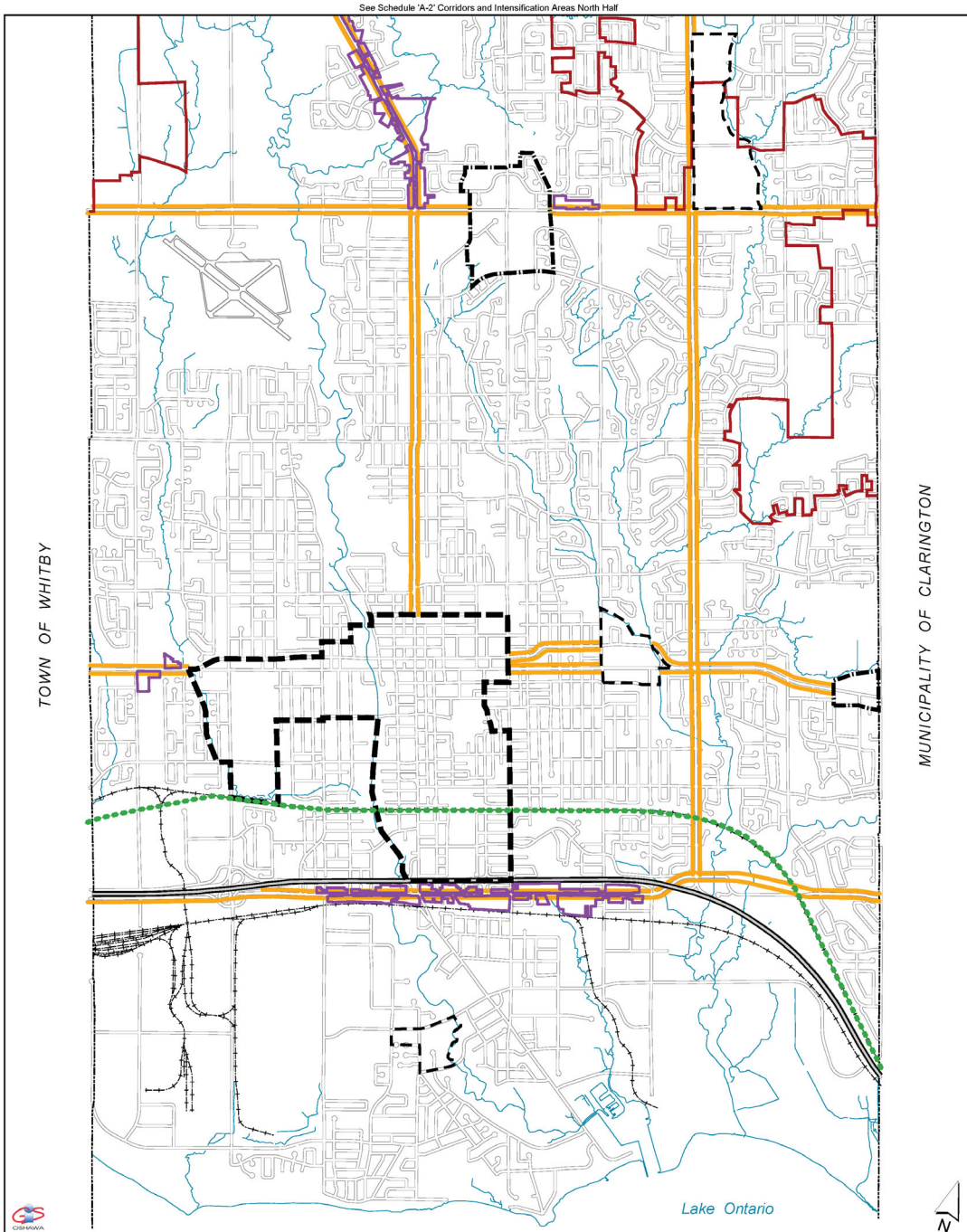
(ii) The geographic area of a Transportation Hub is undefined and is only shown symbolically in association with the Commuter Station on Schedule “B-1”.

When the boundaries of a Transportation Hub or area of influence surrounding a Commuter Station are geographically defined pursuant to a Master Land Use and Urban Design Plan undertaken in accordance with Policy 2.1.8.2, revisions to Schedule “B-1” to delineate the boundaries will not require an amendment to this Plan.”





<p><b>Schedule 'A' Land Use</b>          City of Oshawa          Official Plan</p> <p>South Half</p> <p>July 2023</p> <p>0 250 500 1,000 1,500 Meters</p> <p>Development Services Department</p> <p>Notes:          1. This Schedule should be read in conjunction with the text</p>	<p><b>Urban Areas</b></p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: yellow; border: 1px solid black;"></span> Residential</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: red; border: 1px solid black;"></span> Downtown Oshawa Urban Growth Centre</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: orange; border: 1px solid black;"></span> Planned Commercial Centre</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: red; border: 1px solid black;"></span> Planned Commercial Strip</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: purple; border: 1px solid black;"></span> Special Purpose Commercial</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: blue; border: 1px solid black;"></span> Institutional</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: purple; border: 1px solid black;"></span> Industrial</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: lightgrey; border: 1px solid black;"></span> Regeneration Area</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: lightgrey; border: 1px solid black;"></span> Airport</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: yellow; border: 1px solid black;"></span> Special Waterfront Area</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: lightgrey; border: 1px solid black;"></span> Utilities</li> <li><span style="display: inline-block; width: 15px; height: 10px; border: 1px dashed black;"></span> Deferred by Regional Council</li> <li><span style="display: inline-block; width: 15px; height: 10px; border: 1px solid black;"></span> Local Central Area</li> <li><span style="display: inline-block; width: 15px; height: 10px; border: 1px solid black;"></span> Boundary of Major Urban Area</li> <li><span style="display: inline-block; width: 15px; height: 10px; border: 1px solid black;"></span> Built Boundary</li> </ul>	<ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: purple; border: 1px solid black;"></span> Special Development Area</li> <li><span style="display: inline-block; width: 15px; height: 10px; border: 1px dashed black;"></span> Main Central Area Boundary</li> <li><span style="display: inline-block; width: 15px; height: 10px; border: 1px dashed black;"></span> Sub-Central Area Boundary</li> <li><span style="display: inline-block; width: 15px; height: 10px; border: 1px dashed black;"></span> Community Central Area Boundary</li> <li><span style="display: inline-block; width: 15px; height: 10px; border: 1px solid black;"></span> Marina Node</li> <li><span style="display: inline-block; width: 15px; height: 10px; border: 1px solid black;"></span> Recreational Node</li> <li><span style="display: inline-block; width: 15px; height: 10px; border: 1px solid black;"></span> Tourist Node</li> </ul> <p><b>Rural Areas</b></p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: yellow; border: 1px solid black;"></span> Estate Residential (refer to section 2.7.3.1)</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: lightgrey; border: 1px solid black;"></span> Prime Agricultural</li> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: lightgrey; border: 1px solid black;"></span> Oak Ridges Moraine</li> <li><span style="display: inline-block; width: 15px; height: 10px; border: 1px solid black;"></span> Limits of Approved Highway 407 Corridor</li> <li><span style="display: inline-block; width: 15px; height: 10px; border: 1px solid black;"></span> Greenbelt Protected Countryside Area Boundary</li> </ul> <p><b>Greenland Areas</b></p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 10px; background-color: green; border: 1px solid black;"></span> Open Space and Recreation</li> </ul>
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**Schedule 'A-2'  
 Corridors and  
 Intensification Areas**  
 City of Oshawa  
 Official Plan  
 South Half  
 January 2019

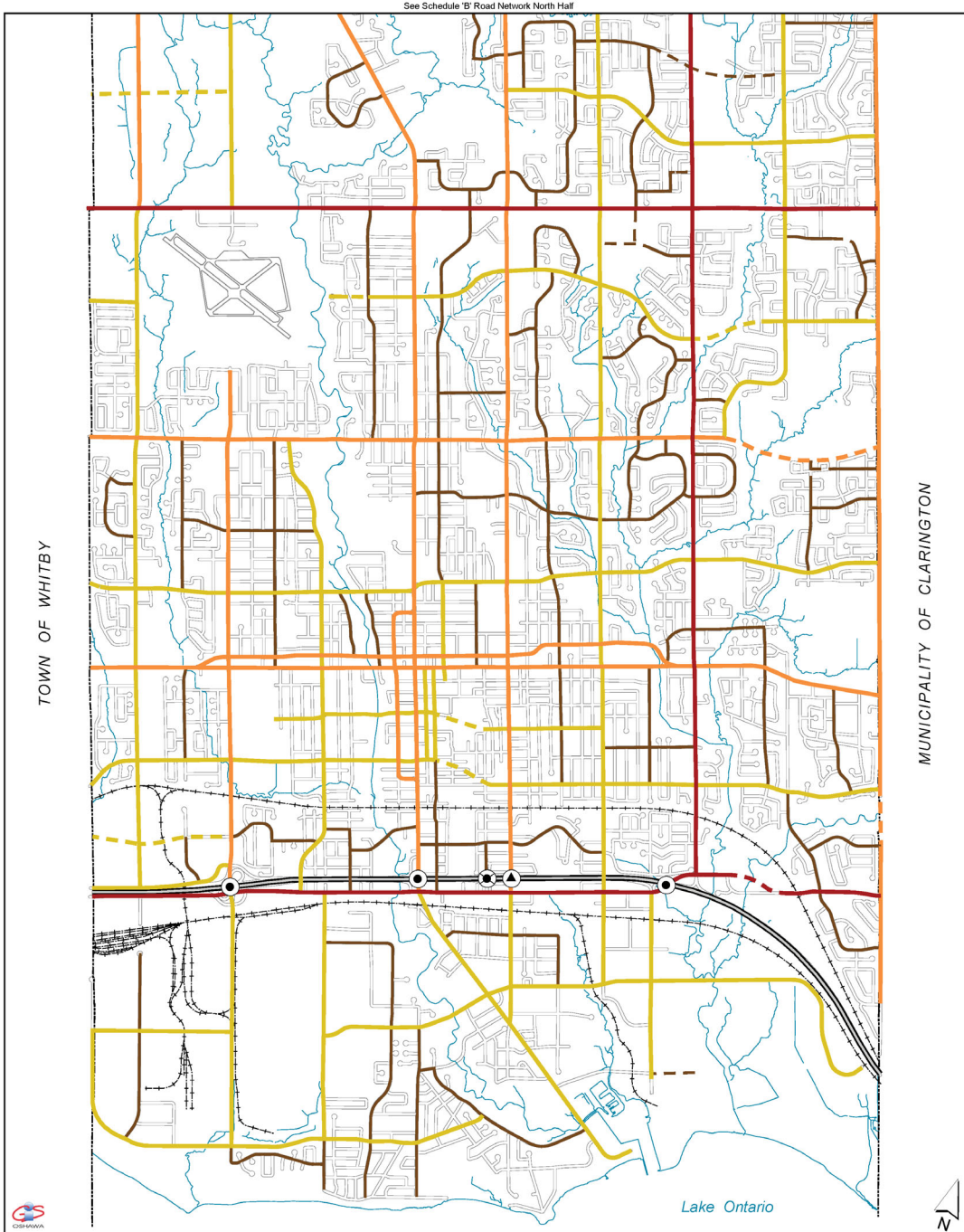
0 250 500 1,000 1,500 Meters

Development Services Department

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

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





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

0 250 500 1,000 1,500 Meters

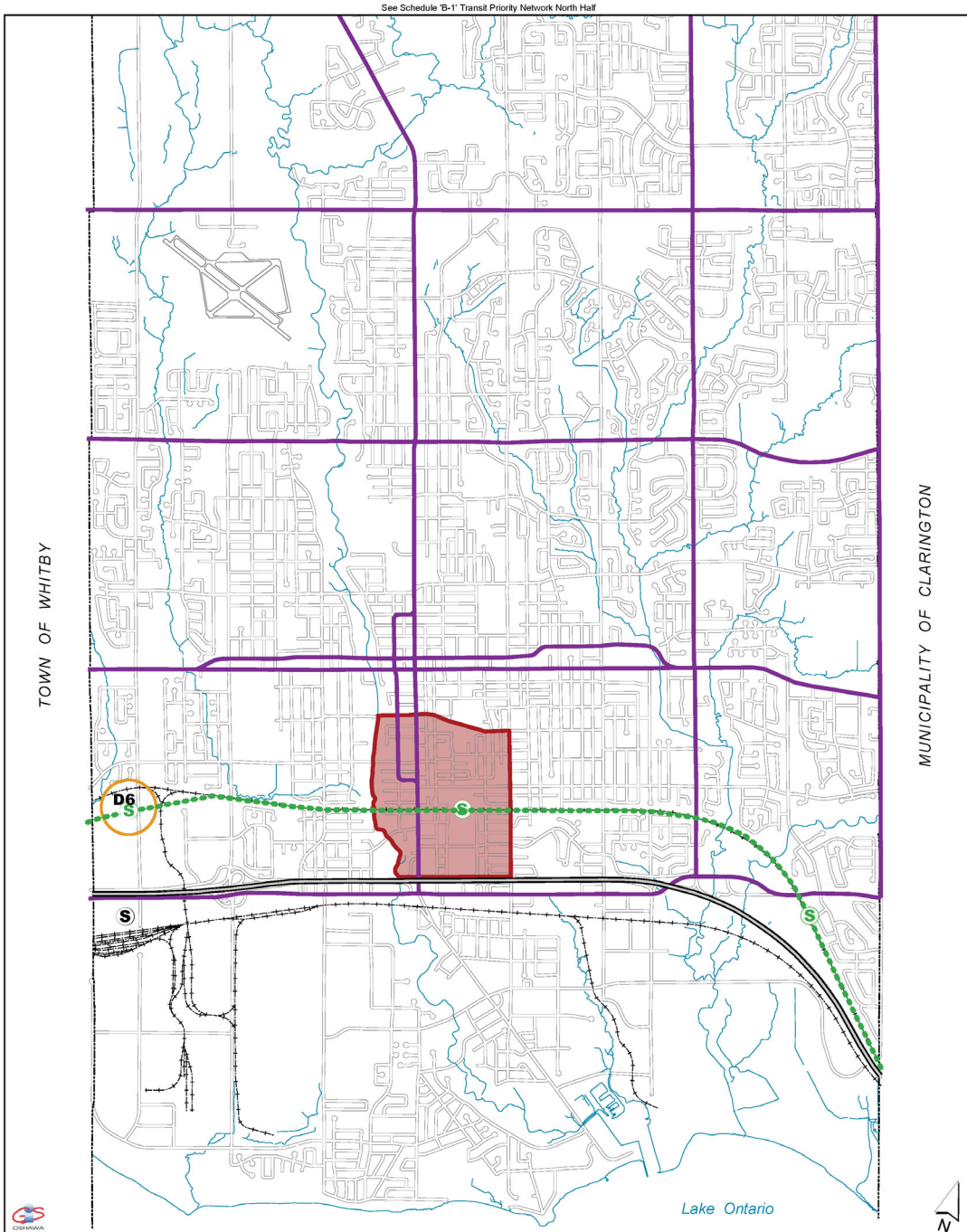
Development Services Department

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

**Legend**

<p><b>Existing</b></p> <ul style="list-style-type: none"> <li><span style="color: red;">—</span> Type 'A' Arterial Road</li> <li><span style="color: orange;">—</span> Type 'B' Arterial Road</li> <li><span style="color: yellow;">—</span> Type 'C' Arterial Road</li> <li><span style="color: brown;">—</span> Collector Road</li> <li>● Interchange</li> </ul>	<p><b>Future</b></p> <ul style="list-style-type: none"> <li>- - - Type 'A' Arterial Road</li> <li>- - - Type 'B' Arterial Road</li> <li>- - - Type 'C' Arterial Road</li> <li>- - - Collector Road</li> <li>▲ Interchange</li> </ul>	<ul style="list-style-type: none"> <li> Provincial Highway 401</li> <li> Limits of Approved Highway 407 Corridor</li> <li> Oak Ridges Moraine</li> <li> Greenbelt Protected Countryside Area Boundary</li> <li> Rail Line</li> <li> Existing Interchange to be Deleted</li> <li> Deferred by Regional Council</li> </ul>
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Title: Appendix I, Attachment 4  
 Subject: Schedule 'B-1' Transit Priority Network - South Half



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

South Half

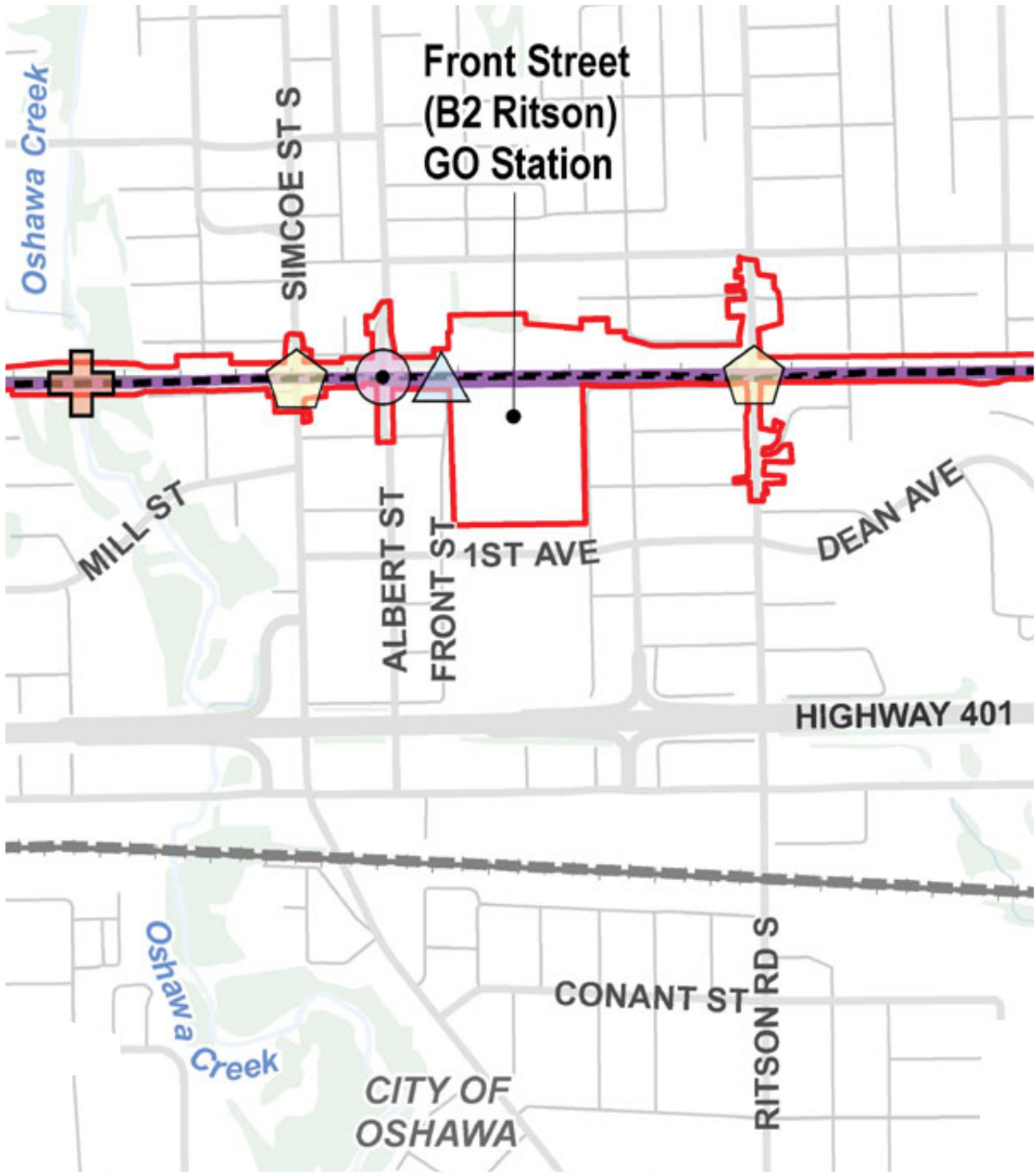
January 2019

Development Services Department

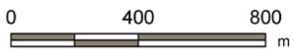
Notes:  
 1. This Schedule should be read in conjunction with the text

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

Title: Appendix J1, Attachment 1  
 Subject: The Metrolinx Rail Corridor and Station Locations Within  
 the 2023 Addendum to the 2011 Metrolinx Environmental Assessment

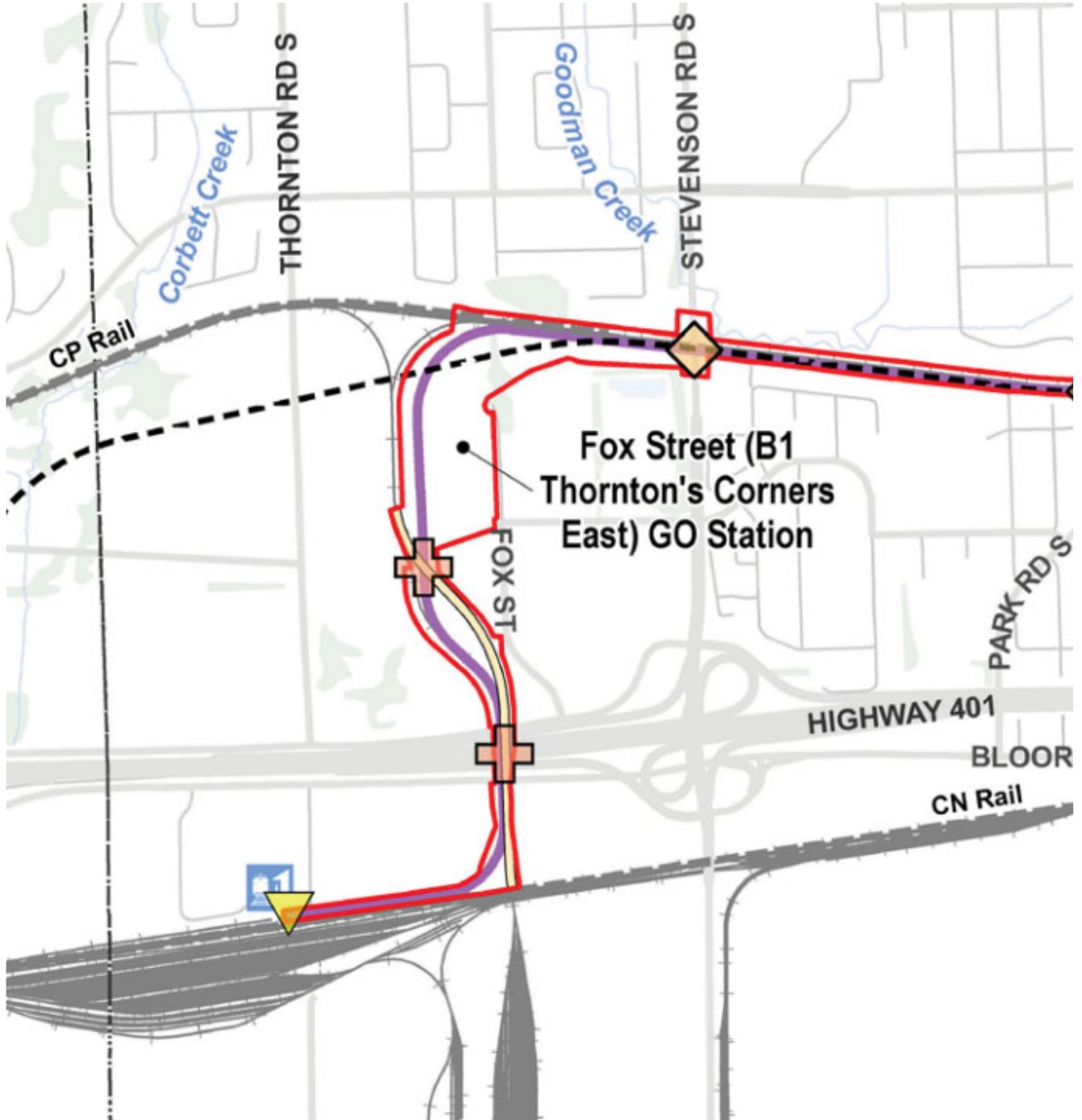












- |   |  |   |                            |
|---|--|---|----------------------------|
| Project Footprint                         | Proposed Bridge Replacement            | Proposed New Multi-Use Grade-Separated Crossing | Existing Railway           |
| Existing Durham College Oshawa GO Station | Proposed Bridge Removal                | Proposed GO Track(s)                            | Proposed Realigned CP Rail |
| Proposed Pedestrian Bridge Extension      | Proposed Upgrades to At-Grade Crossing | Former Proposed GO Corridor (2011, 2018)        |                            |
| Proposed New Bridge                       | Proposed Bridge Expansion              |   |                            |





Title: Appendix J2, Attachment 1  
 Subject: The Metrolinx Rail Corridor and Station Locations Within the 2023 Addendum to the 2011 Metrolinx Environmental Assessment



- |   |  |   |
|---|--|---|
|  Project Footprint                         |  Proposed GO Track(s)                     |  Existing Railway |
|  Existing Durham College Oshawa GO Station |  Proposed Realigned CP Rail               |   |
|  Proposed Pedestrian Bridge Extension      |  Former Proposed GO Corridor (2011, 2018) |   |
|  Proposed New Bridge                       |  Proposed Bridge Expansion                |  0 400 800 m      |



## Appendix K – List of Existing Standard Zones

There are a variety of existing standard zones in the City of Oshawa Zoning By-law within the Central Oshawa and Thornton's Corners Protected Major Transit Station Areas ("P.M.T.S.A.s"), as outlined in the following sections.

### Community Institutional (CIN)

Lands zoned CIN in the Central Oshawa P.M.T.S.A. are numerous but scattered.

No lands within the Thornton's Corners P.M.T.S.A. are zoned CIN.

CIN zones permit:

- Assembly hall
- Children's shelter
- Church
- Club, excluding a nightclub
- Day care centre
- Elementary school
- Private school
- Secondary school

### General Industrial (GI)

144 and 155 First Avenue are the only properties in the Central Oshawa P.M.T.S.A. zoned GI.

No lands within the Thornton's Corners P.M.T.S.A. are zoned GI.

GI zones permit:

- Any industrial use not mentioned below which is not obnoxious
- Auction establishment
- Automobile body shop
- Automobile repair garage
- Automobile towing business
- Cleaning or dyeing plant
- Contracting yard
- Dry cleaning and laundry plant
- Equipment repair or servicing shop
- Food preparation plant
- Industrially oriented office
- Kennel
- Manufacturing, processing or assembly industry
- Metal stamping establishment
- Nightclub
- Outdoor storage accessory to a permitted use in a GI Zone
- Parking garage or parking lot associated with a permitted use in a GI Zone

- Printing establishment
- Recreational use
- Recreational vehicle storage
- Recycling depot
- Recycling operation
- Sales outlet
- Service industry
- Taxi establishment
- Transport terminal including railway yard
- Underground bulk liquid storage
- Vehicle sales and service establishment
- Warehouse
- Wholesale distribution centre

### **Specialized Office (SO)**

13 and 17 John Street West and 157 Centre Street South are the only properties in the Central Oshawa P.M.T.S.A. zoned SO-B.

No lands within the Central Oshawa P.M.T.S.A. are zoned SO-A, SO-C or SO-D.

No lands within the Thornton's Corners P.M.T.S.A. are zoned SO.

The following uses are permitted in any SO-B Zone:

- Day care centre
- Flat
- Office
- Personal service establishment
- Private school
- Studio

### **Planned Strip Commercial (PSC)**

Lands zoned PSC-A are numerous in the Central Oshawa P.M.T.S.A., generally concentrated along the major regional corridors of Simcoe Street South and Ritson Road South.

No lands within the Central Oshawa P.M.T.S.A. are zoned PSC-B.

No lands within the Thornton's Corners P.M.T.S.A. are zoned PSC.

The following uses are permitted in any PSC-A Zone:

- Animal hospital
- Apartment building
- Art gallery
- Auction establishment
- Automobile rental establishment
- Automobile repair garage
- Automobile sales and service establishment

- Block townhouse
- Brew your own operation
- Church
- Cinema
- Club
- Commercial recreation establishment, except a billiard hall
- Commercial school
- Craft Brewery
- Crisis care residence
- Day care centre
- Financial institution
- Flat
- Funeral home
- Hotel
- Lodging house
- Long Term Care Facility
- Merchandise service shop
- Museum
- Nursing home
- Office
- Outdoor storage accessory to a permitted use in the PSC-A Zone
- Peddle
- Personal service establishment
- Printing establishment
- Private School
- Restaurant
- Retail store
- Retirement home
- Studio
- Tavern
- Taxi establishment

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 1,550 m<sup>2</sup>.

For any standalone apartment building permitted in any PSC Zone, the regulations in Table 11.2 of the Zoning By-law and the relevant general provisions applicable to the R6-B Zone shall apply to such use, provided that the maximum height shall not exceed 13.0 metres.

For any block townhouse permitted in any PSC Zone, the regulations in Table 9.2 of the Zoning By-law and the relevant general provisions applicable to the R4-A Zone shall apply to such use.

### **Planned Commercial Centre (PCC)**

500 Howard Street is the only property in the Central Oshawa P.M.T.S.A. zoned PCC-B.

555 Simcoe Street South is the only property in the Central Oshawa P.M.T.S.A. zoned PCC-C.

No lands within the Central Oshawa P.M.T.S.A. are zoned PCC-A or PCC-D.

No lands within the Thornton's Corners P.M.T.S.A. are zoned PCC.

PCC-B and PCC-C zones both permit:

- Adult secondary school
- Animal hospital
- Apartment building
- Art gallery
- Automobile rental establishment
- Automobile repair garage
- Back-to-back townhouse
- Block townhouse
- Brew your own operation
- Church
- Cinema
- Club
- Commercial recreation establishment
- Commercial school
- Craft Brewery
- Day care centre
- Financial institution
- Flat
- Funeral home
- Hotel
- Long Term Care Facility
- Merchandise service shop
- Museum
- Nursing home
- Office
- Peddle
- Personal service establishment
- Printing establishment
- Private school
- Restaurant
- Retail store
- Retirement home
- Studio
- Tavern
- Theatre

For any standalone apartment building permitted in any PCC-C Zone, the R6-C regulations in Table 11.2 of the Zoning By-law and the relevant general provisions applicable to the R6-C Zone shall apply to such apartment buildings.

## **Automobile Service Station (SSC)**

531 Ritson Road South is the only property in the Central Oshawa P.M.T.S.A. zoned SSC-A.

437 Simcoe Street South is the only property in the Central Oshawa P.M.T.S.A. zoned SSC-B.

295 Dean Avenue is the only property in the Central Oshawa P.M.T.S.A. zoned SSC-C.

No lands within the Thornton's Corners P.M.T.S.A. are zoned SSC.

A fuel bar is permitted in SSC-A, SSC-B and SSC-C. An automobile service station is permitted only in SSC-B and SSC-C. A car wash is permitted only in SSC-C.

## **Convenience Commercial (CC)**

286 Albert Street is the only property in the Central Oshawa P.M.T.S.A. zoned CC-A.

183 Olive Avenue is the only property in the Central Oshawa P.M.T.S.A. zoned CC-B.

No lands within the Thornton's Corners P.M.T.S.A. are zoned CC.

The following uses are permitted in any CC-A Zone:

- Day care centre
- Flat
- Peddle
- Personal service establishment
- Private school
- Professional office
- Retail store
- Restaurant

The following uses are permitted in any CC-B Zone:

- A maximum of two flats
- Convenience store
- Personal service establishment

## **Special Purpose Commercial (SPC)**

A small portion of the Central Oshawa P.M.T.S.A. is zoned SPC-A located east of Ritson Road South, north of Kitchener Avenue.

The majority of the Thornton's Corners P.M.T.S.A. is zoned 'SPC-A' (Special Purpose Commercial) under the City of Oshawa Zoning By-law.

The following uses are permitted in any SPC-A Zone:

- Animal hospital
- Auction establishment
- Automobile rental establishment

- Automobile repair garage
- Automobile sales and service establishment
- Automobile supply store
- Brew your own operation
- Bulk beverage store
- Bulk sales establishment
- Cinema
- Clothing warehouse
- Club
- Commercial recreation establishment
- Craft Brewery
- Funeral home
- Hardware store
- Home appliance store
- Home and auto supply store
- Home decorating store
- Home furnishing store
- Home improvement store
- Hotel
- Light machinery or equipment rental, sales or service
- Liquor, beer or wine store
- Merchandise service shop
- Nursery and garden store
- Outdoor storage accessory to a permitted use in the SPC-A Zone
- Peddle
- Printing establishment
- Restaurant
- Retail warehouse
- Sale of farm implements
- Sale or service of marine products
- Sale of swimming pools or swimming pool supplies
- Self-serve storage building
- Studio
- Taxi establishment
- Tavern
- Wholesale establishment

The SPC-A Zone permits a wide range of commercial (including retail, food, and auto-related services) and employment-related uses. SPC-A notably does not permit residential uses. SPC-A also does not permit convenience stores, financial institutions, personal service establishments, or professional offices.

### **Residential (R)**

There is a wide variety of Residential zones within the Central Oshawa P.M.T.S.A. and the Thornton's Corners P.M.T.S.A.



In the Central Oshawa P.M.T.S.A.:

- For R1 zoning:
  - 240 Simcoe Street South is zoned R1-C;
  - Lands generally bound by Olive Avenue to the north, Ritson Road South to the east, the C.P.K.C. corridor to the south, and Cowan Park to the west are zoned R1-D; and,
  - Lands generally surrounding the future extension of McKim Street are zoned R1-E.
- Lands zoned R2 are numerous and are scattered, including concentrations along Albert Street, Celina Street and Ritson Road South.
- Lands zoned R3-A are numerous and are scattered, including concentrations along Centre Street South, Simcoe Street South, and Albert Street.
- 299 Dean Avenue and 465 to 490 Beresford Path are the only lands in the Central Oshawa P.M.T.S.A. zoned R4 – they are zoned R4-A.
- For R5 zoning:
  - Lands zoned R5-A are concentrated along Gibb Street west of Centre Street South, and in the area bounded by the C.P.K.C. corridor to the north, Ritson Road South to the east, Toronto Avenue and Highway 401 to the south, and Howard Street to the west;
  - Lands zoned R5-B are numerous and are scattered, including concentrations along Centre Street South, south of Quebec Street, Court Street and Albert Street north of Olive Avenue, and north of Toronto Avenue; and,
  - Lands zoned R5-C are concentrated along:
    - Both sides of Celina Street and along the west side of Albert Street, south of John Street/north of Olive Avenue; and,
    - The east side of Albert Street between John Street and 223 Albert Street.
- For R6 zoning:
  - There are no lands zoned R6-A in the Central Oshawa P.M.T.S.A.;
  - Lands zoned R6-B are numerous and are scattered across the P.M.T.S.A., but generally are located west of the Michael Starr Trail;
  - Lands zoned R6-C are scattered, including concentrations on the south side of Albany Street and on the south side of McGrigor Street between Simcoe Street South and Centre Street South; and,

- Lands zoned R6-C are concentrated on the south side of John Street West between Simcoe Street South and the Oshawa Creek valleylands, and on the west side of Front Street north of Albany Street.
- Lands zoned R7 are numerous and are scattered, but generally are located west of the Michael Starr Trail.
- 79 and 87 Simcoe Street South are the only lands in the P.M.T.S.A. zoned R8.

In the Thornton’s Corners P.M.T.S.A.:

- 540 Dorchester Crescent and 420 and 450 Bristol Crescent are zoned R4-A; and,
- 420 and 450 Bristol Crescent are also zoned R6-A.

The following chart generally outlines the permitted uses for each residential zone noted above, which are located within the P.M.T.S.A.s.

<b>Zoning Category</b>	<b>Permitted Uses</b>
R1-C, R1-D, R1-E	<ul style="list-style-type: none"> <li>▪ Single detached dwellings</li> </ul> Subject to certain regulations for height, lot coverage, landscaped open space percentage, setbacks, frontage, and lot area.
R2	<ul style="list-style-type: none"> <li>▪ Single detached dwelling</li> <li>▪ Semi-detached buildings</li> <li>▪ Semi-detached dwellings</li> <li>▪ Duplexes</li> </ul> Subject to certain regulations for height, lot coverage, landscaped open space percentage, setbacks, frontage, and lot area.
R3-A	<ul style="list-style-type: none"> <li>▪ Street townhouse buildings</li> <li>▪ Street townhouse dwellings</li> </ul> Subject to certain regulations for height, lot coverage, landscaped open space percentage, setbacks, frontage, and lot area.
R4-A	<ul style="list-style-type: none"> <li>▪ Block townhouses</li> </ul> Subject to certain regulations for height, density, lot coverage, landscaped open space percentage, setbacks, frontage, and lot area.

<b>Zoning Category</b>	<b>Permitted Uses</b>
R5-A, R5-B, R5-C	<p>R5-A and R5-B permit only the following uses:</p> <ul style="list-style-type: none"> <li>▪ Single detached dwelling</li> <li>▪ Semi-detached building</li> <li>▪ Semi-detached dwelling</li> <li>▪ Duplex</li> <li>▪ Triplex</li> <li>▪ Fourplex</li> <li>▪ Fiveplex</li> <li>▪ Sixplex</li> <li>▪ Apartment buildings</li> </ul> <p>R5-C permits only:</p> <ul style="list-style-type: none"> <li>▪ Triplexes</li> <li>▪ Fourplexes</li> <li>▪ Fiveplexes</li> <li>▪ Sixplexes.</li> </ul> <p>R5-A, R5-B and R5-C are all subject to certain regulations for height, density, lot coverage, landscaped open space percentage, setbacks, and frontage.</p>
R6-A, R6-B, R6-C, R6-D	<p>R6-A permits only apartment buildings.</p> <p>R6-B, R6-C and R6-D permit:</p> <ul style="list-style-type: none"> <li>▪ Apartment buildings</li> <li>▪ Long term care facilities</li> <li>▪ Nursing homes</li> <li>▪ Retirement homes</li> </ul> <p>R6-A, R6-B, R6-C and R6-D are all subject to certain regulations for height, density, lot coverage, landscaped open space percentage, setbacks, and frontage.</p>
R7-A	<ul style="list-style-type: none"> <li>▪ Lodging houses</li> </ul> <p>Subject to certain regulations for height, lot coverage, landscaped open space percentage, setbacks, and frontage.</p>
R8	<ul style="list-style-type: none"> <li>▪ Correctional group homes</li> </ul> <p>Subject to certain regulations tied to its compound zone.</p>

### **Open Space (OSH or OSP)**

Lands with open space zoning are scattered across the Central Oshawa P.M.T.S.A. and can be described as follows;

- Cowan Park at 125 Olive Avenue, Elena Park at 500 Albert Street, and Sunnyside Park at 260 McKim Street which are zoned OSP or “Open Space Parkland”.

- Lands along the Oshawa Creek valleylands which are zoned OSH or “Hazard Lands Open Space”.

No lands within the Thornton’s Corners P.M.T.S.A. are zoned OSH or OSP.

Only a park is permitted in any OSP zone.

Only the following uses are permitted in any OSH Zone:

- Agricultural uses without buildings or structures
- Golf course, existing as of January 1, 2005, without buildings or structures within the Major Urban Area only, according to the O.O.P.
- Outdoor recreational use without buildings or structures
- Parks without buildings or structures

### **Future Development (FD)**

A small portion of the Central Oshawa P.M.T.S.A. is zoned FD being a portion of 135 Bruce Street generally located between the east terminus of John Street East and the west terminus of Eulalie Street.

In the Thornton’s Corners P.M.T.S.A., 450 Fox Street and 450 Stevenson Road South are zoned FD.

Only the following uses are permitted in any FD Zone:

- Agricultural uses, but not including new farm dwellings.
- Existing uses, located in existing buildings or structures, provided such uses continue in the same manner and for the same purpose for which they were used on the day the Zoning By-law was passed, and new one storey accessory buildings.
- Outdoor recreational uses without any buildings or structures.

## Appendix L – List of Existing Site Specific Zones

There are a variety of existing site specific zones in the City of Oshawa Zoning By-law within the Central Oshawa and Thornton's Corners Protected Major Transit Station Areas ("P.M.T.S.A.s"), as outlined in the following sections.

### 1.0 Central Oshawa P.M.T.S.A.

#### 1.1 Community Institutional

There are several site specific zones within the CIN zoned lands, outlined as follows:

- 300 Centre Street South is zoned CIN(1), which permits a crisis care residence, in addition to all uses permitted under CIN.
- 23, 31, 35 Lloyd Street and 20, 26, 32 McGrigor Street is zoned CIN(6), which only permits a church.

#### 1.2 General Industrial

Within the GI zoned lands, the following site specific zoning applies:

- 155 First Avenue is zoned GI(1), which permits a flea market and professional office, in addition to all uses permitted under GI.
- GI(1) also contains several stipulations specific to a flea market and/or professional office use.

#### 1.3 Planned Commercial Centre

Within the PCC zoned lands, the following site specific zoning applies:

- 500 Howard Street is zoned PCC-B(2). PCC-B(2) does not permit any uses other than:
  - Apartment Building
  - Flat
  - Museum
  - Office
  - Peddle
  - Personal service establishment
  - Railway facilities
  - Restaurant
  - Retail store other than a supermarket
  - Storage warehouse or shipping facilities accessory to a supermarket or retail food terminal

- Supermarket and retail food terminal
- Light manufacturing of bubble wrap and adhesive tape
- Warehouse for bubble wrap, adhesive tape and associated shipping products such as consumer stationary and related mailing products
- PCC-B(2) also contains several stipulations specific to light manufacturing of bubble wrap and adhesive tape.
- The following parking requirements shall apply to lands zoned PCC-B(2):
  - A minimum of 800 parking spaces shall be provided;
  - 1 parking space for each 24 m<sup>2</sup> of gross floor area of retail and personal service;
  - 1 parking space for each 45 m<sup>2</sup> of gross floor area of warehouse and shipping facility; and,
  - 1 parking space for each 28 m<sup>2</sup> of gross floor area of uses other than those listed above.

#### 1.4 Residential

There are several site specific zones within the R2 zoned lands, outlined as follows:

417 and 421 Storngo Boulevard are zoned R2(6), which permits a self-serve storage use with two accessory **superintendent's** residences in a duplex and an accessory office, in addition to all uses permitted under R2. R2(6) also contains several stipulations specific to the additional uses outlined above.

- 437, 441 and 445 Storngo Boulevard are zoned R2(9), which permits a self-serve storage use and a secure document storage building with an accessory superintendent's residence, in addition to all uses permitted under R2. R2(9) also contains several stipulations specific to the additional uses outlined above.

There are several site specific zones within the R6 zoned lands, outlined as follows:

- 505 Simcoe Street South is zoned R6-B(1), which only permits a senior citizens apartment building. R6-B(1) also contains several stipulations specific to the senior citizens apartment building use, including with respect to parking, an accessory building, and minimum setback distances.
- 63 Albany Street is zoned R6-B(2) as well as R6-C(11). R6-B(2) and R6-C(11) both only permit an apartment building. R6-B(2) and R6-C(11) both contain several stipulations specific to the apartment building use, including with respect to parking, height, density, and minimum setback distances.
- 357 Simcoe Street South is zoned R6-B(12), which only permits a youth outreach centre with associated apartment units. R6-B(12) contains several stipulations specific to the youth outreach centre with associated apartment units use, including with respect to parking, unit maximum, and minimum setback distances. As well, R6-B(12) requires the maximum gross floor area for the youth outreach centre to be 960 m<sup>2</sup>.



- 64 Albany Street and 426 Front Street are zoned R6-D(5), which contains several stipulations, including with respect to parking, height, density, and minimum setback distances. As well, R6-D(5) requires the two properties to be consolidated into a singular lot.

## **1.5 Hazard Lands Open Space**

Within the OSH zoned lands, the following site specific zoning applies:

- 548 Simcoe Street South is zoned OSH(3), which permits an automobile sales and service establishment for used vehicles.

## **2.0 Thornton's Corners P.M.T.S.A.**

### **2.1 Special Purpose Commercial**

There are several site specific zones within the SPC-A zoned lands, outlined as follows:

- Within the SPC-A(4) zone over 600 Stevenson Road South, the following are the only permitted uses:
  - Automobile rental establishment
  - Automobile sales and service establishment
  - Automobile supply store
  - Cinema
  - Club
  - Commercial recreation establishment
  - Hardware store
  - Home appliance store
  - Home and auto supply store
  - Home decorating store
  - Home furnishing store
  - Home improvement store
  - Hotel
  - Liquor, beer or wine store
  - Peddle
  - Restaurant
  - Retail warehouse
- Within the SPC-A(9) Zone over 656 Champlain Avenue, 576 and 600 Fox Street, and 540 to 680 and 555 to 685 Laval Drive, the following uses are permitted, in addition to those already permitted under SPC-A:
  - One (1) department store;
  - Financial institution;
  - Personal service establishment; and,
  - Retail store other than a department store or supermarket.
- Within the SPC-B zoned lands, the following site specific zoning applies:
  - 0, 480, 500-522, and 534 Fox Street is zoned SPC-B(2), which permits as follows:

- Any use permitted in the SPC-A Zone except a home improvement store, as well as convenience stores, financial institutions, personal service establishments, or professional offices.
- Any other retail store not permitted in a SPC-B Zone except a department store and a specialty food store.

## Appendix M – List of Existing Holding Symbols

There are a variety of existing holding symbols within the Central Oshawa and Thornton's Corners Protected Major Transit Station Areas ("P.M.T.S.A.s").

### Holding Symbol "h-1"

The purpose of holding symbol "h-1", which applies to 600 Stevenson Road South in the Thornton's Corners P.M.T.S.A., is to ensure that:

- An appropriate site plan agreement is executed with the City which addresses such matters as:
  - Approval for driveway access all to the satisfaction of the MTO and the Region;
  - Agreement in principle for mutual access/egress to Champlain Avenue through the lands to the west and any other access/egress through adjacent lands to the north to the City's satisfaction, by way of registered access easements;
  - Agreement in principle for storm servicing acceptance points, the provision of stormwater quality and quantity control on the adjacent lands and registered servicing easements with the adjacent owner for both the major and minor storm flows generated from the subject site;
  - Agreement in principle for the proposed site grading adjacent to the abutting lands and approval in writing from MTO and the Region for the proposed site grading adjacent to Stevenson Road South and Champlain Avenue; and,
  - Preparation of a comprehensive stormwater management report and site servicing brief.

### Holding Symbol "h-5"

The purpose of holding symbol "h-5", which applies to 0 James Street and 0 McKim Street (located generally near the northerly terminus of McKim Street) in the Central Oshawa P.M.T.S.A., is to ensure that:

- A servicing agreement is executed with the City;
- Verification is provided to the satisfaction of the City and the Ministry of Environment, Conservation and Parks which indicates that the soils of the subject site are suitable for the proposed residential development; and
- A noise study is prepared to the satisfaction of the City and the Canadian National Railway.

### Holding Symbol "h-7"

The purpose of holding symbol "h-7", which applies to 63 Albany Street in the Central

Oshawa P.M.T.S.A., is to ensure that for any apartment building having more than 65 apartments or more than 4 storeys in height:

- The City has granted site plan approval;
- Appropriate arrangements shall be made for the provision of adequate water, sanitary, storm, foundation drainage and transportation services to the development to the satisfaction of the City; and,
- Noise and vibration mitigation to the satisfaction of the City and Region.

### **Holding Symbol “h-9”**

The purpose of holding symbol “h-9”, which applies to a southerly portion of 135 Bruce Street generally located east of properties fronting onto Court Street, in the Central Oshawa P.M.T.S.A., is to ensure that:

- A subdivision agreement is executed with the City;
- Verification is provided to the satisfaction of the City and the Ministry of Environment, Conservation and Parks which indicates that the soils of the subject site are suitable for the proposed residential development; and
- A noise study for the entire site and a vibration study for all building envelopes within 75.0m of the railway right-of-way, are prepared to the satisfaction of the City and CN.

### **Holding Symbol “h-17”**

Holding symbol “h-17” applies to the following properties in the Thornton’s Corners P.M.T.S.A.:

- 0 and 520-522 Fox Street
- 480 and 534 Fox Street (excluding certain lands dedicated for the future right of way of the Bowmanville GO Rail Extension corridor along the G.M. Rail Spur)

The purpose of “h-17” is to ensure that:

- Site plan approval is obtained from the City;
- Appropriate arrangements are made for the provision of adequate sanitary, water, storm and transportation services to serve this development to the satisfaction of the City and the Region of Durham;
- Appropriate engineering and environmental studies are prepared to address any potential environmental impacts of the proposed development to the satisfaction of the City;
- Written confirmation is received from GO Transit that the proposed development is acceptable;
- A market study is prepared to the satisfaction of the City to ensure the additional

medical office/clinic floor space mentioned in Sentence 19.3.12 will not have a negative impact on the Oshawa Main Central Area;

- An archaeological study is completed to the satisfaction of the Ministry of Tourism, Culture and Sport;
- A vibration study is completed to the satisfaction of the City, if necessary;
- The environmental condition of the site is suitable for the proposed uses to the satisfaction of the City and Region; and,
- Upon completion of an Environmental Assessment to determine the final road alignment the owner conveys to the City or Region any lands required for the future east west Type "C" Arterial road to connect Thornton Road North to Laval Drive.

### **Holding Symbol "h-44"**

Holding symbol "h-44" applies to the following properties in the Thornton's Corners P.M.T.S.A.:

- 656 Champlain Avenue
- 576 Fox Street (excluding certain lands dedicated for the future right of way of the GO East Extension corridor)

The purpose of h-44 is to ensure that:

- Site plan approval is obtained from the City;
- Appropriate arrangements shall be made for the provision of adequate sanitary, water, storm and transportation services to serve this development to the satisfaction of the City and the Region of Durham;
- Appropriate arrangements are made for the acquisition and development of the east-west collector road designated in the Oshawa Official Plan to the satisfaction of the City of Oshawa;
- Appropriate engineering and environmental studies are prepared that address any potential environmental impacts of the proposed development to the satisfaction of the City;
- Written confirmation is received from the Ministry of Transportation that the proposed development is acceptable;
- Written confirmation is received from GO Transit that the proposed development is acceptable;
- Written confirmation is received from Oshawa PUC Networks Inc. that suitable arrangements have been made for access to its storage yard; and,
- Written confirmation is received from Canadian Pacific Railways that suitable arrangements have been made for access.

For all three holding symbols outlined above, all uses permitted in a FD Zone are considered to be permitted interim uses.

### **Holding Symbol “h-51”**

The purpose of holding symbol “h-51”, which applies to 155 First Avenue in the Central Oshawa P.M.T.S.A., is to ensure that:

- Site plan approval is obtained from the City for both 144 and 155 First Avenue.
- Satisfactory arrangements are made with the Region of Durham, Ministry of Transportation and the City on any transportation improvements (e.g. road widening, driveway entrance design, potential traffic signals, safe pedestrian crossing and related road improvements).
- Stormwater management matters are addressed to the satisfaction of the City and the Central Lake Ontario Conservation Authority; and
- The environmental condition of the site is suitable for the proposed flea market use to the satisfaction of the City and Region of Durham.

### **Holding Symbol “h-82”**

The purpose of holding symbol “h-82”, which applies to 64 Albany Street and 426 Front Street in the Central Oshawa P.M.T.S.A., is to ensure that:

- The City has granted site plan approval;
- Appropriate arrangements shall be made for the provision of adequate water, sanitary, storm, foundation drainage and transportation services to the development to the satisfaction of the City and the Regional Municipality of Durham; and
- Noise and vibration issues have been mitigated to the satisfaction of the City.

### **Holding Symbol “h-88”**

The purpose of holding symbol “h-88”, which applies to 480, 484, 490, and 506 Ritson Road South in the Central Oshawa P.M.T.S.A., is to ensure that:

- Site plan approval is obtained from the City which addresses such matters as landscaping (including appropriate buffer/screen planting along the west side of the property), fencing, lighting and waste collection.
- Noise mitigation to the satisfaction of the City.
- A Record of Site Condition acknowledged by the Ministry of the Environment, Conservation and Parks has been provided to the satisfaction of the City, indicating that the soils of the site are suitable for residential development.
- The City is satisfied that any proposed car lift can be operated by persons with accessibility needs.



Ministry of  
Municipal Affairs  
and Housing

Office of the Minister

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Ministère des  
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Tél. : 416 585-7000



234-2024-4549

November 5, 2024

Regional Chair  
John Henry  
Region of Durham  
john.henry@durham.ca

**Subject: Proposed Amendments to Ontario Regulation 525/97 to Exempt Certain Official Plan Matters from Approval under the *Planning Act***

Dear Regional Chair John Henry

I am writing to advise you that subject to government decision making, January 1, 2025 is the proposed date for removal of the land use planning responsibilities for Durham and Waterloo Regions and March 31, 2025 is the proposed date for the removal of the land use planning responsibilities from Niagara Region.

Following the successful removal of upper-tier planning responsibilities in York, Halton, and Peel Region on July 1, 2024, the removal of upper-tier responsibilities for Durham and Waterloo Regions on January 1, 2025 and for Niagara Region on March 31, 2025 would help to remove duplication and support efficient land use planning decision-making.

To support this change, I am also proposing to amend Ontario Regulation 525/97 under the *Planning Act*. To help inform decision-making, there is a posting on the Regulatory Registry for public input which outlines proposed amendments to Ontario Regulation 525/97. These amendments would exempt most official plan matters of lower-tier municipalities in Durham and Waterloo Regions as of January 1, 2025 and Niagara Region as of March 31, 2025 from the need for provincial approval.

The Ministry is aware that there are many lower-tier official plan amendments, particularly ones that are site-specific in nature, that the Regions have exempted from the need for its approval. These matters would continue to be reviewed and adopted by the relevant lower-tier municipality without an additional level of approval.

As proposed, amendments to Ontario Regulation 525/97 would mean that the only official plan matters that would require provincial approval in lower-tier municipalities in the Regions of Durham and Waterloo as of January 1, 2024 and lower-tier municipalities in the Region of Niagara as of March 31, 2025, would be:

1. New official plans;
2. Official plan amendments adopted in accordance with section 26 of the *Planning Act*; and
3. Official plan amendments establishing, amending, or revoking any policies required as part of a protected major transit station area in accordance subsections 16 (15) or (16) of the *Planning Act*.

However, the province will retain the authority under the *Planning Act* to intervene where necessary in order to ensure exempt official plan amendments are in accordance with provincial policy.

In addition, decisions on land division, including both consents and plans of subdivision, are automatically assigned to lower-tier municipalities in the Regions of Durham, Waterloo, and Niagara following removal of the upper-tier municipality's land use planning responsibilities (see subsections 50 (1) and 51 (5.1) of the *Planning Act*, as revised by Bill 23). To the extent the Regions were responsible for land division matters prior to the removal of their planning responsibilities, subsections 70.13 (8) and (9) of the *Planning Act* (also added by Bill 23) assign ongoing matters to the relevant lower-tier municipality as well.

### **Request for Feedback**

The Ministry is currently seeking feedback on proposed amendments to Ontario Regulation 525/97 to take effect on January 1, 2025 and March 31, 2025. The proposed amendments have been posted on the Regulatory Registry for 30 days, until December 5, 2024.

Comments can be sent through the Regulatory Registry postings or by email to [mmahofficialplans@ontario.ca](mailto:mmahofficialplans@ontario.ca)

More information on the legislative proposal can be found on the Regulatory Registry at:

- [Proposed Amendments to Ontario Regulation 525/97 to Exempt Certain Official Plan Matters from Approval under the Planning Act](#)

I look forward to receiving your feedback on this proposal.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Paul Calandra', with a stylized flourish at the end.

Hon. Paul Calandra  
Minister of Municipal Affairs and Housing

cc. Regional CAO, Elaine Baxter-Trahair  
Laurie Miller, Regional Director – Ministry of Municipal Affairs and Housing

**Ministry of  
Municipal Affairs  
and Housing**

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Ontario

234-2024-5650

December 23, 2024

Mayor  
Dan Carter  
City of Oshawa  
[mayor@oshawa.ca](mailto:mayor@oshawa.ca)

**Subject: Amendments to Ontario Regulation 525/97 to Exempt Certain Official Plan Matters from Approval under the *Planning Act***

Dear Dan Carter

On November 5, 2024, I wrote to affected municipalities providing notice of the government's intent to remove land use planning responsibilities under the *Planning Act* for Durham and Waterloo Regions effective January 1, 2025, and for Niagara Region effective March 31, 2025. At the same time, I proposed regulatory amendments that would exempt certain official plan matters from approval under the *Planning Act*. I am writing again to advise you that the above-described changes to the role of Durham, Waterloo, and Niagara Regions will take effect as indicated.

At this time, I have also amended Ontario Regulation 525/97 under the *Planning Act* to exempt certain lower-tier official plan matters from the need for provincial approval and remove section 2 of the regulation given the revocation of A Place to Grow: Growth Plan for the Greater Golden Horseshoe on October 20, 2024.

Bill 23, the *More Homes Built Faster Act, 2022*, made changes that would remove land use planning responsibilities under the *Planning Act* from seven upper-tier municipalities identified in the legislation: Durham, Halton, Niagara, Peel, Simcoe, Waterloo, and York.

Through subsequent changes to the *Planning Act* made by Bill 185, the *Cutting Red Tape to Build More Homes Act, 2024*, flexibility was provided to remove planning responsibilities from upper-tier municipalities separately through proclamations, the timing for which would be subject to government decision-making.

Following the successful removal of planning authorities from the Regions of Peel, Halton, and York as of July 1, 2024, the government continues to implement Bill 23. The Regions of Waterloo and Durham will become upper-tier municipalities without planning authorities as of January 1, 2025 and the Region of Niagara will become the same as of March 31, 2025.

**Lower-Tier Planning Matters Subject to MMAH Approval (as per the *Planning Act* and Ontario Regulation 525/97 under the Act)**

Please find information on the amendment to Ontario Regulation 525/97 at the following link: [O. Reg. 560/24: EXEMPTION FROM APPROVAL \(OFFICIAL PLAN AMENDMENTS\)](#)

The Ministry is aware that there are many lower-tier official plan amendments, particularly ones that are site-specific in nature, that the Regions would have previously exempted from the need for its approval. These matters would (in most cases) continue to be reviewed and adopted by the relevant lower-tier municipality without an additional level of approval.

As of January 1, 2025 for Waterloo and Durham Regions, and March 31, 2025 for Niagara Region, amendments to Ontario Regulation 525/97 exempt most municipal official plan amendments in the following lower-tier municipalities from the need for the Minister's approval:

- **Waterloo Region municipalities** – City of Cambridge, City of Kitchener, City of Waterloo, Township of North Dumfries, Township of Wellesley, Township of Wilmot, Township of Woolwich
- **Durham Region municipalities** – City of Oshawa, City of Pickering, Town of Ajax, Town of Whitby, Municipality of Clarington, Township of Brock, Township of Scugog, Township of Uxbridge
- **Niagara Region municipalities** – City of Niagara Falls, City of St. Catharines, City of Port Colborne, City of Thorold, City of Welland, Town of Fort Erie, Town of Grimsby, Town of Lincoln, Town of Pelham, Town of Niagara-on-the-Lake, Township of West Lincoln, Township of Wainfleet

As of January 1, 2025, for lower-tier municipalities in Waterloo and Durham Regions and March 31, 2025, for lower-tier municipalities in Niagara Region, the only land use planning matters which require approval by the Minister are the following:

1. New official plans;
2. Official plan amendments adopted in accordance with section 26 of the *Planning Act* (e.g., amendments completed as part of a process undertaken every 5 or 10 years to bring the official plan into conformity and consistency with provincial plans and policies); and
3. Official plan amendments establishing, changing, or revoking any policies required as part of a protected major transit station area (PMTSA) in accordance subsections 17 (15) or (16) of the *Planning Act*, including:
  - the delineation (mapping) of the PMTSA,
  - the minimum number of residents and jobs per hectare planned in the PMTSA,
  - authorized uses of any land in the PMTSA, and
  - minimum densities of any buildings and structures in the PMTSA.

Pursuant to the *Planning Act*, the applicable parts of the regional official plans for Waterloo and Durham, as of January 1, 2025, and for Niagara as of March 31, 2025, will be deemed to be part of the various lower-tier official plans. Going forward, as your municipality proceeds to review and update your official plan, I would encourage you to consider incorporating in the local municipal official plan any relevant/applicable policies and mapping from the Region's plan and revoking the deemed upper-tier plan policies to provide for a single comprehensive document and streamline downstream planning review processes.

Ministry of Municipal Affairs and Housing staff continue to be available to meet with you to answer any questions that you may have. Maya Harris - Manager, Central Municipal Services Office, can be reached at [Maya.Harris@ontario.ca](mailto:Maya.Harris@ontario.ca)

Sincerely,



Hon. Paul Calandra  
Minister of Municipal Affairs and Housing

cc. CAO, Tracy Adams  
Regional Chair, John Henry  
Regional CAO, Elaine Baxter-Trahair



Mosaic Non-Profit Housing  
(442534 Ontario Inc.)  
25 John Street West  
Oshawa, Ontario L1H 8J5

May 7, 2024, 2024

Conner Leherbauer  
Senior Planner  
City of Oshawa  
50 Centre Street,  
Oshawa, ON  
L1H 3Z7

Dear Sir:

**RE: Comments on Stage 3 of the Integrated Major Transit Station Area Study for Central Oshawa**

These comments are prepared on behalf of 442534 Ontario Inc. operating as Mosaic Non-Profit Housing (Mosaic). Our comments on earlier stages of the Study were submitted under our former operating name, Parkview Place.

Our existing building, known as Parkview Place, is a seven story s115 unit seniors apartment building located at 25 John Street West in Oshawa. Our building is located immediately east of the Oshawa Senior Citizens Centre (OSCC). Parkview Place has a density of approximately 345 units per net hectare and 396 persons and jobs per net hectare (pl&j/h). We have no plans for the redevelopment of this property.

Our comments are as follows:

**1. We generally support the Preferred Land Use Alternative**

The Preferred Land Use Alternative focuses higher density development along the Simcoe Street corridor. The redevelopment of the Simcoe Street corridor allows for the best transit supportive environment for the regional high-capacity LRT transit corridor on Simcoe Street. Many more residents would benefit from improved local service with a strong connection to GO Rail service.

Mixed-use redevelopment along the Simcoe Street corridor will provide the opportunity for close, accessible commercial services for our residents and a much richer urban environment.

Despite this, we disagree with the Preferred Land Use Alternative as it relates to the lands abutting the realigned Olive Avenue as described below.

**2. The realigned Olive Avenue and Ritson Public School lands deserve higher densities.**

Mosaic has a potential interest in the future use of the Ritson School and adjacent lands. We hope to bring highly affordable housing for seniors as part of the redevelopment framework for the area.

The Region of Durham is planning the redevelopment of the Ritson School site (and the adjacent lands expropriated for the widening of Olive Avenue) for mixed use-mixed income residential and service uses. It is the largest redevelopment site outside of former industrial lands. This is a prime redevelopment site that can quickly accommodate new housing, including seniors housing.

Olive Avenue, from Simcoe Street to Ritson Road, should be considered a corridor for higher density development and appropriately designated. It should not at the same density range as the Simcoe Street corridor but certainly at the Medium Density II range for the areas abutting Olive Avenue.

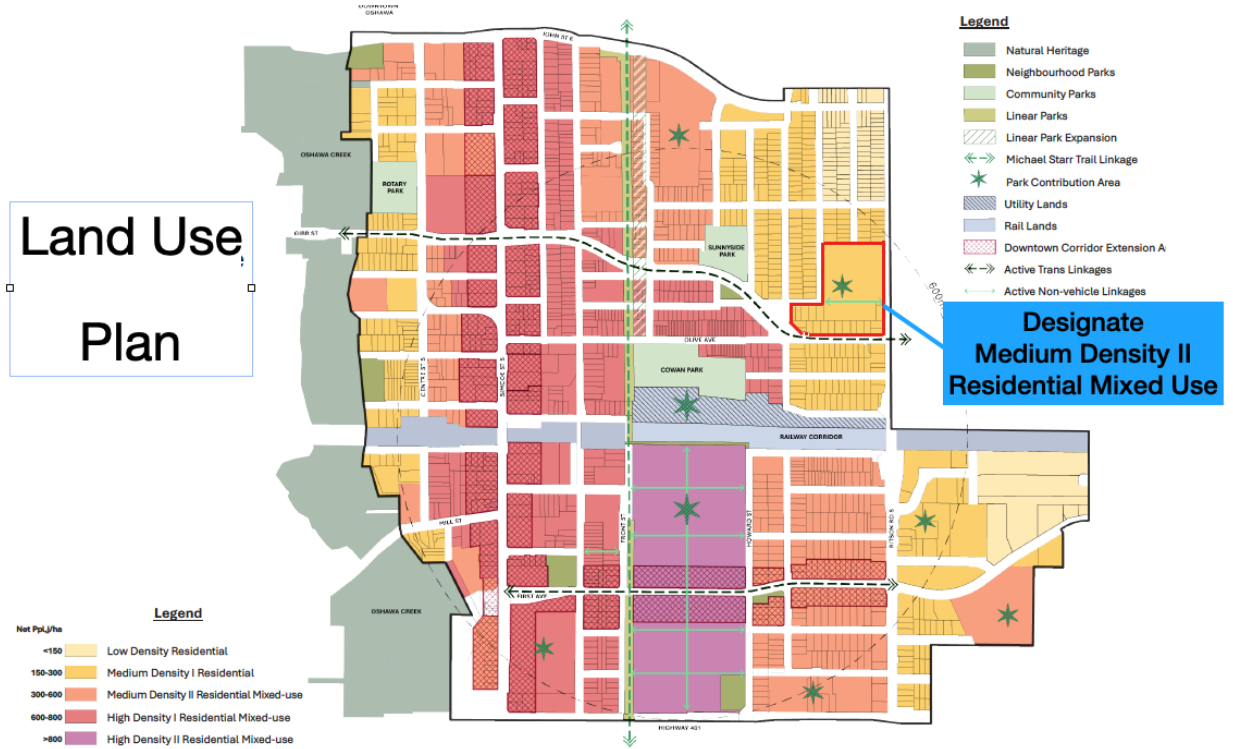
We note that along the Olive Avenue corridor between Simcoe and Drew Street, the proposed designation is either High-Density I – Mixed Use Residential Designation or for a stretch on the north side it is proposed as Medium Density II – Mixed Use Residential. However, east of Drew Street however, including the Ritson School site, it is proposed to be designated Medium Density I (shown as Low Density II on the Preferred Land Use Alternative).

**We recommend that the balance of the lands along the Olive Avenue corridor, east of Drew Street to Ritson Road, should be designated Medium Density II Mixed Use Residential. In particular, it is our opinion that the block incorporating the Ritson School lands (shown on the map below) should be designated Medium Density II with a net density of 300-600 p&j/h.**

The rationale for this is:

- Arterial road corridors, such as the realigned Olive Street is an appropriate location for higher densities, particularly at the intersection with other arterial roads.
- The Ritson School site is a large site suitable for comprehensive development.
- The higher density would allow for a mix of built form on the Ritson School lands including as a landmark building on the corner of Ritson and Olive.
- The lands can be quickly redeveloped to address the housing crisis, without the need for remediation of contaminated lands or upgrading of municipal services.
- The lands are fully within 600 metre radius of the future GO station. In fact, the closest part of the site is approximately a 500 metres walk to the station, whereas for example, 499 Dean Avenue is 800 metres and lands on Etna Avenue have approximately a 700 metres to the GO rail stop. Both of these areas are proposed for higher densities.
- The site is well serviced with two local bus routes: Route 407 Ritson and Route 410 Olive. The transit access opportunities will only increase in alternatives and frequency to interface with the new GO station.
- The lands have direct access to two arterial roads (Ritson and Olive) minimizing vehicular impact on any local roads.

Our hope is to build a new seniors apartment building of approximately the same scale as our current seven storey building, which is just under 400 p&j/ha. However, we believe that there is opportunity on the Ritson School site and abutting lands for a corner landmark building of greater height and density. The Medium Density II designation with a density range of 300-600 p&j/ha would be the appropriate density range for this site and would facilitate much needed housing quickly.



As a side note, we are somewhat confused by the density classifications due to the inconsistency between the Urban Design Guidelines, the Preferred Land Use Alternative and the proposed Land Use Plan presented at the meeting. Our comments above are based on the density ranges in the Proposed Land Use Plan.

Land Use Categories	Land Use Plan Densities Pp&j/ha	Urban Design Plan Densities Pp&j/ha
Low Density	< 150	< 75
Medium Density I	150-300	75-150
Medium Density II	300-600	150-300
High Density I	600-800	300-400
High Density II	800 +	400+

**3. An improved safe active transportation network is needed for everyone from children to seniors**

Outside of the EA work for the First Ave./McNaughton Ave. corridor, the details of active transportation network in areas have not been studied depth from the material presented to date.

We would encourage that a sound concept for active transportation network be part of the plan, providing a policy foundation for improving the active transportation network.

Part of our goal at Mosaic is to encourage active senior living. From our point of view, a safe well-designed active transportation network improves the life of seniors, including the many that remain physically active for a long time. Younger seniors are very active, and some are avid cyclists. E-bikes allow people to continue to bicycle even as their body ages.

Other seniors may require mobility scooters at some point which rely on a safe pedestrian network. Sidewalk safety is a common complaint for some of our residents, who want to remain connected to their community and nearby services.

Simply put, a safe, well-designed active transportation network is important for seniors as well as many other members of society and we hope to see more details in the final stages of work.

We would also suggest that a recommendation of the Study request an update of the Region of Durham's EA for the design of Olive Avenue so as to incorporated separated bike network.

Thank you for the opportunity to comment and I look forward to the future iterations of this study.

Best regards

A handwritten signature in blue ink, appearing to read "D. Crome", is placed on a light blue rectangular background.

David J. Crome  
Chair, New Build Committee  
Mosaic Non-Profit Housing

May 17, 2024

MGP File: 17-2613

Oshawa City Hall  
50 Centre Street South  
Oshawa, ON L1H 3Z7

via email: cleherbauer@oshawa.ca

**Attention: Integrated Major Transit Station Area Study for Central Oshawa  
c/o Mr. Connor Leherbauer, Senior Planner**

Dear Mr. Leherbauer:

**RE: Integrated MTSA Study for Central Oshawa – Stage 3 Comments  
On behalf of 555 Simcoe Street South, Oshawa, ON  
Triple Properties (555) Inc.**

Malone Given Parsons Ltd. is the planning consultant for Triple Properties (555) Inc. (“Owner”), the owner of approximately 2.9 hectares (7.2 acres) of land, located at the southeast corner of Simcoe Street South and First Avenue and municipally known as 555 Simcoe Street South in the City of Oshawa (the “Subject Lands”). The Subject Lands are bounded by Albert Street to the east, First Avenue to the north and are located within the Central Oshawa Major Transit Station Area (“MTSA”).

On behalf of the Owner, we have been actively participating in the Integrated MTSA Study for Central Oshawa process. Comments were initially provided to Staff on the Stage 2 PIC (letter dated July 21, 2023, and attached), which presented the Land Use Alternatives. Subsequent comments were provided to the Economic and Development Services Committee on September 28, 2023 (also attached). We met with staff to discuss our comments in February 2024 and most recently, provided a Preliminary Concept Plan prepared by Socia Architecture to staff in March 2024, following the February meeting with staff. This letter is in response to the Land Use Plan presented at the Stage 3 PIC on April 7, 2024.

We thank staff for the opportunities to discuss and comment on the Land Use Alternatives presented in Stage 2, however, we remain concerned with the designation of the Subject Lands on the Land Use Plan presented at Stage 3. Based on our review of the Land Use Plan, the Land Use Intensification Review Urban Design Guidelines, and all other materials released as part of Stage 3, we maintain the opinion that it is more appropriate to designate the Subject Lands as *High Density II Residential Mixed Use* (>800 PPJ/HA) to better achieve the vision for the Central Oshawa MTSA.

**For the reasons described herein, we respectfully request that the Subject Lands be designated as *High Density II Residential Mixed Use* (>800 PPJ/HA), the highest density contemplated by the MTSA Study in the Land Use Plan.**

## **Surrounding Context**

The Subject Lands are located on the east side of Simcoe Street South at First Avenue and are currently occupied by a retail commercial strip mall and associated parking lot. An on-ramp to Highway 401 is located approximately 100 metres to the south of First Avenue, directly across from the Subject Lands. Second Avenue and Third Avenue terminate at Albert Street on the east side of the Subject Lands. The Subject Lands are within an approximate 200-metre walking distance of the existing Central Oshawa (Ritson Road) GO Park and Ride and are approximately 80 metres north of Highway 401.

## **Concept Plan**

As noted above, a Preliminary Concept Plan was provided to staff in March 2024. The Owner is contemplating a high-density mixed-use development, which takes advantage of the size of the Subject Lands and its unique locational attributes along a Regional Arterial Road (a High Frequency Transit Network) with connections to downtown and the north side of the MTSA, within walking distance to the Future GO Station and at a gateway location within the MTSA. The Owner is continuing to refine the Preliminary Concept Plan following comments from staff and will provide an updated plan for review once complete.

## **Land Use Plan & Land Use Intensification Review Urban Design Guidelines**

The Subject Lands are located within the identified 600m radius of the GO Station and are proposed to be designated as *High Density I Residential Mixed Use* with a density range of 600-800 people and jobs combined per net hectare. A *Downtown Corridor Extension* overlay and *Park Contribution Area* symbol are also shown on the Subject Lands on the updated Land Use Plan.

We note that the Land Use Plan is intended to provide guidance to update the policy framework for the MTSA, however, it is difficult to provide a thorough analysis and meaningful comments in the absence of a draft policy framework. However, we have reviewed the Land Use Intensification Review (LUIR) and Urban Design Guidelines (UDGs), prepared and released as part of Stage 3, which provide some insight on the intended built form and potential land use for the Subject Lands.

### Land Use

According to the LUIR, the *High Density I Residential Mixed-Use* designation aims to achieve a density target of 300-400 units per hectare through high-rise building types, with a maximum height of 40 storeys and will permit commercial and retail uses at grade. Development is expected to include podiums and setbacks to provide human scale interfaces with the public realm and reduce impacts of tall buildings at grade. The lands to the east and north of the Subject Lands are also designated *High Density I Residential Mixed-Use*.

The LUIR defines the *High Density II Residential Mixed-Use* designation essentially the same as the *High Density I Residential Mixed-Use* designation, with the exception of an increased density target (400+ units per hectare) and greater maximum building height (50 storeys).



The designation descriptions for the High Density Residential Mixed-Use designations do not articulate why sites are more suitable to receive one designation over the other.

The UDGs include Large Block Intensification Models (for sites of over 1.4 hectares in size), which identify how large blocks, such as the Subject Lands, can appropriately achieve the requested density whilst simultaneously respecting adjacent land uses, addressing an appropriate street wall ratio, and providing ample connectivity within and throughout blocks in order to promote active transportation.

Following our review of the LUIR and UDGs, we continue to believe the *High Density II Residential Mixed Use* designation best reflects the development potential, locational attributes and unique nature of the Subject Lands. The Subject Lands form a gateway to the MTSA and therefore should be permitted greater heights and flexibility to establish a landmark building in this location. In addition, the MTSA Study recognizes the fragmented ownership patterns and small lot sizes throughout the Central Oshawa MTSA Study Area. The Subject Lands are one of the largest parcels within the MTSA and provides a substantial redevelopment opportunity without the delay and uncertainty of land assembly and with much less impact on abutting lands.

#### Park Contribution Areas

The LUIR describes the *Park Contribution Area* as:

*“...the general location of a potential new park that should be part of the City’s parkland dedication or cash-in lieu process. Through development of the MTSA the larger sites identified will require a strategy to incorporate appropriate open space to meet the needs of growth. The City should incorporate “acquisition policies” as outlined in Policy 2.6.3. Current updates to the Planning Act require a parkland conveyance of 1 hectare for every 600 units. Other revisions to provincial policy have outlined approximately 10-15% of developable land to include parks and open space. This will yield a significant contribution to parkland acquisition. Distribution of parkland within the MTSA will require parks and open space plan to address the needs of the future buildout of the study area.”*

The LUIR has identified a portion of the Subject Lands as a *Park Contribution Area*. We recognize that the Subject Lands are an appropriate area for a park due to its size and location. At this moment, there are not enough details on the implication of being identified as a *Park Contribution Area*. We reserve the right to provide further comment once the City has fully developed their “acquisition policies” and their Parks and Open Space plan. Until then, we do not support the identification of a park on the Subject Lands beyond what the City can obtain through the Planning Act.

#### UDGs Onerous Language

We have reviewed the UDGs contained within the LUIR, and while they generally reflect typical urban design approaches, it would be beneficial to review these guidelines in the context of a draft policy framework. As a general note, we believe the use of the language

found throughout the LUIR UDG document to be too prescriptive; we suggest that the language and use of words such as ‘will’, ‘must’ and ‘require’ throughout the document be softened (e.g. ‘encouraged’) to reflect the general nature of this document as a guideline and not prescriptive policy.

Furthermore, a clear understanding of the tests associated with the language of ‘where possible’ and ‘where feasible’ would be beneficial.

### **Preliminary Design of First Avenue**

The Subject Lands fall within Segment 1 of the First Avenue Corridor, which is expected to be widened to an ultimate 26.0 m right of way width. We understand that the widening within this segment of First Avenue is recommended to be taken from the south side only. We would like to request that the widening will be taken from the centreline of the road.

### **Conclusion & Request**

For the reasons contained in this letter and in our previous correspondence to the City, we continue to believe that the *High Density I Residential Mixed-Use* designation does not properly optimize the intensification opportunity presented on the Subject Lands. The designation downplays the unique nature of the Subject Lands as a large, consolidated site within a PMTSA that is within 200 metres walking distance to the Central Oshawa GO Park & Ride.

While we do not object to designating properties around the Proposed GO Station for higher-density development, we contend that the current role of Simcoe Street South as a Regional Arterial Road, its future role as a major transit corridor and the location of the Subject Lands at a gateway to this MTSA would in fact make the Subject Lands an even more appropriate location for the highest densities within the MTSA.

We therefore continue to request that the Subject Lands be designated as *High Density II Residential Mixed-Use* and identified to achieve a density of 800+ people and jobs combined per hectare. We stress that provincial policy emphasizes optimizing the use of the existing land supply, especially within strategic growth areas such as this one, and adopting an intensification first approach to development and City building. We submit that limiting growth on the Subject Lands is counter to those objectives. As stated in our previous correspondence, the Subject Lands possess qualities that distinguish it as a location prime for redevelopment that could significantly contribute to the City's housing pledge of supporting the construction of 31,000 homes by 2031.

We also request that a draft policy framework be prepared as an imminent next step to help inform input to the MTSA Study and refinement of the Land Use Plan and that such a policy framework consider the comments included herein.

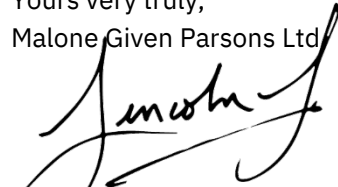
We appreciate the effort City staff and Parsons have put into the preparation of the Integrated MTSA Study for Central Oshawa, and thank you for the opportunity to provide comments on Stage 3 of the process. We look forward to working with you to refine the Owner's Concept

Plan, address our comments and to prepare the policy framework to support the development of the Central Oshawa MTSA. As we advance further discussions, we reserve the right to provide further comments.

Should you wish to discuss these comments in more detail, please contact me at 905-513-0170 ext. 107.

Yours very truly,

Malone Given Parsons Ltd



**Lincoln Lo, MCIP, RPP**  
Principal

cc:

Ranjit Gill, City of Oshawa ([rgill@oshawa.ca](mailto:rgill@oshawa.ca))

Yannis Stogios, Parsons Corporation ([yannis.stogios@parsons.com](mailto:yannis.stogios@parsons.com))

Paul Croft, Parsons Corporation ([paul.croft@parsons.com](mailto:paul.croft@parsons.com))

Thomas Melymuk, Melymuk Consulting Limited ([tmelymuk@outlook.com](mailto:tmelymuk@outlook.com))

Client

Attachment 1: MGP letter to Economic and Development Services re Results of Stage 2 of the Integrated Major Transit Station Area Study for Central Oshawa – September 8, 2023  
MGP

Attachment 2: Letter to City of Oshawa re: Integrated MTSA Study for Central Oshawa Comments – July 21, 2023



Don Given  
905 513 0170 x109  
DGiven@mgp.ca

September 8, 2023

MGP File: 17-2613

Economic and Development Services Committee  
City of Oshawa  
50 Centre Street South  
Oshawa, ON L1H 3Z7

via email: [clerks@oshawa.ca](mailto:clerks@oshawa.ca)

Dear Mayor and Members of Council:

**RE: Economic and Development Services Committee, September 11, 2023  
Results of Stage 2 of the Integrated Major Transit Station Area Study for Central  
Oshawa  
Report No.: ED-23-167  
555 Simcoe Street South, Oshawa, ON  
Triple Properties (555) Inc.**

Malone Given Parsons Ltd. is the planning consultant for Triple Properties (555) Inc. (“Owner”), the owner of approximately 2.9 hectares (7.2 acres) of land, located at the southeast corner of Simcoe Street South and First Avenue and municipally known as 555 Simcoe Street South in the City of Oshawa (the “Subject Lands”). The Subject Lands are also bounded by Albert Street to the east and are located within the Central Oshawa Major Transit Station Area (“MTSA”).

On behalf of the Owner, we have been monitoring the Integrated MTSA Study for Central Oshawa, specifically as it relates to the Subject Lands. Most recently, we provided comments on the MTSA Land Use Options presented at Public Information Centre 2 on June 28, 2023 requesting that the Subject Lands be designated for the highest density contemplated by the MTSA Study and for a meeting with Staff to discuss our request (Attachment 1).

We appreciate Staff meeting with us to discuss the site-specific and locational merits of the Subject Lands being designated for the highest density. While we agree with Staff that Land Use Alternative 3 represents the best base plan to develop a preferred solution, we believe additional refinements to the Land Use Plan are required.

**As such, we continue to respectfully request that the Subject Lands be designated for the highest density (>800 PPJ/HA) contemplated by the MTSA Study in the Preferred Land Use solution. Further, we would request that given the size and location of the Subject Lands they be prioritized in the forthcoming phasing and staging plan.**

It continues to be our opinion that:

- The current and future role of Simcoe Street South, “the Yonge Street of Durham Region”, as a Regional Arterial Road and major transit corridor make it the most appropriate location for the highest densities within the MTSA.
- The intersection of Simcoe Street South and First Avenue is already a key intersection which supports existing transit, with the potential to accommodate future higher-order transit stops and to function as a compelling gateway into the MTSA.
- The location and size of the Subject Lands at the southeast corner of this intersection provide a unique opportunity to accommodate the highest density development to support the overall function of the broader transportation and transit network, strengthen the connectivity between the north and south precincts of the MTSA, provide opportunities to activate the street façade and establish a prominent southerly gateway into the MTSA at Simcoe Street South and First Avenue.

We appreciate the effort City staff and Parsons have put into the preparation of the Integrated MTSA Study for Central Oshawa, and again thank Staff for meeting with us to discuss our request. We look forward to continuing to work with Staff to address our comments and to work towards preparing a preferred alternative. As we advance further discussions, we reserve the right to provide further comments.

Should you have any questions or wish to discuss our comments in greater detail, please contact me at 905 513 0170 ext. 109.

Yours very truly,  
Malone Given Parsons Ltd.



**Don Given, MCIP, RPP**

Attachment 1: MGP Letter to City of Oshawa re: Integrated MTSA Study for Central Oshawa  
Comments – July 21, 2023

cc: Tom Goodeve, City of Oshawa  
Warren Munro, City of Oshawa  
Connor Leherbauer, City of Oshawa  
Thomas Melymuk, Melymuk Consulting Limited ([tmelymuk@outlook.com](mailto:tmelymuk@outlook.com))  
Client



Don Given  
905 513 0170 x109  
DGiven@mgp.ca

July 21, 2023

MGP File: 17-2613

Oshawa City Hall  
50 Centre Street South  
Oshawa, ON L1H 3Z7

via email: cleherbauer@oshawa.ca

**Attention: Integrated Major Transit Station Area Study for Central Oshawa  
c/o Mr. Connor Leherbauer, Senior Planner**

Dear Mr. Leherbauer:

**RE: Integrated MTSA Study for Central Oshawa  
On behalf of 555 Simcoe Street South, Oshawa, ON  
Triple Properties (555) Inc.**

Malone Given Parsons Ltd. is the planning consultant for Triple Properties (555) Inc. ("Owner"), the owner of approximately 2.9 hectares (7.2 acres) of land, located at the southeast corner of Simcoe Street South and First Avenue and municipally known as 555 Simcoe Street South in the City of Oshawa (the "Subject Lands"). The Subject Lands are also bounded by Albert Street to the east and are located within the Central Oshawa Major Transit Station Area ("MTSA").

On behalf of the Owner, we have been monitoring the Integrated MTSA Study for Central Oshawa and most recently attended Public Information Centre 2 on June 28, 2023. In addition, we have reviewed the related materials posted online, including the Land Use Plan Alternatives. Based on our review of the Subject Lands and all the materials noted above, it is our opinion that it is more appropriate to designate the Subject Lands with the highest density land use (>800 PPJ/HA) to better achieve the vision for the Central Oshawa MTSA.

**For the reasons described herein, we respectfully request that the Subject Lands be designated for the highest density (>800 PPJ/HA) contemplated by the MTSA Study in the Preferred Land Use Alternative.**

#### **Subject Lands Context**

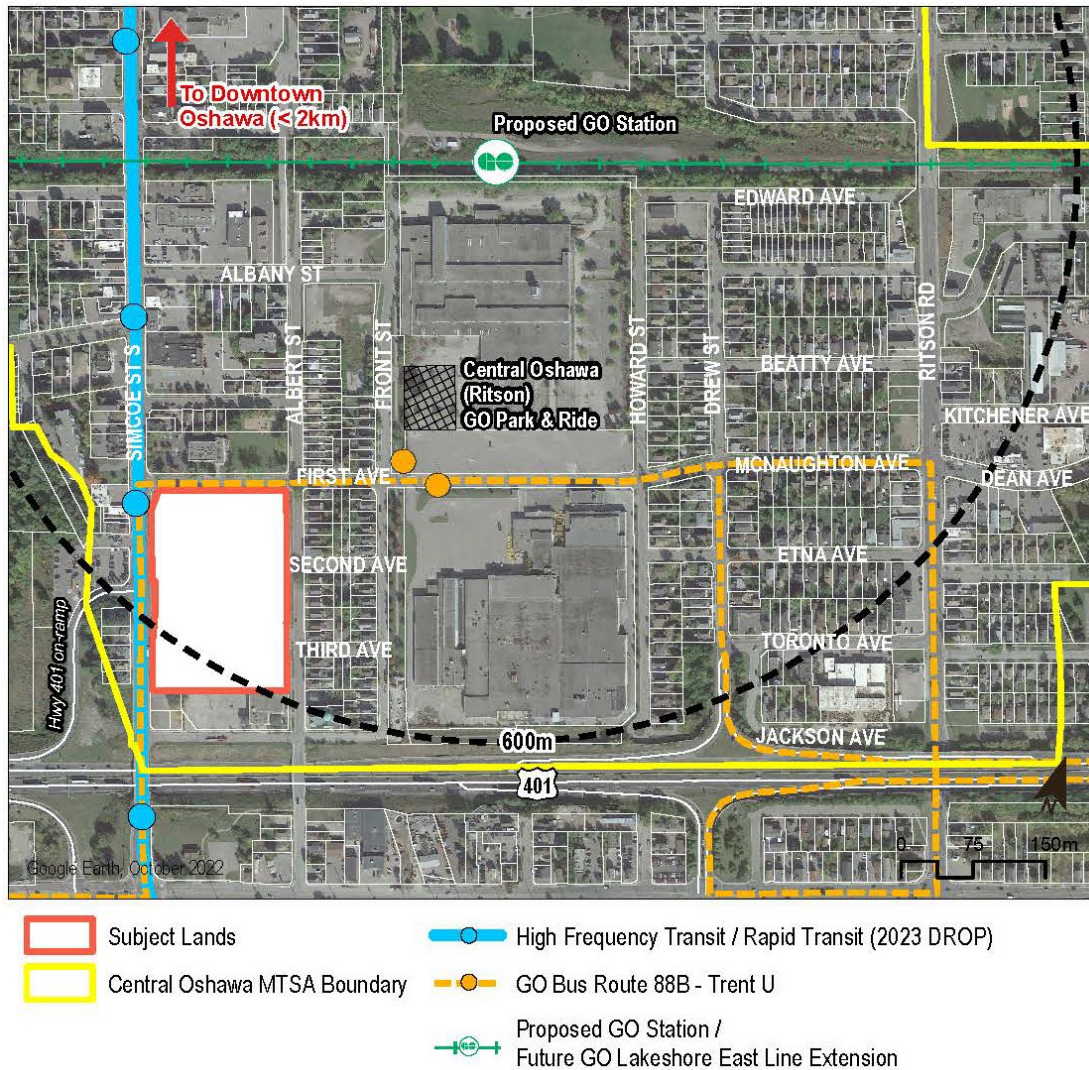
The Subject Lands are located on the east side of Simcoe Street South at First Avenue and are currently occupied by a retail commercial strip mall and associated parking lot. An on-ramp to Highway 401 is located approximately 100 metres to the south of First Avenue, directly across from the Subject Lands. Second Avenue and Third Avenue streets terminate at the Subject Lands at Albert Street.

The surrounding area is predominantly comprised of single detached dwellings between Albert Street and First Avenue, and commercial uses are concentrated along Simcoe Street



South, north of the Subject Lands. The Subject Lands are within an approximate 200-metre walking distance of the existing Central Oshawa (Ritson Road) GO Park and Ride, and are approximately 80 metres north of Highway 401. See Figure 1 below.

Figure 1: Subject Lands Context



The Subject Lands are identified within an Urban Growth Centre according to the Durham Region Official Plan (2010). The 2023 Durham Region Official Plan (“2023 DROP”), adopted by Council on May 17, 2023, and awaiting Provincial approval, identifies the Subject Lands within a Protected Major Transit Station Area, approximately 400 metres to a Proposed GO Station location on the future Lakeshore East Line Extension.

The 2023 DROP defines MTSA as Strategic Growth Areas intended to be the focal points for accommodating intensification and higher density mixed uses in a compact urban built form. Development within MTSA is expected to reflect this character by contributing to being walkable and transit-oriented destinations with strong and active transportation connections within convenient walking distance of existing and planned rapid transit stations (Section 5.2, Objective V).

South of the Proposed GO Station, the 2023 DROP identifies Simcoe Street South as a High Frequency Transit Network, and as a Rapid Transit Spine north of the rail line. Durham PULSE Route 901, a regional rapid bus transit line, provides frequent transit service along Simcoe Street South, connecting to Ontario Tech/Durham College North Campus, Oshawa Centre Terminal, and other local and regional transit routes. An existing PULSE Route 901 stop is located at the intersection of Simcoe Street South and First Avenue.

We also understand that the Region of Durham and the City of Oshawa are undertaking the Simcoe Street Rapid Transit Visioning Study that will propose multi-modal improvements for Simcoe Street South, including along the frontage of the Subject Lands.

### **Integrated MTSA Study for Central Oshawa**

The Integrated MTSA Study proposes three land use alternatives, which identify the Subject Lands as either mid-density (300-600 PPJ/HA) or high-density (600-800 PPJ/HA) and only consider the highest densities (>800 PPJ/HA) directly adjacent to the Proposed GO Station location. We agree that increased connectivity and proximity to higher-order transit is fundamental to supporting transit-oriented development. Although we do not object to designating properties around the Proposed GO Station for higher-density development, we contend that the current role of Simcoe Street South as a Regional Arterial Road and its future role as a major transit corridor would in fact make it an even more appropriate location for the highest densities within the MTSA.

### **Higher Order Transit and Supporting Network**

The role of Simcoe Street South as a main connecting arterial road through the MTSA should not be overlooked and diminished in importance for the success of the MTSA. Simcoe Street South is an existing Regional Arterial Road that already serves as a primary transportation and transit connection for the north and south precincts of the MTSA and Downtown Oshawa. Simcoe Street South has existing BRT and GO Bus service routes and provides direct access to Highway 401 via an interchange directly across from the Subject Lands. Together with planned future rapid transit and active transportation improvements, the Subject Lands are already situated to support high-density development and redevelopment of the Subject Lands with high-density development that will support the existing and planned transit investments along Simcoe Street South.

Furthermore, First Avenue is the only east-west connection across the southern precinct of the MTSA. There are limited east-west and north-south road connections with narrow rights-of-ways throughout the MTSA, which pose access and connectivity challenges that will impede the success of high-density development without significant infrastructure investment and improvements.

As such, we would argue that the Subject Lands warrant designation for the highest density lands uses in the MTSA as they provide a clear and logical opportunity for redevelopment that would support existing and future transportation infrastructure and investment, and provide other significant benefits to the City and the MTSA, as outlined below.

### **Simcoe Street South and First Avenue Gateway**

The intersection of Simcoe Street South and First Avenue does and should continue to function as a primary southerly gateway for the MTSA. This intersection is the location of existing local transit stops, and it seems logical that it would serve as a future higher-order transit stop. In this regard, the Subject Lands provide a unique opportunity to accommodate the highest density development to support the overall function of the broader transportation and transit network, strengthen the connectivity between the north and south precincts of the MTSA and provide opportunities to activate the street façade and establish a prominent southerly gateway into the MTSA.

### **Land Ownership**

The background work and presentation materials for the Integrated MTSA Study for Central Oshawa note that portions of the MTSA are not expected to achieve full “build-out” of the higher densities assigned through the MTSA Study. We agree with this opinion, especially for the lands on the north side of the future GO Rail and Station given the ownership patterns in this area and the presence of a large, stable low-density residential neighbourhood. However, in comparison, the Subject Lands are situated south of the future GO Rail and Station on one of the largest parcels within the MTSA. Because of this, the Subject Lands provide substantial redevelopment opportunities without the delay of land assembly and with much less impact on abutting lands. Accordingly, the redevelopment potential at this location should not be overlooked. Instead, it should be recognized and strongly supported by designating the property for the highest development densities in the MTSA.

A mixed-use high-density development concept for the Subject Lands is under preparation and will be forwarded to the study team when completed.

### **Conclusion & Request**

To improve the proposed road network, provide a compelling southerly MTSA gateway, support Rapid Bus Transit along Simcoe Street South connecting to downtown Oshawa, and avoid long development delays due to land assembly requirements, it is our professional opinion that the Subject Lands should be designated in the Preferred Land Use Alternative as the highest density category contemplated by the MTSA Study, currently >800 PPJ/HA.

Furthermore, we would appreciate it if the plans moving forward, including the Preferred Land Use Alternative, differentiate between the road network and rail line, as well as identify the existing/planned connections across the rail line to assist in evaluating the Alternative. We believe the inclusion of a series of structural maps to explain and support the proposed land use structures would also be most helpful. Land use can not be considered in isolation to other important elements of a successful urban design proposal.

We appreciate the effort City staff and Parsons have put into the preparation of the Integrated MTSA Study for Central Oshawa, and thank you for the opportunity to provide comments. We look forward to working with you to address our comments and to work towards preparing a preferred alternative. As we advance further discussions, we reserve the right to provide further comments.

We request a meeting to discuss our comments in greater detail. Please contact me at 905 513 0170 ext. 109.

Yours very truly,  
Malone Given Parsons Ltd.



**Don Given, MCIP, RPP**

cc:

Ranjit Gill, City of Oshawa ([rgill@oshawa.ca](mailto:rgill@oshawa.ca))

Yannis Stogios, Parsons Corporation ([yannis.stogios@parsons.com](mailto:yannis.stogios@parsons.com))

John Grieve, Parsons Corporation ([john.grieve@parsons.com](mailto:john.grieve@parsons.com))

Thomas Melymuk, Melymuk Consulting Limited ([tmelymuk@outlook.com](mailto:tmelymuk@outlook.com))

Client



December 6, 2024

Connor Leherbauer, Senior Planner  
Planning Services, Development Services Department  
City of Oshawa 8<sup>th</sup> Floor, Rundle Tower, City Hall  
50 Centre Street South, Oshawa, ON L1H 3Z7

Via email: [cleherbauer@oshawa.ca](mailto:cleherbauer@oshawa.ca)

**Re: *Integrated Major Transit Station Area Study for Central Oshawa  
135 Bruce Street, City of Oshawa***

---

We are the planning consultants to Bruce Street Developments Limited, the owners of the property municipally known as 135 Bruce Street (“the Property”). The Property is 10.2 hectares in size and is conceptually planned to be developed in phases, with the intent to develop new mixed-use and residential blocks, a new public park and the extension of two public roads (a north-south extension of McKim Street, which intersects with Bruce Street, and an east-west extension of John/Eulalie Street).

The Property is located between approximately 500 and 950 metres to the north of the planned Central Oshawa GO Station at 500 Howard Street. The southern portion of the Property, south of the proposed north-south extension of McKim Street, is located within the Central Oshawa Major Transit Station Area (“MTSA”) as defined by the Durham Regional Official Plan. Accordingly, the southern portion of the Property forms part of the Integrated MTSA Study (“the Study”) that the City of Oshawa is currently undertaking. We understand that the purpose of the Study is to establish a Master Land Use and Urban Design Plan to advance appropriate development and intensification within the MTSA, as well a Transportation Master Plan to accommodate future development.

On behalf of our client, we have reviewed the material that has been presented and made available through the Study. We are generally in support of the direction to intensify land within the MTSA, as recommended in the Preferred Land Use Alternative and the draft Land Use Plan attached to Report No. ED-24-72 that went to the Economic and Development Services Committee on June 3, 2024. The Land Use Plan provides preliminary land use designations and growth targets; however, to properly evaluate the implications of this plan for our client’s property, we require more details on the policy specifics.

In particular, our client desires a greater understanding on the permitted uses and anticipated densities for the different land use categories. The portion of the Property included in the Land Use Plan is identified as “Medium Density II Residential Mixed-

Use” and “Medium Density I Residential”. While these categories refer to net people and jobs per hectare ranges, it is unclear if the emergent policy framework will apply this on a site-by-site basis or area-wide, and if the ranges represent targets or minimum/maximum requirements. We note that the density ranges anticipated through the Land Use Plan differ from those currently identified for the land use designations by the in-force Official Plan, but we want to confirm the structure of the amendment for the MTSA lands to account for this. We want to ensure there is appropriate direction for density within the MTSA, while still allowing for sufficient flexibility in form to achieve a compatible relationship with adjacent uses.

We understand City Staff intend to advance a final staff report to the Economic and Development Services Committee regarding the Study before the end of 2024, which would include a draft Official Plan Amendment to implement the findings of the Study. We further understand that a statutory public meeting will be subsequently held regarding the proposed policy framework. We request the policies be made available as soon as possible, with sufficient time to review and provide comments on in advance of the public meeting.

We appreciate your ongoing communication with us and our client. Through this letter, we formally request that both Bousfields Inc. (David Milano, [dmilano@bousfields.ca](mailto:dmilano@bousfields.ca)) and Medallion Corporation (Anna Fagyas, [afagyas@medallioncorp.com](mailto:afagyas@medallioncorp.com)) be provided with updates on any matters to do with the Integrated MTSA Study and/or the planning framework for the Central Oshawa MTSA. We also formally request notice to the statutory public meeting, anticipated in 2025.

Please do not hesitate to reach out with any questions, or if you require further information from us or our client.

Your very truly,  
**Bousfields Inc.**



Caitlin Allan, MCIP, RPP



David Milano, MCIP RPP

cc. *Anna Fagyas, Medallion Corporation*  
*Emma West, Bousfields Inc.*  
*Robert Bedic, City of Oshawa*



**From:** [Gary Muller](#)  
**To:** [Connor Leherbauer](#)  
**Cc:** [Tom Goodeve](#); [Meaghan Harrington](#); [Meaghan Macdonald](#); [Jennifer Bishop](#)  
**Subject:** City of Oshawa PMTSA Study  
**Date:** Wednesday, December 11, 2024 10:18:41 AM  
**Attachments:** [image001.png](#)  
[image002.png](#)  
[image003.png](#)  
[image004.png](#)  
[image005.png](#)

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Hi Connor:

Thank you for the opportunity to provide further comment on the City's PMTSA Study. We have reviewed the Final Report released on December 2, 2024 for public input, and understand that a statutory Planning Act public meeting will be scheduled for Spring 2025 to consider amendments to the Oshawa Official Plan and Zoning By-law to implement the study findings.

The following comments are offered regarding the Ritson School site and surrounding Region-owned/acquired lands which were the subject of the City's recently approved OPA 223. The Study recommends a preferred alternative entitled "Bridging to Downtown" for the Study Area, which includes the following pertaining to the subject site:

- a. The proposed open space area along Ritson Road has been identified as a "Parkland Consolidation Opportunity" and a "Neighbourhood Park" generally consistent with the Region's proposed development concept/demonstration plan for the site;
- b. A proposed east-west road is included, consistent with the Region's concept;
- c. An "Active Non-vehicle Linkage" is included which aligns with a proposed pedestrian plaza behind the existing school building;
- d. The future Gibb/Olive realignment is shown as an "Active Transportation Linkage" and a Future Road, reflecting the future alignment and multi-use trail;
- e. The former Ritson school site has been identified as "Medium Density II Residential Mixed Use" at a density of between 300-600 people and jobs per hectare, and the neighbouring lands along Olive Avenue and Ritson Road are identified as "Medium Density I Residential Mixed Use". We request that the density classification for the entirety of the subject site (as identified under OPA 223) align with the approved densities under OPA 223, which allows a residential density up to 280 units per hectare.

We look forward to our ongoing discussions. Please feel free to call if you have any questions.

Thank you

Gary

**Gary Muller, MCIP, RPP, PLE**  
Director, Affordable Housing Development and Renewal  
Social Services Department



The Regional Municipality of Durham

[gary.muller@durham.ca](mailto:gary.muller@durham.ca) | 905-668-4113 extension 2575 | [durham.ca](http://durham.ca)

My pronouns are he / him



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