

To: Economic and Development Services Committee

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

Report Number: ED-25-30

Date of Report: February 26, 2025

Date of Meeting: March 3, 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: All Wards

File: 12-03

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## 1.0 Purpose

The purpose of this Report is to provide background information for the Planning Act public meeting to consider various proposed City-initiated amendments to the Oshawa Official Plan (the “O.O.P.”) and Zoning By-law 60-94, as amended (the “Zoning By-law”), to implement the following two (2) Protected Major Transit Station Areas (“P.M.T.S.A.s”):

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

The draft 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 draft “Proposed Z.B.A.”, respectively.

The draft Proposed O.P.A. and draft Proposed Z.B.A. are set out in Attachments 1 and 2 to this Report, respectively.

On January 27, 2025, Council considered Report ED-25-02 dated January 8, 2025 and authorized staff to initiate the public process to advance the draft Proposed O.P.A. and draft Proposed Z.B.A. for public input and Council consideration. Owing to the size of Report ED-25-02, it is not attached to this Report but can be viewed at the following link:

<https://pub-oshawa.escribemeetings.com/filestream.ashx?DocumentId=18287>

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

The notice regarding the public meeting provided an advisory that the meeting is open to the public and will take place in person in the Council Chamber at Oshawa City Hall. Members of the public wishing to address the Economic and Development Services Committee through electronic means rather than appear in-person to make a delegation were invited to register their intent to participate electronically by 12:00 p.m. on February 28, 2025.

## **2.0 Recommendation**

That, pursuant to Report ED-25-30 dated February 26, 2025, concerning proposed City-initiated amendments to the Oshawa Official Plan and Zoning By-law 60-94 to implement the Central Oshawa and Thornton's Corners Protected Major Transit Station Areas as designated in Envision Durham, staff be directed to further review and prepare a subsequent report and recommendation back to the Economic and Development Services Committee. This direction does not constitute or imply any form or degree of approval.

## **3.0 Input from Other Sources**

### **3.1 Province of Ontario**

As of January 1, 2025, an Official Plan Amendment ("O.P.A.") adopted by Oshawa City Council must be forwarded to the Province of Ontario for approval, unless it is determined that the O.P.A. is exempt from Provincial approval.

Pursuant to recent amendments that were made to Ontario Regulation 525/97 under the Planning Act, R.S.O. 1990, c. P.13 (the "Planning Act") regarding the exemption of certain official plan matters from Provincial approval under the Planning Act, the only official plan matters that require Provincial approval in lower-tier municipalities in the Region of Durham are:

1. New official plans;
2. An O.P.A. adopted in accordance with Section 26 of the Planning Act; and,
3. An O.P.A. 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.

The draft Proposed O.P.A. identified in Attachment 1 to this Report is not exempt from Provincial approval given that it is establishing policies required as part of a P.M.T.S.A. pursuant to Subsection 16(15) of the Planning Act, as noted in Item 3 above. As such, a copy of the draft Proposed O.P.A. was submitted to the Ministry of Municipal Affairs and Housing for initial review prior to the public meeting notice being issued. If adopted by City Council, the draft Proposed O.P.A. will subsequently be sent to the Province for further review and formal approval.

### **3.2 Durham Region**

Durham Regional staff have submitted two (2) requested revisions to the draft Proposed Z.B.A. Specifically, Durham Region's Affordable Housing Development and Renewal Branch, which has carriage of the redevelopment of an assembly of lands generally centered on the former Ritson Public School at 300 Ritson Road South (hereinafter referred to as the "Ritson School Redevelopment"), has requested two revisions within the CO-B(5) (Central Oshawa) zone variation, as follows:

- A revision to the list of permitted uses to include back-to-back townhouses; and,
- An increase in the maximum permitted height to 40 metres or 12 storeys, whichever is less.

#### **Staff Response:**

Staff note that while back-to-back townhouses are not identified as a permitted use in the proposed CO-B (Central Oshawa) Zone, staff are proposing that a policy be added to the draft Proposed O.P.A. to permit the phasing of larger development sites, which could include the provision of townhouses as part of a larger development site, such as the Ritson School Redevelopment.

Staff note that the original wording of the proposed CO-B (Central Oshawa) Zone was intended to accommodate 12 storeys by permitting a maximum height of 36 metres. However, it has been noted by Durham Region staff that to account for potential ground floor non-residential uses – with higher floor-to-ceiling heights – in the Ritson School Redevelopment, up to 40 metres in height may be required to accommodate a 12 storey mixed-use building with commercial at-grade, which will be the tallest building planned within the Ritson School Redevelopment.

Staff have addressed Durham Region's staff comments related to the CO-B(5) (Central Oshawa) Zone variation and have incorporated appropriate revisions to the draft Proposed Z.B.A. in Attachment 2.

### **3.3 Other Departments and Agencies**

The draft Proposed O.P.A. and draft Proposed Z.B.A. have been circulated for comment and the identification of issues to a number of departments and agencies. Other than the comments discussed in the subsections directly above, no department or agency provided comments or raised any objection to the draft Proposed O.P.A. and draft Proposed Z.B.A.

## **4.0 Analysis**

### **4.1 Background**

#### **4.1.1 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 Durham Region's Official Plan "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 through Metrolinx’s Oshawa-to-Bowmanville GO Train Extension.

On January 27, 2025, Council considered Report ED-25-02 dated January 8, 2025, and authorized this Department to initiate the public process to advance the draft Proposed O.P.A. and draft Proposed Z.B.A. for public input and Council consideration.

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.

The draft Proposed O.P.A. and draft Proposed Z.B.A. are consistent with the Provincial Planning Statement, 2024, Envision Durham, the O.O.P., and the Oshawa Strategic Plan.

#### **4.2 Planning Justification Report**

Attachment 1 to Report ED-25-02 is a copy of the Planning Justification Report for the Central Oshawa and Thornton’s Corners P.M.T.S.A.s, dated November 2024, prepared by City staff in support of the draft Proposed O.P.A. and draft Proposed Z.B.A.

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 land 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.

#### **4.3 Draft Proposed Official Plan Amendment and Draft Proposed Zoning By-law Amendment**

Attachments 1 and 2 to this Report are the draft Proposed O.P.A. and draft Proposed Z.B.A., respectively, which were previously shared with Council through Report ED-25-02, and which are included in the subject Report with some additional revisions based on stakeholder feedback received to date. These revisions include:

- Additional Official Plan policies to support the phasing of larger development sites with respect to both density and built form, where the proponent demonstrates that the development of the site under ultimate build-out conditions will achieve a density consistent with the applicable overall long-term density targets;
- Additional Official Plan policies that describe the intended land use and density patterns for new development within the Central Oshawa P.M.T.S.A.s with a general hierarchy radiating outward from Simcoe Street South and First Avenue, with the highest density buildings planned along Simcoe Street South and First Avenue, and more modest built form within blocks nearest the Oshawa Creek valleylands and neighbourhoods adjacent to Ritson Road South;
- A change to the proposed site specific CO-B(5) zone variation to provide increased flexibility in the built form and permitted uses within all or part of the Ritson School Redevelopment, currently owned by the Region of Durham; and,
- Several technical changes that were not initially identified by staff, including adding a site-specific CO-B(8) zone variation for 480, 484, 490 and 506 Ritson Road South.

Staff intend to continue to gather feedback both through the statutory Planning Act public meeting and through other mediums of input and will recommend a final Proposed O.P.A. and final Proposed Z.B.A. for adoption by City Council and approval by the Province at the conclusion of the statutory public process.

#### **5.0 Financial Implications**

Anticipated costs to the City are included in the appropriate 2025 Departmental budgets and relate primarily to the passing of any by-laws.

## 6.0 Relationship to the Oshawa Strategic Plan

This Report responds to the Oshawa Strategic Plan Priority Area:

"Lead: Governance and Service Excellence" with the goal to offer community engagement activities that enhance transparency and bring diverse voices and perspectives into decision-making processes.



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Planning Services



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

## 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 projects in the Thornton’s Corners P.M.T.S.A. by redesignating certain lands from Special Purpose Commercial to Planned Commercial Centre;
4. Update the language of various policies 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-oriented 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 for the Oshawa-to-Bowmanville GO Train Extension.

#### Location

The subject lands to which the matters outlined under Items 1 and 2 above apply 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 in orange on Exhibit “A” attached to this Amendment.

The subject lands to which the matters outlined under Item 3 above apply are generally bounded by the Canadian Pacific Kansas City mainline 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 “D” attached to this Amendment, with the exception of those lands located east of Stevenson Road South which will retain their existing Residential land use designation.

The subject lands to which the matters outlined under Items 4 through 7 above apply are those lands shown in Exhibit “A”, Exhibit “B”, Exhibit “C” and Exhibit “D” 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 in part on Exhibit “A”, to:
  - (a) Add “Central Oshawa P.M.T.S.A.” to the map legend;
  - (b) Change the colour of the “Special Waterfront Area” legend item to turquoise;
  - (c) Redesignate the following lands from Special Purpose Commercial to Planned Commercial Centre, as shown on Exhibit “A”:
    - (i) Lands generally bounded by the Canadian Pacific Kansas City mainline 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;
  - (d) Redesignate the following lands from, collectively, Residential, Special Purpose Commercial, Planned Commercial Centre, Planned Commercial Strip, Industrial and Regeneration Area to Central Oshawa P.M.T.S.A., as shown on Exhibit “A”:
    - (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, north of Highway 401 and south of the Canadian Pacific Kansas City mainline;
  - (e) 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 “A”.
2. Amending Schedule ‘A-2’, Corridors and Intensification Areas, as shown in part on Exhibit “B” 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 “B”.
3. Amending Schedule ‘B-1’, Transit Priority Network, as shown in part on Exhibits “C” and “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) Add “Protected Major Transit Station Area” to the map legend in place of “Transportation Hub – Defined Geographic Area”;
  - (c) Remove “Deferred by Regional Council” and “Transportation Hub – Undefined Geographic Area” from the map legend;
  - (d) Remove “Transportation Hub – Defined Geographic Area” from the Central Oshawa area south of the Downtown Oshawa Urban Growth Centre and “Transportation Hub – Undefined Geographic Area” from the Windfields area;
  - (e) Delineate the boundary of two (2) new P.M.T.S.A. areas, consistent with the boundaries shown in Exhibit “D”;
  - (f) Relocate the “Commuter Station – Future” designation for the Thornton’s Corners GO Station, shown west of Thornton Road South, south of the Canadian Pacific Kansas City mainline, to generally north of the northerly terminus of Fox Street, as shown in Metrolinx’s 2023 Environmental Assessment Addendum; and,
  - (g) Remove the symbology reflecting Deferral D6 by Regional Council surrounding the previous location of the Thornton’s Corners GO Station shown west of Thornton Road South, south of the Canadian Pacific Kansas City mainline.
4. Amending Section 2.1 to replace the words “**Transportation Hubs**” with the words “**Protected Major Transit Station Areas**”.
5. Amending Policy 2.1.1.3 (a1) (i) paragraph 1 to delete the word “both” following the word “encompasses”, the text “as established through the Growth Plan for the Greater Golden Horseshoe and the planned Central Oshawa Transportation Hub” and the text “and the area relating to the Central Oshawa Transportation Hub is delineated on Schedule “B-1””.
6. Amending Policy 2.1.1.3 (a1) (i) paragraph 3 to remove the text “, including the Central Oshawa Transportation Hub,” as well as the final sentence “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.”.

7. Amending Policy 2.1.1.3 (a1) (ii) to remove the text “which encompasses a portion of the planned Windfields Transportation Hub”.
8. Amending Policy 2.1.1.4 to remove the text “and, where Transportation Hubs are present, on Schedule “B-1””.
9. Amending Policy 2.1.5.1 to replace the text “(including the Downtown Oshawa Urban Growth Centre and the Central Oshawa Transportation Hub)” with the text “, Protected Major Transit Station Areas,”.
10. Amending the first paragraph of Policy 2.1.5.3 to add the text “Protected Major Transit Station Areas,” after the text “and thereby facilitate efficient multi-modal transportation links between, and connections to, the Downtown Main Central Area,”.
11. 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 pedestrian-oriented development that complements and optimizes the support of transit services and active transportation. 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 approximate 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 adjacent to and west of the General Motors rail spur, in the vicinity of 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 surrounding future Commuter Stations 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 are generally 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 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 Canadian Pacific Kansas City to the west, as depicted in Schedule B-1."

- 12. 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 other than the Central Oshawa Protected Major Transit Station Area 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. Development within the Central Oshawa Protected Major Transit Station Area shall be in accordance with Policy 2.16.1.7.

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 level of persons and jobs per hectare relative to the amount of land being used, including, but not limited to, uses such as 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, automobile dealerships, automobile repair or body shops, automobile rental establishments, taxi stands and gas stations, as such uses and activities discourage the transition of a Protected Major Transit Station Area to a pedestrian-oriented area that complements and optimizes the support of higher order transit services and active transportation, 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 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.

2.1.8.4 Development within a Protected Major Transit Station Area 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 as a primary design focus and accessible to all ages and abilities;
- (f) Require buildings to frame streets, with street-facing main pedestrian entrances;
- (g) Limit the number of vehicular access points from adjacent roadways, with preference given to access points for active transportation modes;
- (h) Support the use of rear lanes to serve loading, servicing and vehicular parking access requirements; and,
- (i) Limit the visibility of off-street vehicular parking from the public realm, including from streets/sidewalks, parks, and walkways.

2.1.8.5 Development within a Protected Major Transit Station Area 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, built form 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.

2.1.8.6 Where larger development sites within a Protected Major Transit Station Area can appropriately accommodate multiple buildings, some buildings on the site may be of a lower density and/or ground-related built form, provided that:

- (a1) The zoning by-law includes regulations, such as a minimum vertical height requirement and/or a minimum ground floor ceiling height requirement, to ensure that in terms of external massing, the height of buildings is generally visually comparable to the height of ground-related multi-storey buildings;
- (b1) The proponent demonstrates to the satisfaction of the City that the development of the site under ultimate build-out conditions will achieve a density consistent with the applicable overall long-term density targets specified in Policy 2.1.8.1 and 2.16.1.7, as applicable; and
- (c1) The development site is zoned to prohibit any severances which would preclude the ability to appropriately achieve on each of the retained and newly created parcels development having a density consistent with the applicable overall long-term density targets specified in Policy 2.1.8.1 and 2.16.1.7, as applicable.

2.1.8.7 The review of development applications within the City's Protected Major Transit Areas shall consider the ability of the site, proposed layout and built form to achieve onsite the overall long-term density targets specified in Policy 2.1.8.1 and 2.16.1.7, as applicable. It is understood that the development of any individual property may involve multiple phases before it achieves a density consistent with the overall long-term density target. Accordingly, in instances where on-site development will be consistent with the overall long-term targets only through phasing, a comprehensive phasing plan demonstrating to the City's satisfaction consistency with the overall long-term targets under ultimate build-out conditions may be required from the proponent.

2.1.8.8 Proponents of development within Protected Major Transit Station Areas will be encouraged to assemble smaller land parcels to create

efficient development parcels. The City may not support the piecemeal development of smaller land parcels if such development is considered to impede over the long term the ability to achieve more efficient, compact, intensive development in keeping with this Plan’s intentions for the development of Protected Major Transit Station Areas. This includes achieving applicable density targets through consolidating smaller land parcels as part of a larger development assembly.”

13. Amending Policy 2.2.2.1 to remove the text “(including the Central Oshawa Transportation Hub)”.
14. 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.
15. 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 Planned Commercial Centre pursuant to Item 1 noted above.
16. Deleting the text associated with the policies under each of Sections 2.2.10.9 and 2.2.10.12 in their entirety, and replacing it 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.
17. Amending Table 2, Residential Density Classification, under Section 2.3.2 to add wording [in red font] to the second and fourth columns as follows:

Density Type	Net Residential Density	General Representative Housing Type/Form	General Representative Locational Criteria
<b>Low Density Residential</b>	Up to 30 units per hectare (12 u/ac.)	Single Detached Semi-Detached Duplex	(i) Generally located <b>as follows:</b> <ul style="list-style-type: none"> <li>▪ In the interior of residential neighbourhoods on local or collector roads; <b>or,</b></li> <li>▪ Along arterial roads subject to the policies of this Plan.</li> </ul> (ii) Generally located in such a manner that the scale, form and impacts of this type of housing are generally compatible with adjacent land uses.

Density Type	Net Residential Density	General Representative Housing Type/Form	General Representative Locational Criteria
<b>Medium Density I Residential</b>	30 to 60 units per hectare (12 to 24 u/ac.)	Single Detached Semi-Detached Duplex Townhouses	<p>(i) Generally located <b>as follows:</b></p> <ul style="list-style-type: none"> <li>▪ At the periphery of neighbourhoods in proximity to arterial and collector roads; <b>or,</b></li> <li>▪ <b>Or located</b> Within the Main Central Areas, Sub-Central Areas, Community Central Areas, Local Central Areas or Regional and Local Corridors; <b>or,</b></li> <li>▪ <b>Or generally located</b> In areas that are undergoing transition, such as neighbourhoods containing a range of land uses, in which higher density residential uses could be developed without generating undue adverse impacts on adjacent land uses; <b>or,</b></li> <li>▪ <b>In the Central Oshawa P.M.T.S.A. within lands identified as Area “A” on Appendix “A”, Residential Density Classifications, to the Central Oshawa Protected Major Transit Station Area.</b></li> </ul> <p>(ii) Generally located in such a manner that the scale, form and impacts of this type of housing are generally compatible with adjacent land uses.</p>



Density Type	Net Residential Density	General Representative Housing Type/Form	General Representative Locational Criteria
<b>Medium Density II Residential</b>	60 to 85 units per hectare (24 to 34 u/ac.)	Townhouses Low Rise Apartments and Medium Rise Apartments	<p>(i) Generally located <b>as follows:</b></p> <ul style="list-style-type: none"> <li>▪ At the periphery of neighbourhoods along arterial roads; <b>or,</b></li> <li>▪ Within or at the periphery of the Downtown Oshawa Urban Growth Centre, or in proximity to arterial roads within the Main Central Areas, Sub-Central Areas, Community Central Areas, Local Central Areas or Regional and Local Corridors; <b>or,</b></li> <li>▪ <b>Or generally located</b> In areas that are undergoing transition, such as neighbourhoods containing a range of land uses, in which higher density residential uses could be developed without generating undue adverse impacts on adjacent land uses; <b>or,</b></li> <li>▪ <b>In the Central Oshawa P.M.T.S.A. within lands identified as Areas “A” and “B” on Appendix “A”, Residential Density Classifications, to the Central Oshawa Protected Major Transit Station Area; or,</b></li> <li>▪ <b>Within the Thornton’s Corners P.M.T.S.A., west of Stevenson Road South.</b></li> </ul> <p>(ii) Generally located in such a manner that the scale, form and impacts of this type of housing are generally compatible with adjacent land uses.</p>

Density Type	Net Residential Density	General Representative Housing Type/Form	General Representative Locational Criteria
<p><b>High Density I Residential</b></p>	<p>Within the Central Oshawa P.M.T.S.A. and the Thornton's Corners P.M.T.S.A.:</p> <p>85 to 150 units per hectare (34 to 60 u/ac.)</p> <p>Locations other than the Central Oshawa P.M.T.S.A. and the Thornton's Corners P.M.T.S.A.:</p> <p>85 to 150 units per hectare (34 to 60 u/ac.)</p>	<p>Low Rise and Medium Rise Apartments</p>	<p>(i) Generally located <b>as follows:</b></p> <ul style="list-style-type: none"> <li>▪ At the periphery of neighbourhoods along arterial roads; <b>or,</b></li> <li>▪ Within or at the periphery of the Downtown Oshawa Urban Growth Centre, or in proximity to arterial roads within the Main Central Areas, Sub-Central Areas Community Central Areas or along Regional Corridors; <b>or,</b></li> <li>▪ In the Central Oshawa P.M.T.S.A. within Area "B" on Appendix "A", Residential Density Classification, to the Central Oshawa Protected Major Transit Station Area; <b>or,</b></li> <li>▪ Within the Thornton's Corners P.M.T.S.A., west of Stevenson Road South.</li> </ul> <p>(ii) Generally located in such a manner that the scale, form and impacts of this type of housing are generally compatible with adjacent land uses.</p>
<p><b>High Density II Residential</b></p>	<p>Within the Downtown Oshawa Urban Growth Centre:</p> <p>150 to 1,000 units per hectare (60 to 404 u/ac.)</p> <p>Within the Central Oshawa P.M.T.S.A. in Area "E" on Appendix "A", Residential Density Classification, to the Central Oshawa Protected Major Transit Station Area</p>	<p>Medium Rise and High Rise Apartments</p>	<p>(i) Generally located <b>as follows:</b></p> <ul style="list-style-type: none"> <li>▪ Within the Downtown Oshawa Urban Growth Centre; <b>or,</b></li> <li>▪ In proximity to arterial roads within the Main Central Areas, Sub-Central Areas, Community Central Areas; <b>or,</b></li> <li>▪ Within Intensification Areas along Regional Corridors; <b>or,</b></li> <li>▪ In the Central Oshawa P.M.T.S.A. within Areas "C", "D" and "E" on Appendix "A", Residential Density Classification, to the Central</li> </ul>

Density Type	Net Residential Density	General Representative Housing Type/Form	General Representative Locational Criteria
	<p>300 to 1,000 units per hectare (121 to 404 u/ac.)            Within the Central Oshawa P.M.T.S.A. Area "D" on Appendix "A", Residential Density Classification, to the Central Oshawa Protected Major Transit Station Area</p> <p>300 to 700 units per hectare (121 to 283 u/ac.)            Within the Central Oshawa P.M.T.S.A. in Area "C" on Appendix "A", Residential Density Classification, to the Central Oshawa Protected Major Transit Station Area</p> <p>300 to 500 units per hectare (121 to 202 u/ac.)            Locations other than within the Downtown Oshawa Urban Growth Centre, the Central Oshawa P.M.T.S.A., or the Thornton's Corners P.M.T.S.A.:</p> <p>150 to 300 units per hectare (60 to 120 u/ac.)</p>		<p>Oshawa Protected Major Transit Station Area; or,</p> <ul style="list-style-type: none"> <li>▪ Within the Thornton's Corners P.M.T.S.A., west of Stevenson Road South.</li> </ul> <p>(ii) Generally located in such a manner that the scale, form and impacts of this type of housing are generally compatible with adjacent land uses.</p>

18. 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.

19. Deleting the text associated with each of Policies 2.3.6.13 and 2.3.6.20 in their entirety and replacing it 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.
20. Deleting the text associated with Policy 2.3.6.35 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.
21. 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.
22. Adding a new Section 2.16 that reads as follows:

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

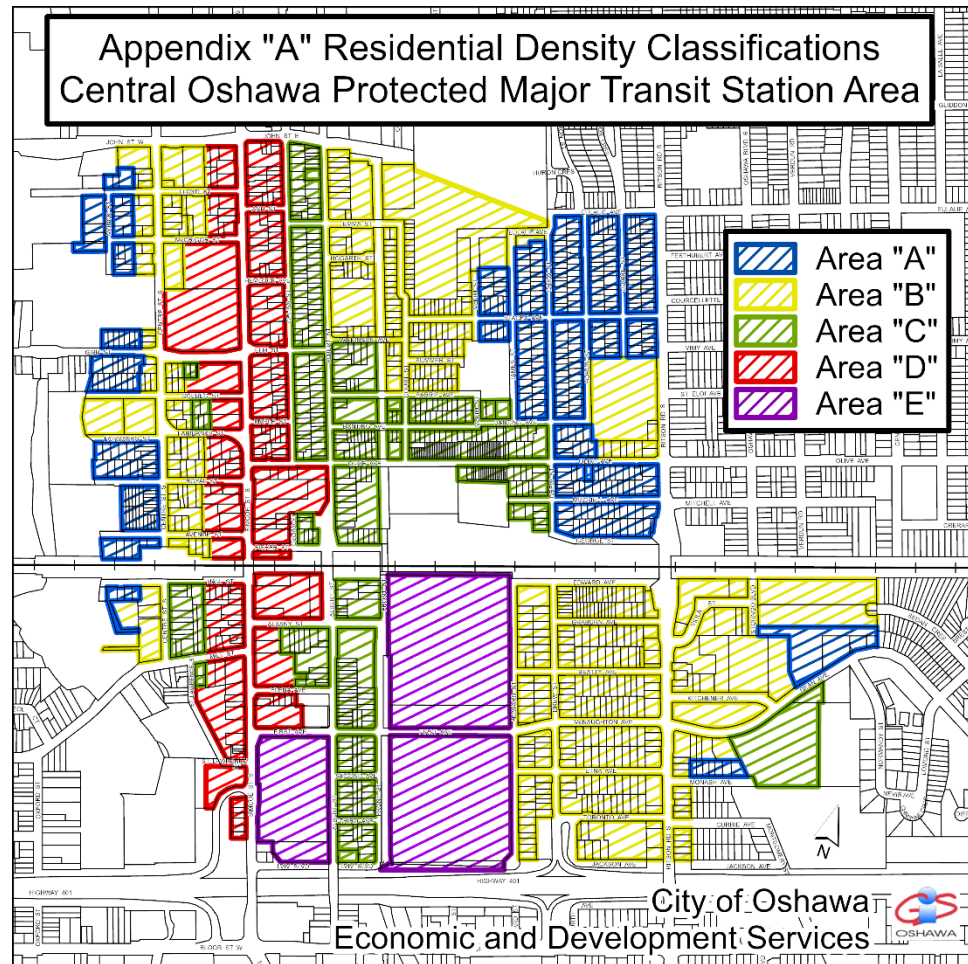
**2.16.1 General**

2.16.1.1 The Central Oshawa Protected Major Transit Station Area as shown on Schedule “A” shall function at its core in a supporting capacity as an extension of the City’s overall highest residential density 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, only medium and high density residential and mixed-use developments shall be permitted, other than appropriate non-residential land uses, in the large majority of 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 2.1.7 and 2.1.8 of this Plan.

In addition, proposals for residential development, whether standalone or in a mixed-use format, shall be subject to review in accordance with the residential density classification policies contained in Section 2.3

of this Plan and pursuant to Appendix "A", Residential Density Classifications, of the Central Oshawa Protected Major Transit Station Area.



- 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 Howard Street).
- 2.16.1.4 The Central Oshawa Protected Major Transit Station Area functions as the core neighbourhood flanking 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. The Michael Starr Trail is a key structural corridor whose importance as a landmark element shall be emphasized through complementary design and built form. 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 (including well-articulated frontal quality façades) 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 proximity and visibility of vehicular parking, loading and service areas 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 Policy 2.16.1.7 and the relevant policies of Section 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 In accordance with 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 level of persons and jobs per hectare relative to the amount of land being used, including, but not limited to, uses such as 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, automobile dealerships, automobile repair or body shops, automobile rental establishments, taxi stands and gas stations, as such uses and activities discourage the transition of a Protected Major Transit Station Area to a pedestrian-oriented area that complements and optimizes the support of higher order transit services and active transportation, consistent with the relevant policies of Sections 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 maximum densities 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 highest density buildings planned along Simcoe Street South and First Avenue, and generally less intensive built form within blocks nearest the Oshawa Creek valleylands, within neighbourhoods adjacent to Ritson Road South, and within the northeasterly portion of the Central Oshawa Protected Major Transit Station Area.
- (d) 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, within neighbourhoods adjacent to Ritson Road South, and within the northeasterly portion of the Central Oshawa Protected Major Transit Station Area.
- (e) 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 that:
  - Create pedestrian activity;
  - Are street-oriented;
  - 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.

2.16.1.9 Development within the Central Oshawa Protected Major Transit Station Area shall be in accordance with the approach to urban design, built form and infrastructure development specified in Policy 2.1.2.2 of this Plan. In addition, urban design and built form

within the Central Oshawa Protected Major Transit Station Area shall address the Urban Design guidelines prepared by Parsons Inc. as part of the Integrated Major Transit Station Area Study for Central Oshawa.

## **2.16.2 Site Specific Policies**

- 2.16.2.1 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.).”
23. Amending Policies 3.2.19(e) and 6.4.5 to replace the words “Transportation Hubs” with the words “Protected Major Transit Station Areas”.
24. Amending Policy 3.3.1 to replace the words “Transportation Hubs” with the words “Protected Major Transit Station Areas”.
25. Amending Policy 3.3.3 as follows:
- Replace the words “Transportation Hub” with the words “Protected Major Transit Station Area” in the first paragraph and final paragraph as well as provisions (a1) and (a2);
  - Replace the reference to Policy “2.1.8.1” in provision (a1) with a reference to Policy “2.1.8.5”;
  - Delete the words “or area of influence surrounding a Commuter Station” contained in provision (ai) and in the final paragraph;
  - Delete sentence (b2)(i); and,
  - Merge the opening paragraph of provision (b2) with sentence (b2)(i) such that the provision reads 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.”
  - Amend the final paragraph to remove the words “pursuant to a Master Land Use and Urban Design Plan undertaken in accordance with Policy 2.1.8.2”.
26. 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”.



27. Amending Policy 8.6.3.1 to replace the words “and contain part of the planned Windfields Transportation Hub” with a comma.
28. Amending Policy 8.6.3.5 to remove the final sentence “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.”
29. Amending Policy 8.6.11.10 to remove the final sentence “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.”.
30. Amending Policy 8.6.15.6 as follows:
  - Add the word “and” at the end of Item (a);
  - Delete the text “; and” at the end of Item (b) and replace it with a period; and,
  - Remove Item (c) in its entirety.
31. Amending Policy 8.6.15.7 to remove the final sentence “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.”

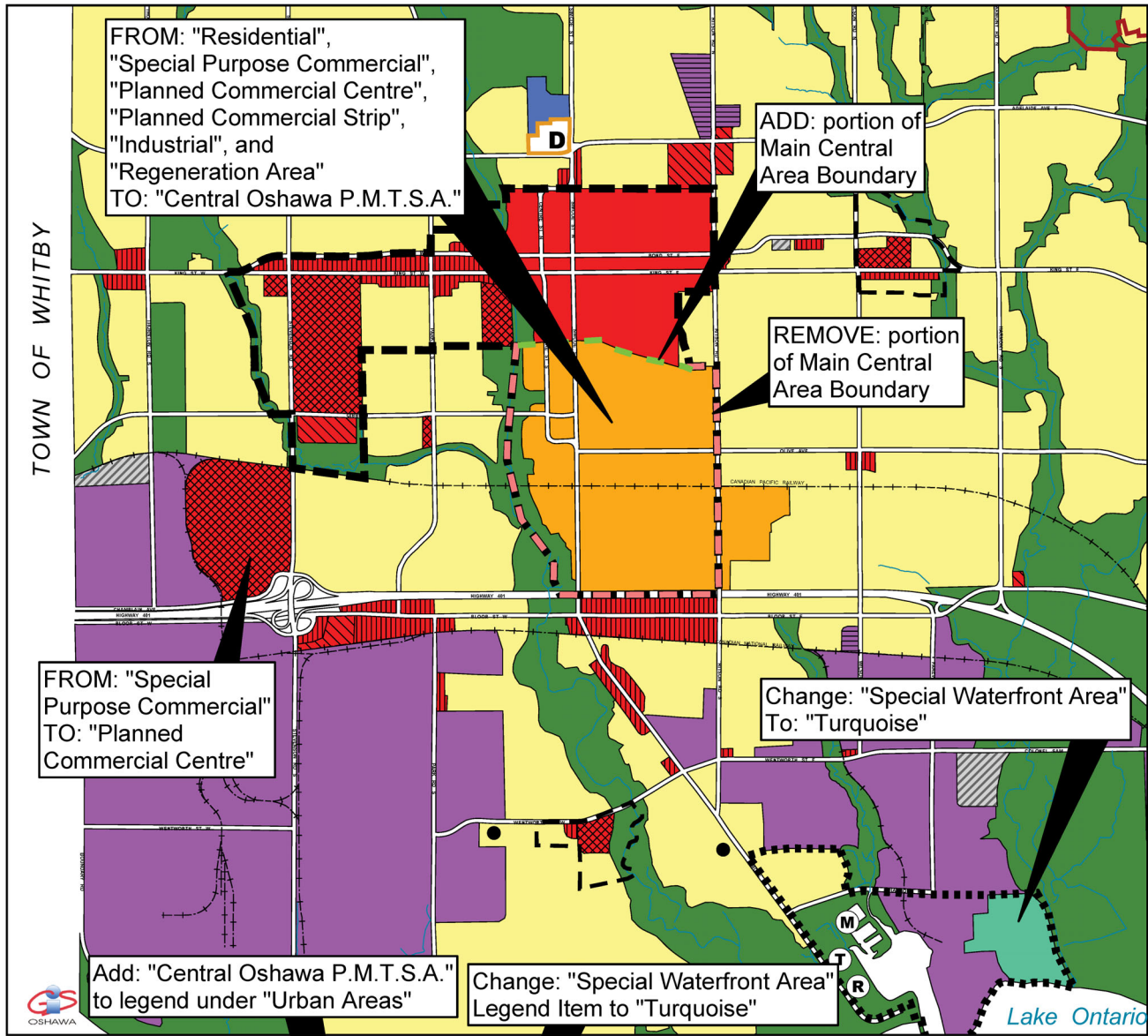
### **Part III: Implementation**

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.

Title: Attachment 1, Exhibit "A"  
 Subject: Amendments to Schedule 'A' Land Use - South Half



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

South Half

July 2023

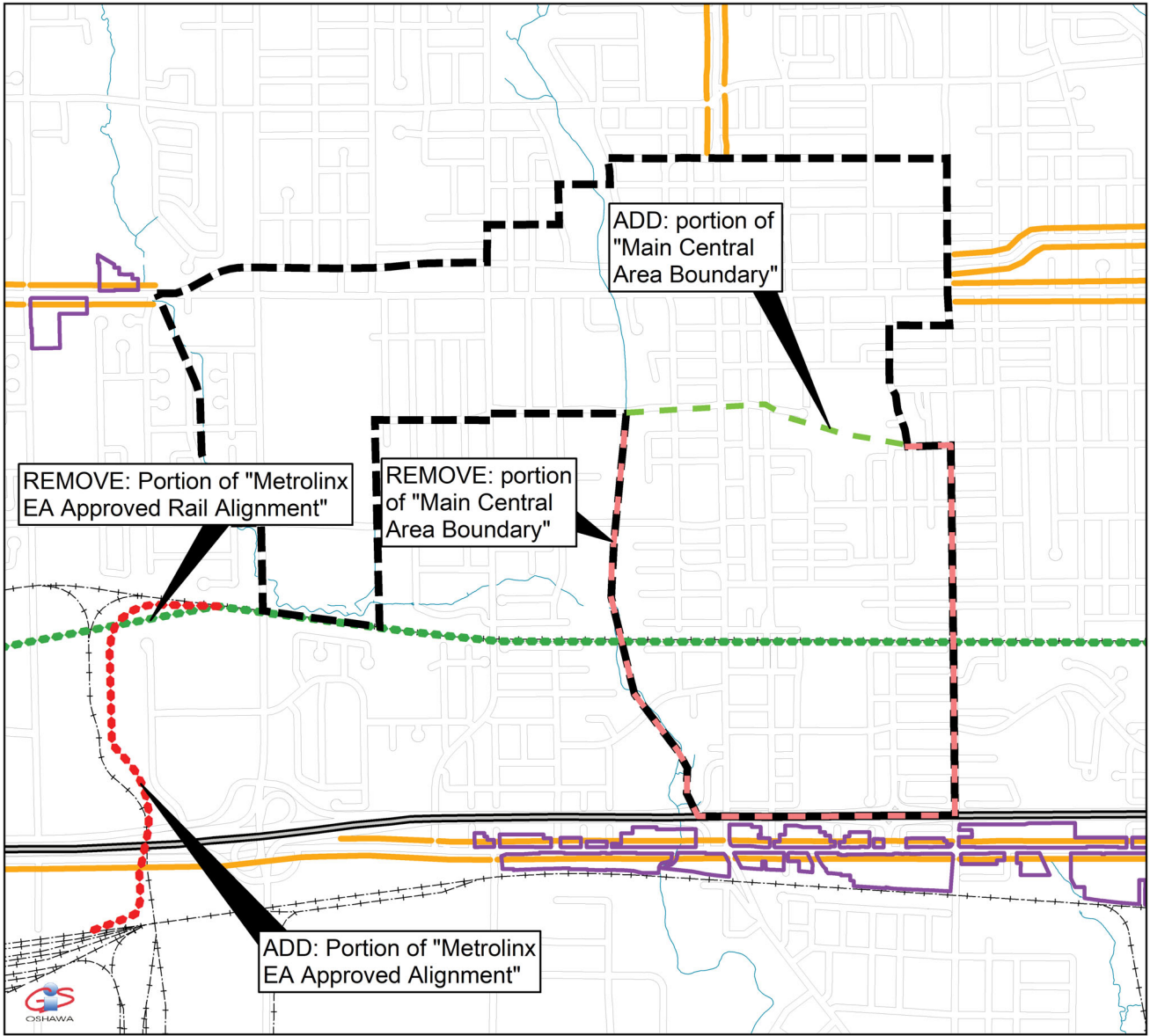
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Economic and Development Services

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

Residential	Urban Growth Centre	Built Boundary
Planned Commercial Centre	Planned Commercial Strip	Special Development Area
Special Purpose Commercial	Institutional	Community Central Area Boundary
Industrial	Special Waterfront Area	Marina Node
Central Oshawa P.M.T.S.A.	Utilities	Recreational Node
		Tourist Node
		Deferred by Regional Council
		Local Central Area
		Boundary of Major Urban Area
		Open Space and Recreation

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**Schedule 'A-2'  
 Corridors and  
 Intensification Areas**  
 City of Oshawa  
 Official Plan

South Half






January 2021

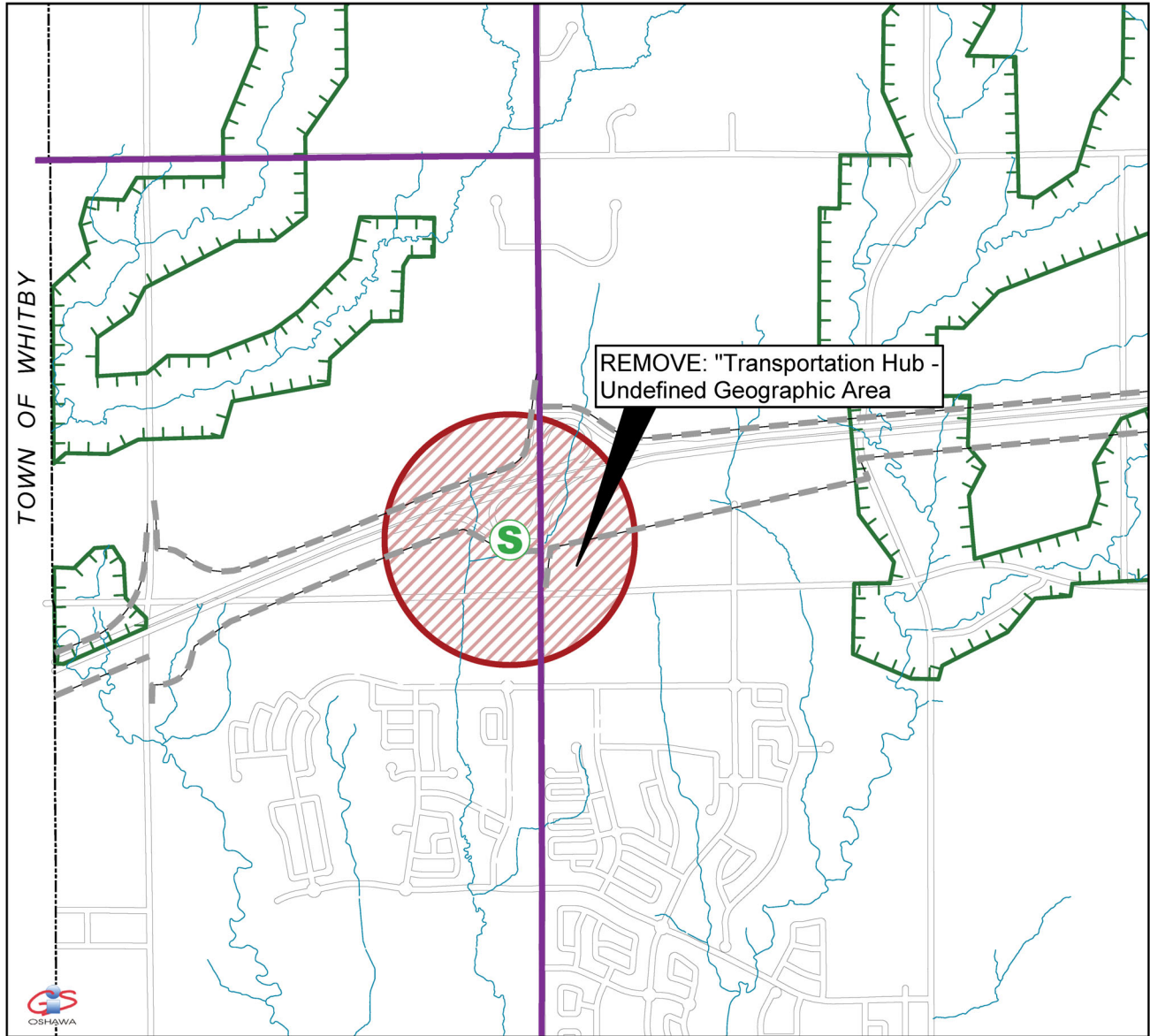
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Economic and Development Services

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

Legend

-  Regional Corridor
-  Intensification Areas
-  Provincial Highway 401
-  Metrolinx EA Approved Rail Alignment
-  Main Central Area Boundary
-  Rail Line



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

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

North Half






January 2021

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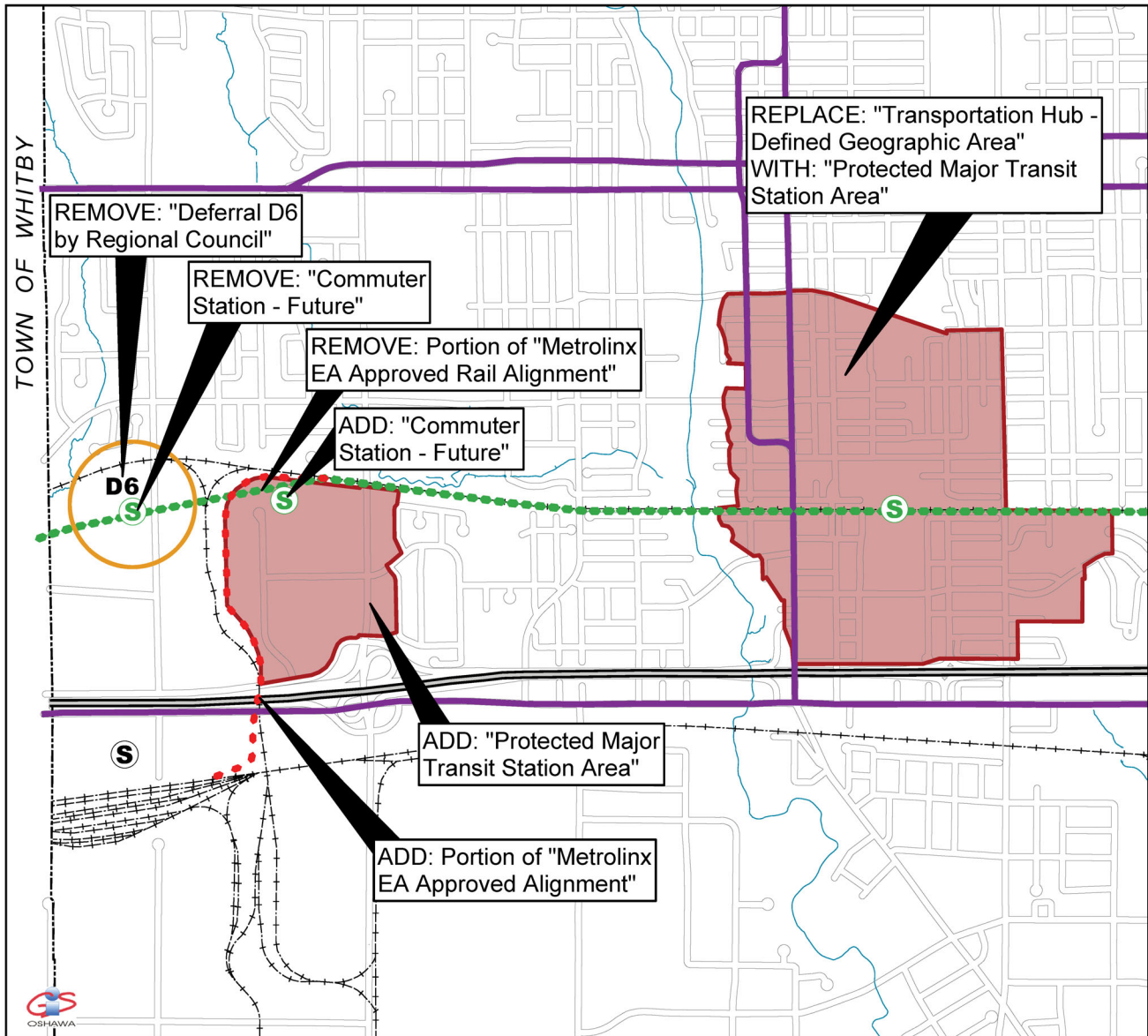
Economic and Development Services

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

**Legend**

-  Regional Transit Spine
-  Greenbelt Protected Countryside Area Boundary
-  Limits of Approved Highway 407 Corridor
-  Commuter Station - Future
-  Transportation Hub - Undefined Geographic Area

**DELETE: "Transportation Hub - Undefined Geographic Area" From Legend**



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

South Half









January 2021

0 125 250 500 750 Meters

Economic and Development Services

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

**Legend**

 Regional Transit Spine	 Metrolinx EA Approved Rail Alignment
 Provincial Highway 401	 Commuter Station - Existing
 Rail Line	 Commuter Station - Future
 Deferred by Regional Council	 Transportation Hub - Defined Geographic Area

**DELETE:** "Deferred by Regional Council" From Legend

**RENAME:** "Transportation Hub - Defined Geographic Area" in Legend to "Protected Major Transit Station Area"

## 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”, “B”, “C1”, “C2”, “C3”, “C4” and “C5”)

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, including stacked townhouses but 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>**

<b>Zones</b>	<b>CO-B</b>	<b>CO-C</b>
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, in any CO-B or CO-C Zone 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**

Zones		CO-D	CO-E
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 a lot in a CO-D or CO-E Zone abuts Simcoe Street South and/or First Avenue, dwelling units shall only be permitted in the basement or on the second storey or higher. Notwithstanding the foregoing, dwelling units may be permitted on the first storey provided they are separated from the Simcoe Street South and First Avenue street lines 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 (d) or (q) 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 R3-A Zone regulations as set out in Table 8.2 of this By-law.
  - (f) For street townhouse dwellings, the R3-A Zone regulations as set out in Table 8.2 of this By-law.

- (g) For back-to-back townhouse buildings, the R3-B Zone regulations as set out in Table 8.2 of this By-law.
- (h) For back-to-back townhouse dwellings, the R3-B Zone 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 general 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 buildings accessory to existing residential uses subject to this Article 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).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) Art gallery
- (c) Auction establishment
- (d) Brew your own operation
- (e) Cinema
- (f) Clothing warehouse
- (g) Club
- (h) Commercial recreation establishment
- (i) Craft brewery
- (j) Funeral home
- (k) Hotel
- (l) Light machinery or equipment rental
- (m) Merchandise service shop
- (n) Peddle
- (o) Printing establishment
- (p) Retail warehouse
- (q) Service of marine products
- (r) Studio
- (s) 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).3.7(2) Notwithstanding Table 38(C).1 of this By-law to the contrary, in any CO-B(5) Zone as shown on Schedule "A" to this By-law, the maximum permitted height is 40 metres or 12 storeys, whichever is less.

38(C).3.7(3) In addition to any CO-B use, in the CO-B(5) Zone, as shown on Schedule "A" to this By-law, back-to-back townhouse is a permitted use within the area of the CO-B(5) Zone north of Banting Avenue and west of Clarke Street.

**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-B(8) Zone (480, 484, 490, 506 Ritson Road South)**

38(C).3.10(1) Notwithstanding the definition of Front Lot Line in Section 2 of this By-law to the contrary, in any CO-(8) Zone as shown on Schedule "A" to this By-law, the lot line abutting Ritson Road south shall be considered the Front Lot Line.

38(C).3.10(2) Notwithstanding any provisions of this By-law to the contrary, in any CO-B(8) Zone as shown on Schedule "A" to this By-law, the following regulations shall apply:

- (a) The maximum lot coverage shall be thirty-six percent (36%);
- (b) The minimum landscaped open space shall be thirty-two percent (32%);
- (c) The minimum front yard depth shall be 3.0m (not including the yard depth abutting any street line formed by the daylighting triangles at the corners of Ritson Road South and Beatty Avenue or McNaughton Avenue);
- (d) The minimum northerly exterior side yard depth shall be 4.3m and the minimum southerly exterior side yard depth shall be 1.7m (not including the yard depth abutting any street line formed by the daylighting triangles at the corners of Ritson Road South and Beatty Avenue or McNaughton Avenue);
- (e) The minimum yard depth abutting any street line formed by the daylighting triangles at the corners of Ritson Road South and Beatty Avenue or McNaughton Avenue shall be 1.6m;
- (f) The minimum rear yard depth shall be 11.9m;
- (g) The minimum width of a parking space flanking a solid wall shall be 2.8m;
- (h) A minimum of forty-four percent (44%) of the rear yard shall be maintained as landscaped open space; and,
- (i) A minimum 2.6m wide landscaped open space strip shall be provided abutting the rear lot line.

**38(C).3.11 CO-C(1) Zone (64 Albany Street and 426 Front Street)**

38(C).3.11(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).3.11(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).3.11(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).3.12 CO-C(2) Zone (152 Albert Street)**

38(C).3.12(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).3.13 CO-C(3) Zone (597 Albert Street)**

38(C).3.13(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).3.14 CO-C(4) Zone (168 Banting Street)**

38(C).3.14(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).3.15 CO-C(5) Zone (300 Court Street)**

38(C).3.15(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).3.16 CO-C(6) Zone (63 Albany Street)**

38(C).3.16(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).3.16(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).3.17 CO-D(1) Zone (357 Simcoe Street South)**

38(C).3.17(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).3.17(2) In any CO-D(1) Zone, as shown on Schedule "A" to this By-law, 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).3.17(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).3.18 CO-D(2) Zone (505 Simcoe Street South)**

38(C).3.18(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).3.18(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).3.18(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 May 27, 2024.

**38(C).3.19 CO-D(3) Zone (373 Simcoe Street South, 348 Albert Street, 33 Olive Avenue)**

38(C).3.19(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).3.20 CO-D(4) Zone (33 McGrigor Street, 240 Simcoe Street South)**

38(C).3.20(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).3.21 CO-E(1) Zone (14, 18, 30, 34, 38, 42 Lviv Boulevard)**

38(C).3.21(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 on a block-by-block basis in accordance with the Block Index Map attached hereto as Schedule “A” 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 “B”, and for the lands shown as various new site specific zones on Schedules “C1”, “C2”, “C3”, “C4” and “C5” attached hereto, as follows:

**Block 1**

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

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

**Block 5**

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

**Block 6**

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

**Block 7**

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

**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”;

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

**Block 12**

22. From CIN 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 to CO-B “h-97”;

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

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

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

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

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

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

**Block 14**

33. From R6-C to CO-B(7) “h-97”;

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

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

**Block 15**

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

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

38. From PSC-A to CO-D “h-97”;

**Block 16**

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

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

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

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

**Block 17**

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

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

**Block 18**

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

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

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

**Block 19**

- 48. From R3-A/R5-B/R7-A to CO-B “h-97”;
- 49. From PSC-A to CO-D “h-97”;

**Block 20**

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

**Block 21**

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

**Block 22**

- 57. From OSH(3) to CO-D “h-96” “h-97”;

**Block 23**

- 58. From PSC-A to CO-D “h-97”;

**Block 24**

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

**Block 25**

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

**Block 26**

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

**Block 27**

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

**Block 28**

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

**Block 29**

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

**Block 30**

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

**Block 31**

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

**Block 32**

- 82. From PSC-A to CO-D “h-96” “h-97”;
- 83. From R2/R3-A/R6-B/R7-A to CO-D “h-96”;
- 84. From OSP to OSP “h-96”;
- 85. From R6-B(1) to CO-D(2) “h-96” “h-97”;

**Block 33**

- 86. From PCC-C to CO-E “h-96” “h-97”;
- 87. From R2/CIN to CO-E(1) “h-97”;
- 88. From PSC-A to OSP;

**Block 34**

- 89. From R2/R3-A/R5-C/R6-B/R7-A to CO-C “h-97”;
- 90. From R6-B/CIN to CO-C(2) “h-97”;

**Block 35**

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

**Block 36**

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

**Block 37**

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

**Block 38**

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

**Block 39**

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

**Block 40**

- 113. From R3-A/R5-B/R7-A, in part to CO-C “h-97”;
- 114. From R3-A/R5-B/R7-A, in part to OSP, in part;
- 115. From R5-B/CIN, in part to CO-C(5) “h-97”;
- 116. From R5-B/CIN, in part to OSP, in part;

**Block 41**

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

**Block 42**

- 119. From R2/R3-A/R6-B/R7-A, in part to CO-C “h-97”, in part;
- 120. From R2/R3-A/R6-B/R7-A, in part to OSP, in part;
- 121. From R2/R3-A to CO-C “h-97”, in part;
- 122. From R1-D to CO-C “h-97”, in part;
- 123. From R1-D/CC-B to CO-C “h-97”, in part;

**Block 43**

- 124. From R2 to CO-C “h-97”;
- 125. From R6-D(5) “h-82” to CO-C(1) “h-82” “h-97”;

**Block 44**

- 126. From R2/R3-A.F5.5/R6-B(2)/R6-C(11) “h-7” to CO-C(6).F5.5 “h-7” “h-97”;
- 127. From R2, in part to CO-C “h-97”, in part;
- 128. From R2, in part to CO-C “h-96” “h-97”, in part;

**Block 45**

- 129. From R2 to CO-C “h-96” “h-97”;

**Block 46**

- 130. From R2 to CO-C “h-97”;

**Block 47**

- 131. From R2 to CO-C “h-97”;
- 132. From R2/CIN to CO-C(3) “h-97”;

**Block 48**

- 133. From R2, in part to CO-B “h-97”;
- 134. From R2, in part to CO-A “h-97”;
- 135. From R2, in part to CO-C “h-97”;
- 136. From R2/CIN to CO-C(4) “h-97”;

**Block 49**

- 137. From R2 to CO-C “h-97”;

**Block 50**

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

**Block 51**

- 140. From PCC-B(2), in part to CO-E “h-96” “h-97”, in part;
- 141. From PCC-B(2), in part to OSP “h-96”;
- 142. From GI, in part to CO-E “h-96” “h-97”, in part;
- 143. From GI, in part to OSP “h-96”;

**Block 52**

- 144. From GI(1) “h-51” to CO-E h-51 “h-96” “h-97”;
- 145. From GI, in part to OSP “h-96”;
- 146. From GI, in part to CO-E “h-97”;

**Block 53**

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

**Block 54**

- 149. From R2 to CO-A “h-97”;

**Block 55**

- 150. From R5-A to CO-B “h-97”;

**Block 56**

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

**Block 57**

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

**Block 58**

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

**Block 59**

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

**Block 60**

- 158. From R2 to CO-A “h-97”;

**Block 61**

- 159. From R2, in part to CO-A “h-97”;
- 160. From R2/CIN to CO-B(5) “h-97”, in part;
- 161. From R2, in part to CO-B(5) “h-97”, in part;

**Block 62**

- 162. From R1-D to CO-A “h-97”, in part;
- 163. From R1-D/CIN to CO-A(1) “h-97”;
- 164. From R5-B to CO-A “h-97”, in part;

**Block 63**

165. From R1-D to CO-A “h-97”;

**Block 64**

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

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

**Block 65**

168. From R5-A to CO-B “h-97”;

169. From R5-A/CIN to CO-B(6) “h-97”;

**Block 66**

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

171. From PSC-A(20) “h-88”, in part to CO-B(8) “h-88” “h-97”;

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

173. From PSC-A(20) “h-88”, in part to CO-B(8) “h-88” “h-96” “h-97”;

**Block 67**

174. From R5-A to CO-B “h-96” “h-97”;

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

**Block 68**

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

177. From PSC-A to CO-B(1) “h-97”;

178. From R5-B to CO-B “h-97”, in part;

**Block 69**

179. From PSC-A to CO-B(1) “h-97”;

**Block 70**

180. From R2 to CO-A “h-97”;

**Block 71**

181. From R2 to CO-A “h-97”;

**Block 72**

182. From SPC-A to CO-B(1) “h-97”;

**Block 73**

183. From SPC-A, in part to CO-B(1) “h-97”, in part;

184. From SPC-A, in part to CO-B(1) “h-96” “h-97”;

185. From R2(6) to CO-B(1) “h-97”, in part;

186. From R2(9) to CO-B(1) “h-97”, in part;

187. From R4-A/R6-B to CO-A “h-97”, in part;

188. From R2 to CO-A “h-97”, in part;

**Block 74**

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

**Block 75**

190. From PSC-A/SSC-A to CO-B(1) “h-96” “h-97”, in part;

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



- 192. From PSC-A, in part to CO-B(1) “h-97”, in part;
- 193. From PSC-A/SSC-C to CO-B(1) “h-97”, in part;
- 194. From R2 to CO-A “h-97”;
- 195. From R3-A/R4-A/R6-B to CO-C “h-97”;

**Block 76**

- 196. From PSC-A to CO-B(1) “h-97”;

**Block 77**

- 197. 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 “B”.

- 6. By-law 60-94, as amended, is further amended by deleting Paragraph (d) 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 "D")

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 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.”

28. 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.”

29. 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."

30. 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 "D" 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 “D”.

31. 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.
32. 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.
33. 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.
34. By-law 60-94, as amended, is further amended by amending Article 3.8.12 to replace the text “SPC-A(9)” with the text “PCC-E(2)”.

**Amendments related to all lands zoned CO or PCC-E (Schedules “A”, “B”, “C1”, “C2”, “C3”, “C4”, “C5” and “D”)**

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 “E” and “F”, respectively.

38. Schedules “A”, “B”, “C1”, “C2”, “C3”, “C4”, “C5”, “D”, “E” and “F” attached hereto form part of this By-law.

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

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Mayor

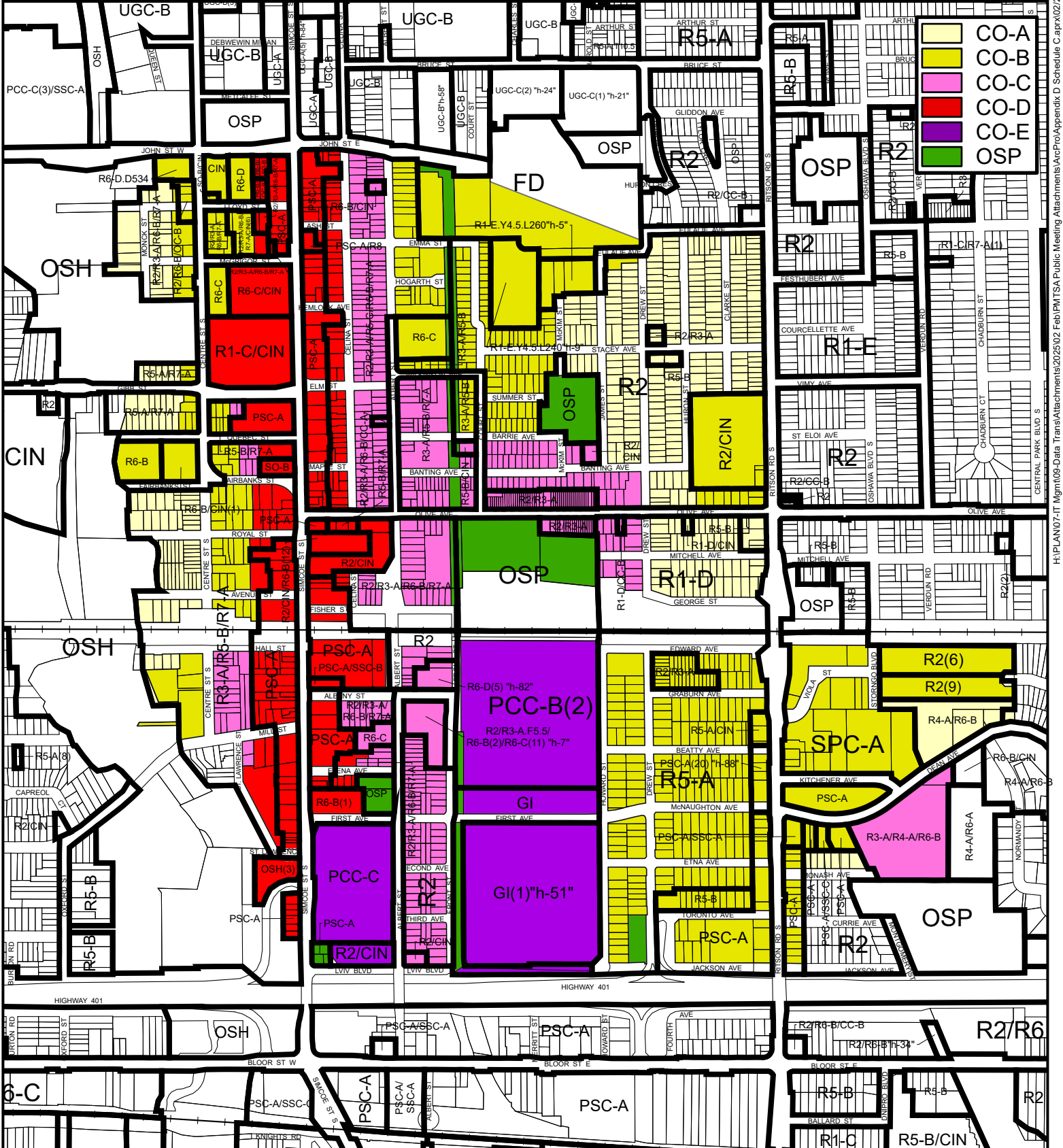
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City Clerk

Title: Attachment 2, Schedule "A"  
Subject: Block Index Map



Title: Attachment 2, Schedule "B"  
 Subject: Proposed CO (Central Oshawa) P.M.T.S.A. Zone Variations



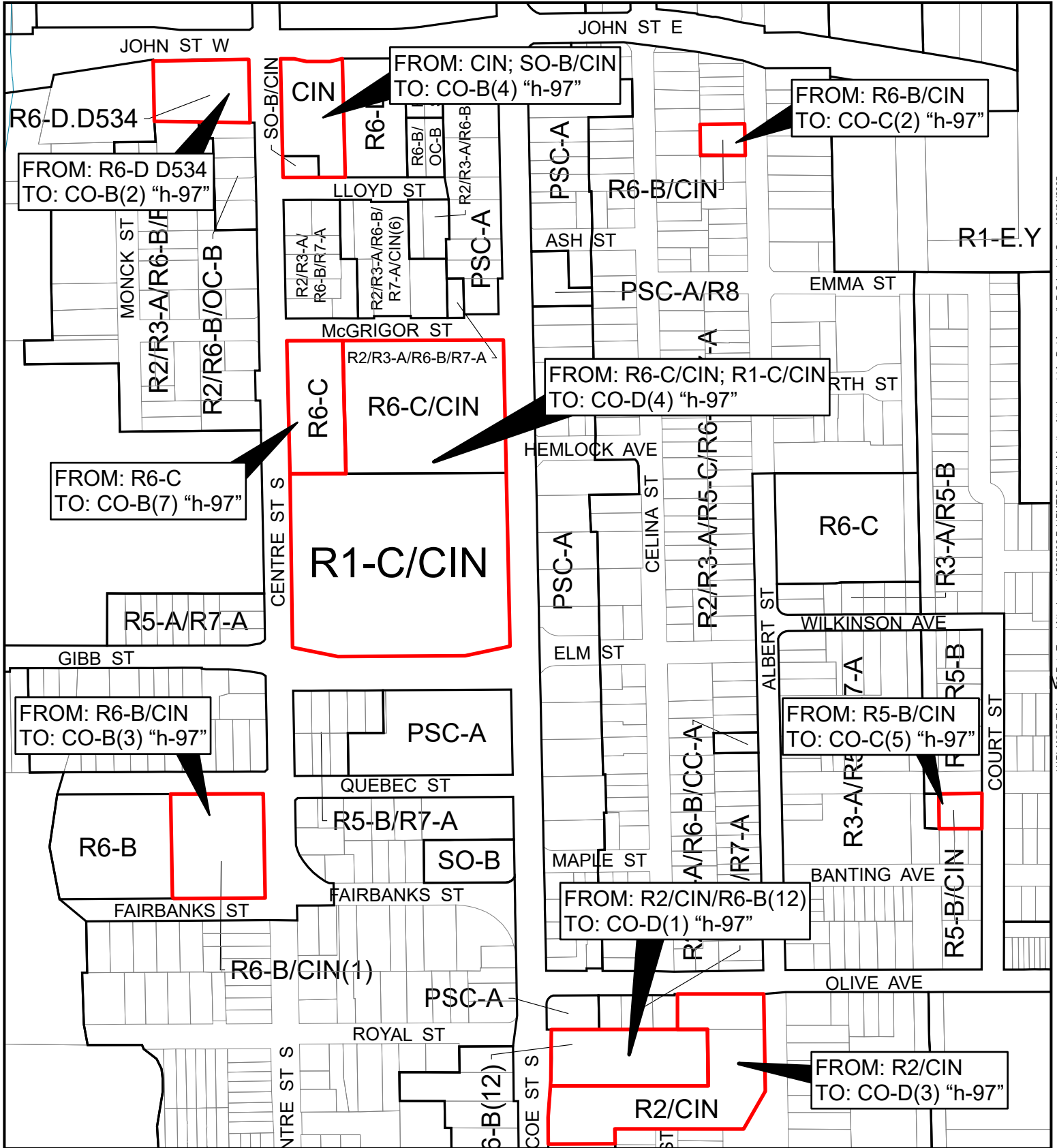
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Title: Attachment 2, Schedule "C1"  
 Subject: Proposed Site-specific Zone Variations and/or  
 Proposed Holding Symbol "h-96" for Central Oshawa P.M.T.S.A.



Proposed Site-specific Zones

City of Oshawa  
 Economic and Development Services

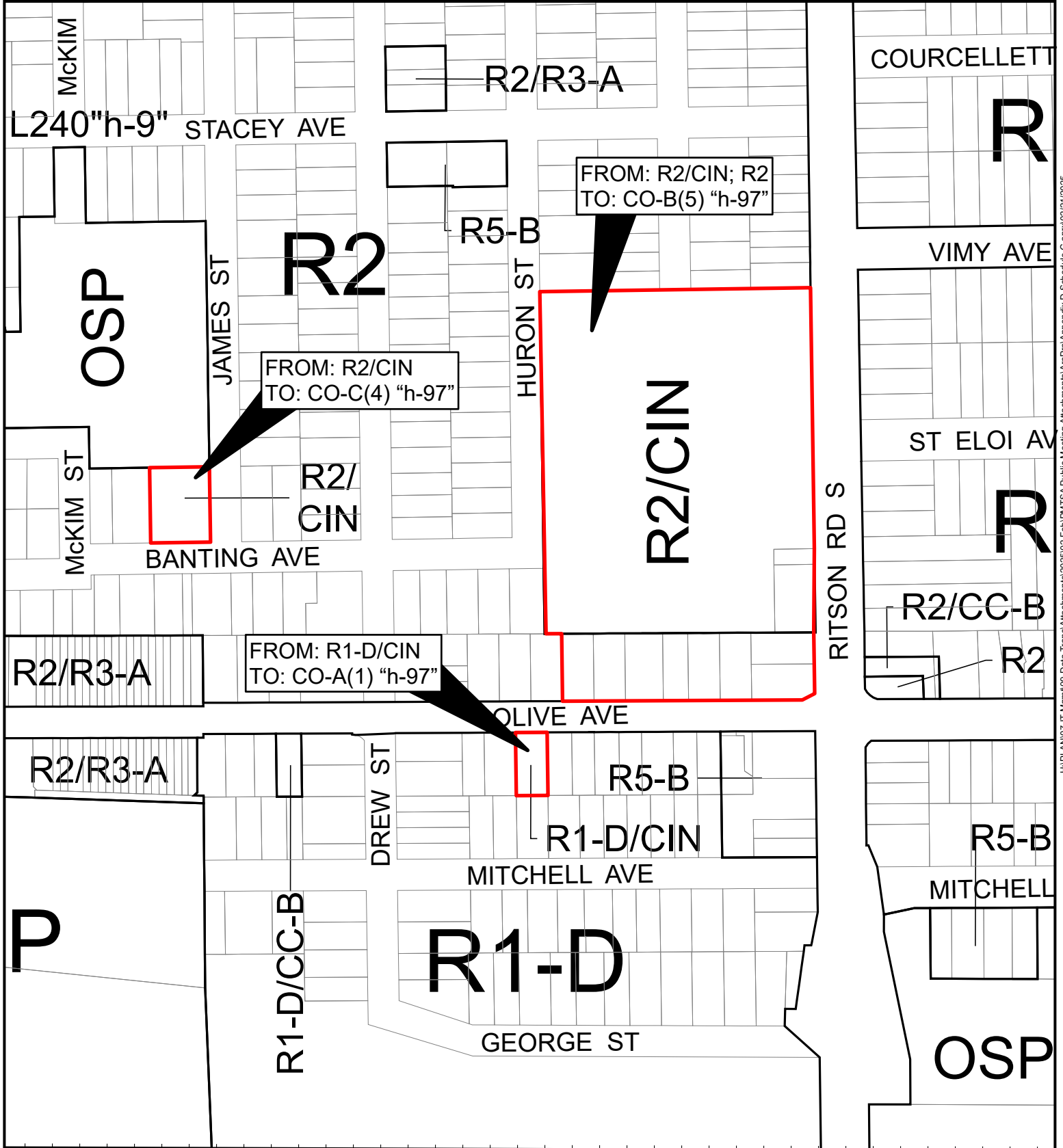


Title: Attachment 2, Schedule "C2"  
Subject: Proposed Site-specific Zone Variations and/or  
Proposed Holding Symbol "h-96" for Central Oshawa P.M.T.S.A.



 Proposed Site-specific Zone

City of Oshawa  
Economic and Development Services 



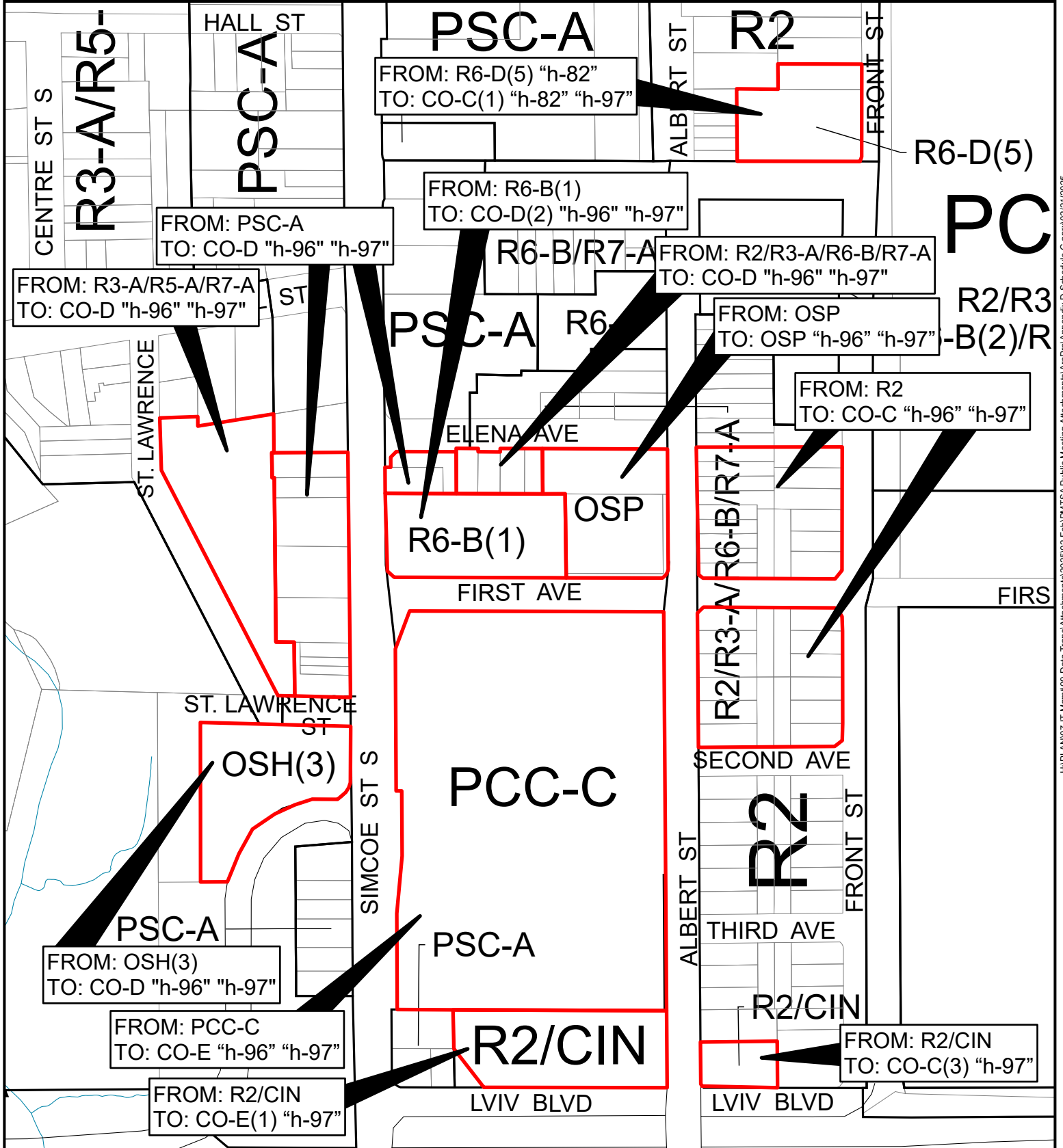
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Title: Attachment 2, Schedule "C3"  
 Subject: Proposed Site-specific Zone Variations and/or  
 Proposed Holding Symbol "h-96" for Central Oshawa P.M.T.S.A.



Proposed Site-specific Zones

City of Oshawa  
 Economic and Development Services

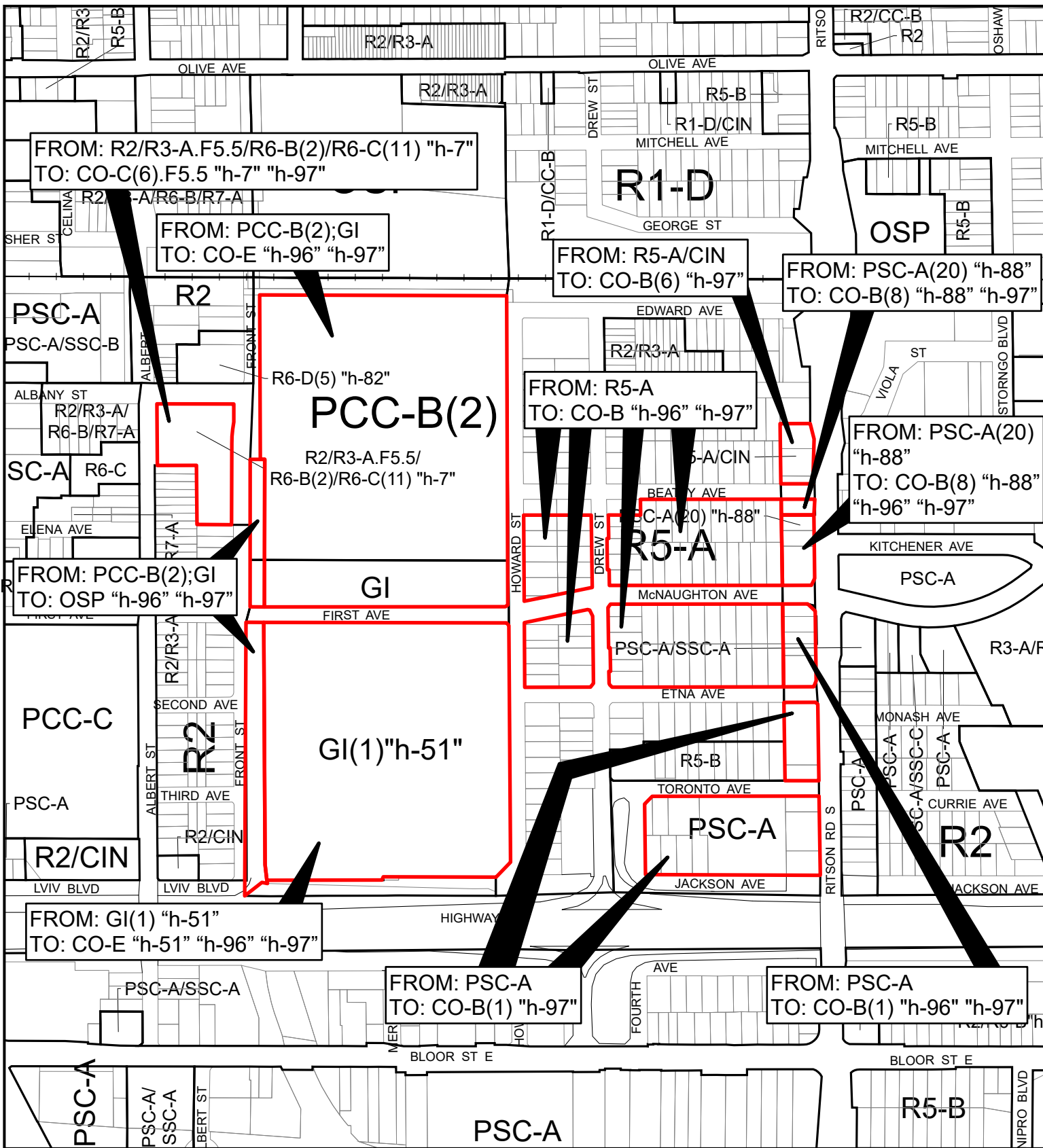


Title: Attachment 2, Schedule "C4"  
 Subject: Proposed Site-specific Zone Variations and/or  
 Proposed Holding Symbol "h-96" for Central Oshawa P.M.T.S.A.



 Proposed Site-specific Zones

City of Oshawa  
 Economic and Development Services 



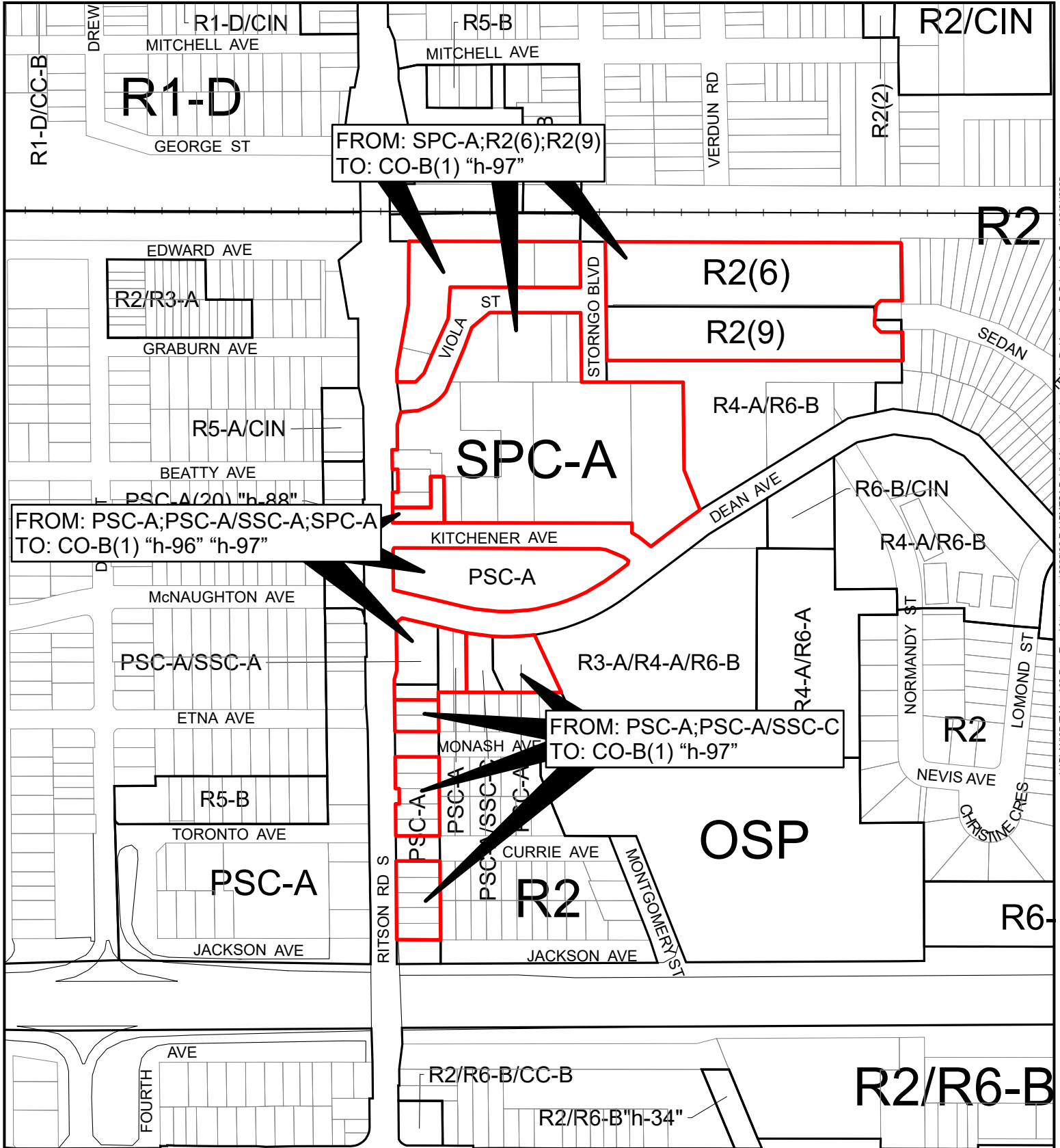
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Title: Attachment 2, Schedule "C5"  
 Subject: Proposed Site-specific Zone Variations and/or  
 Proposed Holding Symbol "h-96" for Central Oshawa P.M.T.S.A.



City of Oshawa  
 Economic and Development Services

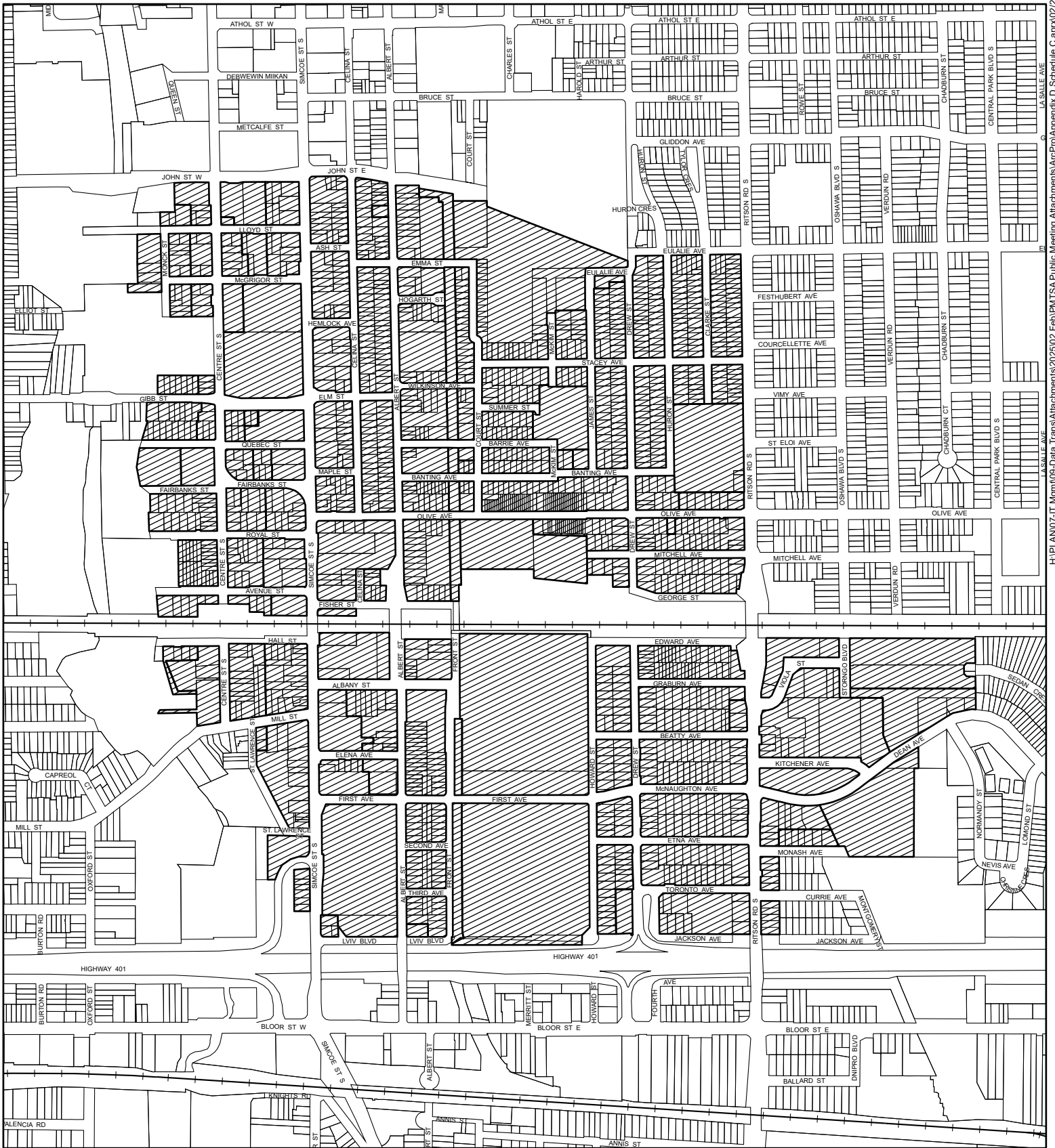
Proposed Site-specific Zones



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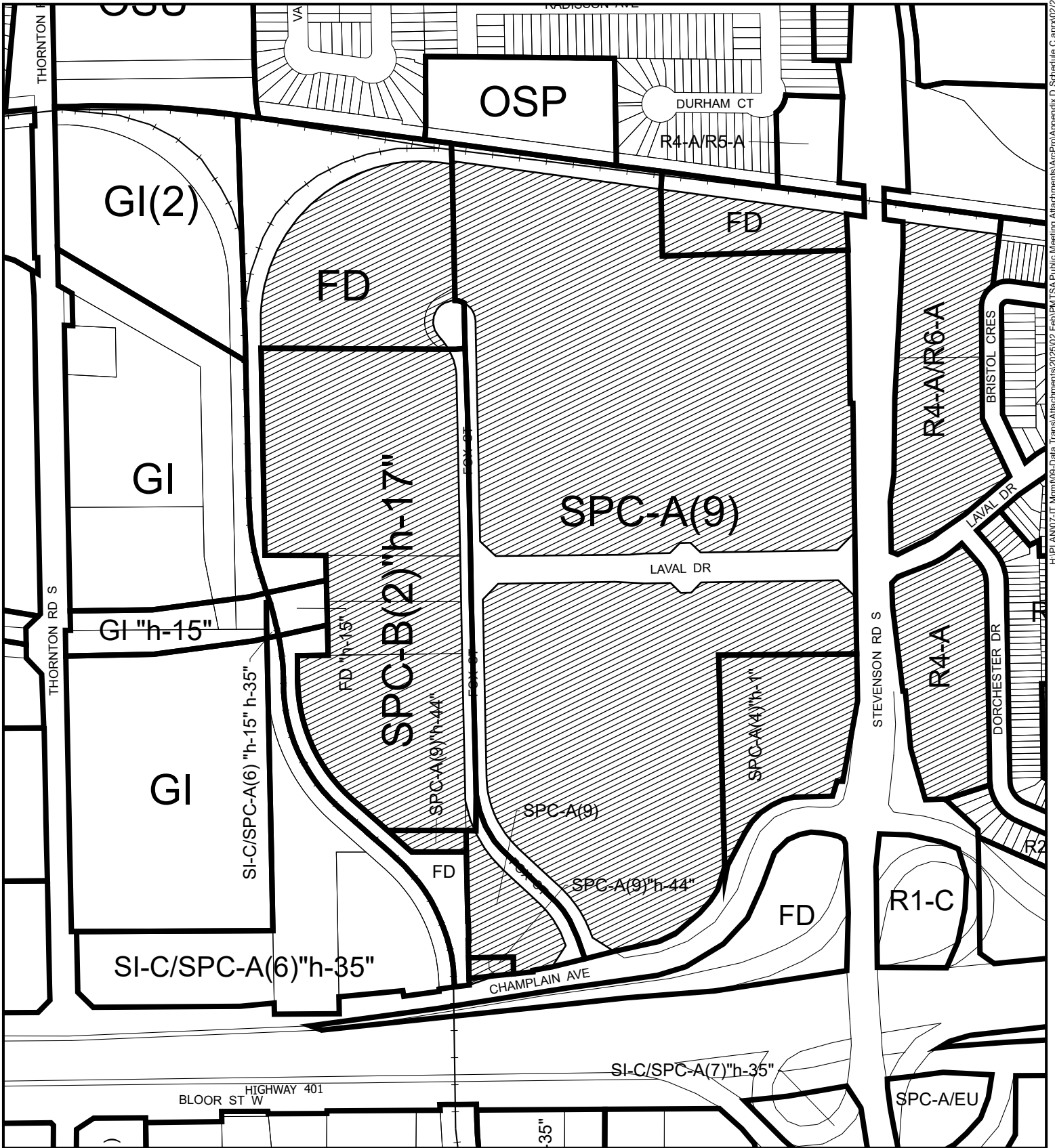


Title: Attachment 2, Schedule "E"  
 Subject: Proposed Schedule "N" Central Oshawa Parking Exempt Area

 Lands affected by Section 39.10.2

City of Oshawa  
 Economic and Development Services





Title: Attachment 2, Schedule "F"  
 Subject: Proposed Schedule "O" Thornton's Corners Parking Exempt Area

 Lands affected by Section 39.10.3

City of Oshawa  
 Economic and Development Services

