

To: Economic and Development Services Committee

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

Report Number: ED-25-76

Date of Report: May 28, 2025

Date of Meeting: June 2, 2025

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

Ward: Ward 5

File: 12-03

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## **1.0 Purpose**

The purpose of this Report is as follows:

1. Firstly, to recommend that Council endorse Parts 1 and 2 of the proposed City-initiated Amendment to the Oshawa Official Plan (the “O.O.P.”) to implement Protected Major Transit Station Areas (“P.M.T.S.A.s”). The draft recommended amendments to the O.O.P. are hereinafter referred to in this Report as the draft “Recommended O.P.A.”.
2. Secondly, to recommend that Council endorse the proposed City-initiated Amendment to Zoning By-law 60-94, as amended (the “Zoning By-law”), to implement P.M.T.S.A.s. The draft recommended amendments to the Zoning By-law are hereinafter referred to in this Report as the draft “Recommended Z.B.A.”.
3. Thirdly, in the event Council endorses the Recommended O.P.A., to obtain Council’s authorization to forward Part 1 of the Recommended O.P.A. to the Province of Ontario for final approval, given that the Province is the approval authority for the particular amendments that comprise Part 1 of the Recommended O.P.A.
4. Fourthly, to recommend that Council authorize staff to initiate the public process under the Planning Act, R.S.O. 1990, c. P.13 (the “Planning Act”) to advance a Community Improvement Plan (“C.I.P.”) for the Central Oshawa Protected Major Transit Station Area (“Central Oshawa P.M.T.S.A.”), including new shared programs with the Urban Growth Centre C.I.P., which would replace the South Simcoe Renaissance C.I.P.
5. Lastly, to obtain Council’s endorsement of the proposed draft Terms of Reference (“T.O.R.”) for a Stormwater Management Study (the “Study”) for the Central Oshawa

P.M.T.S.A. and Thornton's Corners Protected Major Transit Station Area ("Thornton's Corners P.M.T.S.A.").

The draft Recommended O.P.A. and draft Recommended Z.B.A. are set out in Attachments 1 and 2 to this Report, respectively. The draft Recommended O.P.A. is divided into two (2) parts (Part 1 and Part 2), described as follows:

- Part 1 contains all recommended City-initiated amendments to the O.O.P. which would be subject to Provincial approval pursuant to Subsection 16(15) of the Planning Act, as discussed in Section 4.3 of this Report; and,
- Part 2 contains all recommended City-initiated amendments to the O.O.P. which would not be subject to Provincial approval.

A statutory Planning Act public meeting to consider draft proposed amendments to the O.O.P. and Zoning By-law to implement P.M.T.S.A.s was held on March 3, 2025. At the conclusion of the meeting, the Economic and Development Services Committee adopted a recommendation to direct staff to further review the subject amendments and prepare a subsequent report and recommendation back to the Economic and Development Services Committee. The minutes of the public meeting form Attachment 3 to this Report.

Subsequent to the March 3, 2025 statutory Planning Act public meeting, City staff further revised the subject draft proposed amendments. The differences between the draft amendments considered at the public meeting and the draft Recommended O.P.A. and draft Recommended Z.B.A. (see Attachments 1 and 2 of this Report) are highlighted using red or blue font to indicate new text or strike-throughs to indicate deletions in the versions of the draft Recommended O.P.A. and draft Recommended Z.B.A. attached as Attachments 4 and 5, respectively, of this Report.

Attachment 6 is the proposed draft T.O.R. for the preparation of the Study, which includes maps delineating the proposed boundary of the study area in Appendices 1 and 2 thereto.

Attachment 7 is a summary table of public and stakeholder comments received, as well as a staff response to each comment listed.

Attachment 8 is a copy of correspondence from the Central Lake Ontario Conservation Authority ("C.L.O.C.A.") dated April 8, 2025 providing comments on the draft amendments.

Attachment 9 is a map which illustrates the locations of the various holding symbols proposed in the draft Recommended Z.B.A. within the Central Oshawa P.M.T.S.A.

## **2.0 Recommendation**

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

1. That, pursuant to Report ED-25-76 dated May 28, 2025, Part 1 of the draft recommended City-initiated Amendment to the Oshawa Official Plan to implement Protected Major Transit Station Areas, as generally set out in Part 1 of Attachment 1 of said Report, be adopted, and the appropriate amending by-law be passed in a form

and content acceptable to the Commissioner, Economic and Development Services Department, and the City Solicitor.

2. That, pursuant to Report ED-25-76 dated May 28, 2025, in the event City Council adopts Part 1 of the recommended Official Plan Amendment pursuant to Part 1 of this Recommendation, Council authorize staff to forward Part 1 of the Official Plan Amendment to the Province of Ontario for final approval.
3. That, pursuant to Report ED-25-76 dated May 28, 2025, Part 2 of the draft recommended City-initiated Amendment to the Oshawa Official Plan to implement Protected Major Transit Station Areas, as generally set out in Part 2 of Attachment 1 of said Report, be approved, and the appropriate amending by-law be passed in a form and content acceptable to the Commissioner, Economic and Development Services Department, and the City Solicitor.
4. That, notwithstanding that the draft Official Plan Amendment proposed in Report ED-25-30 dated February 26, 2025 presented at the public meeting of March 3, 2025 differs to some degree from the proposed Official Plan Amendment recommended to be adopted/approved by City Council pursuant to Parts 1 and 3 of this Recommendation, such differences are not substantial enough to require further notice and another public meeting.
5. That, pursuant to Report ED-25-76 dated May 28, 2025, the draft recommended City-initiated Amendments to Zoning By-law 60-94, as amended, to implement Protected Major Transit Station Areas, as generally set out in Attachment 2 of said Report, be approved, and the necessary by-law be passed in a form and content acceptable to the Commissioner, Economic and Development Services Department, and the City Solicitor.
6. That, in accordance with Section 34(17) of the Planning Act and notwithstanding that the draft Zoning By-law Amendment proposed in Report ED-25-30 dated February 26, 2025 presented at the public meeting of March 3, 2025 differs to some degree from the proposed Zoning By-law Amendment recommended to be approved by City Council pursuant to Part 5 of this Recommendation, such differences are not substantial enough to require further notice and another public meeting.
7. That, pursuant to Report ED-25-76 dated May 28, 2025, the Economic and Development Services Department be authorized to initiate the public process under the Planning Act for Council to consider a proposed Central Oshawa Community Improvement Plan for the Central Oshawa Protected Major Transit Station Area, including new shared programs with the Urban Growth Centre Community Improvement Plan, together with appropriate related amendments to the Oshawa Official Plan.
8. That, pursuant to Report ED-25-76 dated May 28, 2025, Council direct the Economic and Development Services Committee and Corporate and Finance Services Committee to jointly hold a public meeting under the Planning Act on the proposed Central Oshawa Community Improvement Plan noted under Part 7 of this

Recommendation and to jointly make a recommendation to Council regarding the implementation of the same.

9. That, pursuant to Report ED-25-76 dated May 28, 2025, Council endorse the draft Terms of Reference for a Stormwater Management Study for the Central Oshawa Protected Major Transit Station Area and Thornton's Corners Protected Major Transit Station Area, as generally set out in Attachment 6 to this Report, for the purpose of retaining a qualified professional consultant through the regular procurement process to undertake such a Study.

### **3.0 Input From Other Sources**

Staff have gathered feedback on the subject amendments both through the statutory Planning Act public meeting and through other mediums of input, including circulation for comment and the identification of issues to a number of departments and agencies.

Additionally, City staff provided a formal presentation on the subject amendments to Heritage Oshawa and the Oshawa Environmental Advisory Committee. Staff also attempted to formally present to the Oshawa Accessibility Advisory Committee; however, the Committee was unable to meet quorum on two (2) consecutive occasions, leading staff to provide a copy of the presentation under separate cover, and advising that comments could be independently provided by committee members as interested individuals.

Attachment 7 to this Report provides a summary table of public and stakeholder comments received by staff, together with a staff response to each comment listed.

Comments received from C.L.O.C.A., along with a response from City staff, have been highlighted separately within Section 4.5.1 of this Report. C.L.O.C.A.'s comments are provided in correspondence dated April 8, 2025, affixed to this Report as Attachment 8.

## **4.0 Analysis**

### **4.1 Background**

The draft Recommended O.P.A. and draft Recommended Z.B.A. incorporate various proposed City-initiated amendments to the O.O.P. and Zoning By-law to implement the following two (2) 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.

These P.M.T.S.A.s are intended to serve as strategic growth areas surrounding the planned Central Oshawa GO Station and the Thornton's Corners GO Station, respectively, which comprise two of the four new stations proposed to be constructed along Metrolinx's Oshawa-to-Bowmanville GO Train Extension.

The objective of the draft Recommended O.P.A. and draft Recommended 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 Recommended O.P.A. and draft Recommended Z.B.A. will ensure that the O.O.P. conforms to and is consistent with the Provincial Planning Statement, 2024 ("P.P.S."), Envision Durham and the Oshawa Strategic Plan.

## **4.2 Public Process**

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 subject amendments 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.

A statutory Planning Act public meeting was held by the Economic and Development Services Committee on March 3, 2025. Draft amendments for consideration at the public meeting were provided within Report ED-25-30 dated February 26, 2025. Owing to the size of Report ED-25-30, it is not attached to this Report but can be viewed at the following link:

<https://pub-oshawa.escribemeetings.com/filestream.ashx?DocumentId=18761>

At the conclusion of the meeting, the Economic and Development Services Committee adopted a recommendation to direct staff to further review the subject amendments and prepare a subsequent report and recommendation back to the Economic and Development Services Committee. The minutes of the public meeting form Attachment 3 to this Report.

Subsequent to the March 3, 2025 statutory Planning Act public meeting, City staff further refined the subject draft amendments. These refinements were scoped in large part to address specific issues – many relating specifically to individual sites – that were raised by members of the public or prescribed commenting agencies. The differences between the draft amendments considered at the public meeting (see Attachments 1 and 2 of Report

ED-25-30) and the draft Recommended O.P.A. and draft Recommended Z.B.A. (see Attachments 1 and 2 of this Report) are outlined in the mark-up copies of the draft Recommended O.P.A. and draft Recommended Z.B.A. attached as Attachments 4 and 5, respectively, to this Report. Mark-ups consist of the use of red or blue highlighted text to indicate new text or strike-throughs to indicate deleted text.

### **4.3 Province of Ontario Approval Requirement**

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 Ontario Regulation 525/97 regarding the exemption of certain official plan matters from Provincial approval under the Planning Act, the only official plan matters relating to amendments advanced by lower-tier municipalities in the Region of Durham that require Provincial approval 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.

Through Report ED-25-30, Council was previously advised that a draft O.P.A., such as that identified in Attachment 1 to said Report, was not exempt from Provincial approval given that it established 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 entire 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.

Upon further detailed review of the relevant legislative background and in consultation with Legal Services staff, staff note that Provincial approval is only required for particular elements of such an O.P.A., specifically policies which:

- “(a) identify the minimum number of residents and jobs, collectively, per hectare that are planned to be accommodated within the area;
- b) identify the authorized uses of land in the area and of buildings or structures on lands in the area; and
- c) identify the minimum densities that are authorized with respect to buildings and structures on lands in the area.”

As well, it is now staff’s understanding that Provincial approval is only required on matters which amend or go beyond the policies of Envision Durham, given the Province has already approved said document.

To isolate those policies requiring Provincial approval, from those which do not, staff have divided the draft Recommended O.P.A. into two (2) parts (labelled and referred to as “Part 1” and “Part 2”), described as follows:

- “Part 1” contains all recommended City-initiated amendments to the O.O.P. which would be subject to Provincial approval; and,
- “Part 2” contains all recommended City-initiated amendments to the O.O.P. which would not be subject to Provincial approval.

If adopted by Council, Part 1 of the draft Recommended O.P.A. will subsequently be sent to the province for further review and formal approval.

If approved by Council, Part 2 of the draft Recommended O.P.A., along with the full draft Recommended Z.B.A., will subsequently be sent to the province for information purposes only.

#### **4.4 Central Oshawa Community Improvement Plan**

On April 29, 2024, Council considered Report ED-24-44 dated April 3, 2024, and, among other matters, authorized staff to review the Simcoe Street South Renaissance C.I.P. and to investigate the potential implementation of a new Transit-oriented Development C.I.P. for the City.

C.I.P.s are financial incentive programs that are designed to encourage development and redevelopment in designated areas throughout the City. They are an important tool that can help municipalities encourage development activity that effectively uses, reuses and restores lands, buildings and infrastructure.

The Simcoe Street South C.I.P. offers four (4) financial incentive programs to encourage development and redevelopment along Simcoe Street South between John Street and Bloor Street, as this segment of Simcoe Street South functions as a key transportation link connecting Highway 401 to downtown Oshawa.

That portion of Simcoe Street South located south of John Street and north of Highway 401 falls within the Central Oshawa P.M.T.S.A. For this reason, it was deemed appropriate to consider including the Central Oshawa P.M.T.S.A. in the review of the Simcoe Street South C.I.P., given its proximity and transit connectivity to the downtown and other key areas/destinations in the City.

Staff undertook a preliminary review of the Simcoe Street South C.I.P. and investigated the potential implementation of a Central Oshawa C.I.P. for the entirety of the Central Oshawa P.M.T.S.A., which would serve to replace the Simcoe Street South C.I.P. There is an abundance of land within the Central Oshawa P.M.T.S.A. which currently sits vacant, underdeveloped and/or underutilized.

The multiple components of the recommendation contained in Section 2.0 of this Report includes a recommendation that staff be authorized to initiate the public process under the Planning Act for Council to consider a proposed C.I.P. for the Central Oshawa P.M.T.S.A.

Establishing a C.I.P. for this key area, which is contiguous with the Downtown Oshawa Urban Growth Centre (which itself has a C.I.P.), would significantly contribute to the City's efforts to encourage (re)development of vacant, underdeveloped and/or underutilized parcels and thereby achieve new higher density, mixed-use development befitting the intended purpose and function of the Central Oshawa P.M.T.S.A.

Given the enhanced synergies resulting from the Central Oshawa P.M.T.S.A. and the Downtown Oshawa Urban Growth Centre being in direct proximity to one another, staff would investigate the potential for new shared C.I.P. programs for both areas, including a strategic land acquisition program. Staff would also investigate including an Increased Assessment Grant Program in the proposed Central Oshawa C.I.P. This is in view of the fact that the Increased Assessment Grant Program has been successfully used in other C.I.P. areas, including the Urban Growth Centre C.I.P. Certain key details of an Increased Assessment Grant Program are generally as follows.

- An Increased Assessment Grant would provide a grant on a sliding scale (e.g. Year 1 – 90%, Year 2 – 80%, etc.) for all or part of the increase in City taxes attributable to the improvement of the development of a property.
- An Increased Assessment Grant Program would apply to the construction of residential or mixed-use commercial/residential buildings that result in an increase in assessed value. Eligible residential uses are typically limited to apartments, flats or block townhouses. Standalone commercial buildings would not be eligible.
- The approval of any Increased Assessment Grant will be administered on a case-by-case basis, as all Increased Assessment Grants, regardless of value, must be approved by Council.
- In the circumstances of a condominium only, the applicant may continue to be entitled to receive increased assessment grants provided that all future proposed condominium owners assign the grant pursuant to Section 28(7) of the Planning Act, prior to closing of the purchase of the condominium.

Staff will prepare a more detailed review and analysis concerning a proposed Central Oshawa C.I.P. in preparation for the Planning Act public meeting, which will be targeted for Q4 2025.

## **4.5 Stormwater Management**

### **4.5.1 Central Lake Ontario Conservation Authority Comments**

On April 8, 2025, C.L.O.C.A. staff submitted correspondence to City staff providing comments on the draft O.P.A. and draft Z.B.A. This correspondence is attached to this Report as Attachment 8.

C.L.O.C.A. staff note that the two (2) P.M.T.S.A.s are partially within the Goodman Two-Zone Floodplain. A Flood Mitigation Study completed in 2021 by Greck and Associates emphasizes that upstream development should not increase flood hazards, a principle that also applies to increases in impervious surfaces resulting from land use changes.

C.L.O.C.A. staff note that Section 5.8.13 of the O.O.P. requires a thorough assessment before intensification occurs to ensure flooding conditions are not worsened for upstream or downstream properties. They further note that increased land imperviousness due to land use changes can lead to higher runoff rates, volumes, and flood elevations.

C.L.O.C.A. staff are of the position that an impact analysis should be conducted to understand how proposed land use changes could affect flooding in the watershed. The analysis could reveal the need for additional stormwater management and infrastructure improvements, which should be identified early in the planning process.

#### **4.5.1.1 Proposed Official Plan Policy Revisions**

C.L.O.C.A. staff have reviewed the draft O.P.A. and suggest that in order to ensure a more sustainable and climate-resilient future while planning for ongoing growth and intensification, the following O.O.P. policy revisions be considered:

- C.L.O.C.A. staff acknowledge that the western boundary of the Central Oshawa P.M.T.S.A. abuts the Oshawa Creek corridor and generally reflects the M.T.S.A. boundary as identified within Envision Durham. C.L.O.C.A. staff advise that the western boundary needs further rationalization as well as further consideration and refinement. They advise that using the limit of the floodplain as the extent of the Central Oshawa P.M.T.S.A. western boundary is problematic, as this boundary is derived from modeling and is subject to change.
- C.L.O.C.A. staff note that given the potential for future modifications based on further studies and upstream impacts, it is essential to re-evaluate the delineation of this westerly boundary to ensure that future development does not compromise public safety, including intensifying or diversifying existing land uses to include sensitive land uses on properties impacted by flood hazards.
- In keeping with the City's goal of promoting the restoration and enhancement of the Oshawa Creek corridor, C.L.O.C.A. staff further propose adding the following clause to Policy 2.16.1.6 within the Central Oshawa Protected Major Transit Station Area section of the O.O.P. (slightly revised from the language contained in their original letter of April 8, 2025 included as Attachment 8 to this Report):

"integrating innovative low-impact development (L.I.D.) strategies into the design of landscaping and built form (where technically feasible) to mitigate the impacts of stormwater run-off within the Central Oshawa PMTSA. These strategies should include opportunities for infiltration, on-site retention, and adaptive re-use within the urban environment, all aimed at reducing stormwater runoff and mitigating downstream erosion impacts."
- C.L.O.C.A. staff recommend that a reference to climate change resiliency be expanded to better address stormwater management and emphasize the role of innovative approaches in adapting to ongoing changing climate conditions, including language which encourages adaptive reuse and storage of stormwater.

- C.L.O.C.A. staff recommend that, to reduce the environmental impact of automobile parking while encouraging structure parking, all proposed surface parking be required to implement L.I.D. strategies that limit impervious surfaces wherever feasible.

#### **4.5.1.2 Proposed Zoning Regulation Revisions**

C.L.O.C.A. staff reviewed the draft Z.B.A. and recommended that certain revisions to the subject zoning regulations be considered to address their above noted concerns, summarized as follows:

- C.L.O.C.A. staff note that the draft Z.B.A. proposes higher densities within the new “CO-A” Zone which is impacted by the Goodman Two-Zone Floodplain flood hazard. Further, C.L.O.C.A. staff note that the proposed “CO-B” and “CO-C” Zones allow:
  - Apartment buildings, which are a type of residential built form possessing a higher density than is currently permitted as-of-right (e.g. within “R2” or “R3” Zones); and,
  - Daycare centres and schools, which are sensitive land uses in the P.P.S. and therefore not permitted within lands impacted by flood hazards.
- C.L.O.C.A. staff do not support lands being zoned as CO-A, CO-B or CO-C within areas impacted by the regulated natural hazards.
- C.L.O.C.A. staff recommend that a holding provision be placed on all lands within the Goodman Two-Zone Floodplain flood hazard to regulate that such lands cannot be intensified until such time it has been demonstrated that the lands are no longer impacted.

#### **4.5.2 Staff Response**

Subsequent to receiving the above noted comments, City and C.L.O.C.A. staff met on several occasions to discuss appropriate mechanisms and next steps to allow intensified development in the P.M.T.S.A.s while managing stormwater and downstream impacts in the local area.

City staff have reviewed C.L.O.C.A.’s staff comments related to the proposed O.O.P. policies and have incorporated appropriate revisions to the draft Recommended O.P.A. in Attachment 1.

City staff have addressed C.L.O.C.A.’s staff comments related to development of the two (2) P.M.T.S.A.s and the need for a Stormwater Management Study prior to development proceeding, and have incorporated appropriate revisions to the draft Recommended Z.B.A. in Attachment 2. These include the application of a holding symbol on all lands in both P.M.T.S.A.s, save and except for lands zoned OSH (Hazard Lands Open Space) or OSP (Park Open Space), with the following listed purpose:

“Purpose: To ensure that:

- (a) A comprehensive Stormwater Management Study, including a Downstream Impact Analysis, for the Central Oshawa and Thornton’s Corners Protected

Major Transit Station Area is completed to provide a mitigation strategy that demonstrates no downstream impacts to the receiving system, including flood vulnerable areas, to the satisfaction of the Central Lake Ontario Conservation Authority and the Commissioner, Economic and Development Services Department, given that a substantial portion of said Protected Major Transit Station Areas are located within or in proximity of existing flood vulnerable areas/flood damage centers of the Oshawa Creek/Goodman Creek and Montgomery Creek watersheds.”

Section 4.5.3 of this Report highlights the proposed scope, objectives, and timing of a Stormwater Management Study that would satisfy the purpose of the holding symbol. Staff would lift this holding symbol upon completion of the Study.

City staff have also addressed C.L.O.C.A. staff’s comments related to the proposed zoning regulations along the western boundary of the Central Oshawa P.M.T.S.A. In this regard, appropriate revisions have been incorporated into the draft Recommended Z.B.A. in Attachment 2, including the application of a holding symbol on all lands in the Central Oshawa P.M.T.S.A. that are impacted by the Goodman Two-Zone Floodplain flood hazard, with the following listed purpose:

“Purpose: To ensure that:

- (a) Appropriate studies, such as engineering and environmental impact studies that demonstrate feasible mitigation practices, as identified by the City in consultation with the Central Lake Ontario Conservation Authority, have been undertaken to the satisfaction of both entities. The studies will be required to address any potential environmental impacts on the flood damage center of the Oshawa Creek/Goodman Creek watershed. The final development limits will require the studies to conclusively delineate the hazard, and demonstrate no new hazards are created, or existing hazards are impacted. Any mitigation practices will be required to be undertaken concurrently with or prior to the issuance of applicable permits.”

#### **4.5.3 Draft Terms of Reference – Stormwater Management Study**

Staff have prepared a draft T.O.R. for the Study, which forms Attachment 6 to this Report.

The Study Area is consistent with the boundaries of both the Central Oshawa and Thornton’s Corners P.M.T.S.A.s.

The primary objective of the T.O.R. is to secure a consultant to conduct a comprehensive Stormwater Management Study for the Central Oshawa P.M.T.S.A. and the Thornton’s Corners P.M.T.S.A. The results of this Study will be used to inform future decisions regarding infrastructure planning within the two (2) P.M.T.S.A.s. to support increased densities and changes in land use and impervious surfaces.

Generally, the specific objectives of the Stormwater Management Study are to:

- Establish stormwater management requirements for the P.M.T.S.A.s;

- Ensure that future development activities occur in an orderly and environmentally responsible manner;
- Provide a downstream impact analysis; and,
- Determine mitigation measures to address the downstream impact, as appropriate.

Once approved, staff will issue an R.F.P. for qualified consultants to review. Once a recommended consulting team has been selected, staff will report back to the appropriate Standing Committee, and Council, to seek approval of the recommended proponent.

It is estimated that the Stormwater Management Study would take approximately six to nine (6 to 9) months to complete. Upon satisfactory completion of the Study, staff would report back to the Economic and Development Services Committee and Council with the recommendations of the Study for their consideration, and at the appropriate time, lift the relevant holding symbol discussed under Section 4.5.2 of this Report [i.e. the first of the two (2) holding symbols discussed in Section 4.5.2].

## **5.0 Financial Implications**

The introduction of a new Central Oshawa C.I.P. would be funded through a tax increment financing process using increased City tax revenues resulting from development.

The increase in the budget to fund the grant will be more than offset over time by the increased taxation revenue received from the development.

The proposal selected as a result of the proposed T.O.R. for the Stormwater Management Study will be funded using Planning Services' Professional and Technical account for the work undertaken in 2025.

Other 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 following Oshawa Strategic Plan Priority Areas:

“Innovate: Vibrant Culture and Economy” with the goal to attract new businesses and support existing businesses and industry.

“Belong: Inclusive and Healthy Community” with the goal to support and encourage diverse housing options as well as to support sustainable and safe modes of transportation, including active transportation.

“Care: Safe and Sustainable Environment” with the goal to manage impacts on natural assets such as wetlands and waterways and enhance tree canopy.

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

## 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: Section “A” of the Actual Amendment (PROVINCIAL APPROVAL)**

The City of Oshawa Official Plan is hereby amended by:

1. Amending Table 2, Residential Density Classification, under Section 2.3.2 to add wording [in blue font] to the second and fourth columns as follows:

<b>Density Type</b>	<b>Net Residential Density</b>	<b>General Representative Housing Type/Form</b>	<b>General Representative Locational Criteria</b>
<b>Low Density Residential</b>	Up to 30 units per hectare (12 u/ac.)	Single Detached Semi-Detached Duplex	(i) Generally located as follows: <ul style="list-style-type: none"> <li>▪ In the interior of residential neighbourhoods on local or collector roads; or,</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 in</b> 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 as follows:</p> <ul style="list-style-type: none"> <li>▪ At the periphery of neighbourhoods along arterial roads; or,</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; or,</li> <li>▪ <del>Or generally located</del> 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; or,</li> <li>▪ In the Central Oshawa P.M.T.S.A. within lands identified as Areas “A” and “B” on Appendix “A”, Residential Density Classifications, of the Central Oshawa Protected Major Transit Station Area; or,</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>

Density Type	Net Residential Density	General Representative Housing Type/Form	General Representative Locational Criteria
<b>High Density I Residential</b>	<p>Within the Central Oshawa P.M.T.S.A. and the Thornton's Corners P.M.T.S.A.: 85 to 300 units per hectare (34 to 121 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.: 85 to 150 units per hectare (34 to 60 u/ac.)</p>	Low Rise and Medium Rise Apartments	<p>(i) Generally located as follows:</p> <ul style="list-style-type: none"> <li>▪ At the periphery of neighbourhoods along arterial roads; or,</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; or,</li> <li>▪ In the Central Oshawa P.M.T.S.A. within Area "B" on Appendix "A", Residential Density Classification, of the Central Oshawa Protected Major Transit Station Area; or,</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>
<b>High Density II Residential</b>	<p>Within the Downtown Oshawa Urban Growth Centre: 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>	Medium Rise and High Rise Apartments	<p>(i) Generally located as follows:</p> <ul style="list-style-type: none"> <li>▪ Within the Downtown Oshawa Urban Growth Centre; or,</li> <li>▪ In proximity to arterial roads within the Main Central Areas, Sub-Central Areas, Community Central Areas; or,</li> <li>▪ Within Intensification Areas along Regional Corridors; or,</li> <li>▪ In the Central Oshawa P.M.T.S.A. within Areas "C", "D" and "E" on Appendix "A", Residential Density Classification, of 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.)</p> <p>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: 300 to 700 units per hectare (121 to 283 u/ac.)</p> <p>Within the Thornton’s Corners P.M.T.S.A. and 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: 300 to 500 units per hectare (121 to 202 u/ac.)</p> <p>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>

2. Amending Policy 2.1.8.1 to add the following paragraph following the second paragraph:

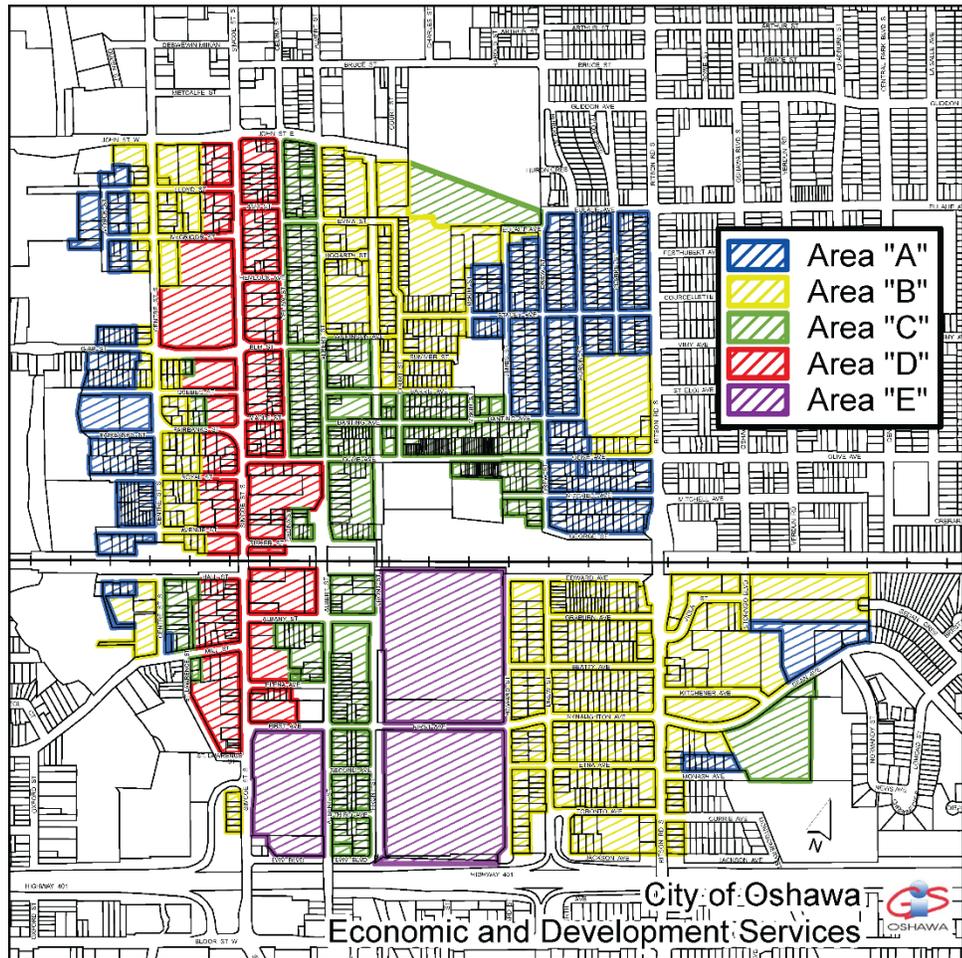
“Pursuant to Policy 2.16.1.2 of this Plan, development within the Central Oshawa Protected Major Transit Station Area shall also be reviewed in conjunction with, and in particular regard to, Appendix “A”, Residential Density Classifications, of the Central Oshawa Protected Major Transit Station Area, which provides additional refinement of the locational criteria to be used as guidance in evaluating the appropriateness of the location of residential densities.”

3. Amending Policy 2.16.1.2 to add the following paragraph and mapping following the initial paragraph:

“In addition, proposals for residential development, whether standalone or in a mixed-use format, shall be subject to review in accordance with the relevant residential density classification policies contained in Section 2.3.2 of this Plan, including the density classification criteria within Table 2: Residential Density Classification. In particular, Appendix “A”, Residential Density Classifications, of the Central Oshawa Protected Major Transit Station Area, which provides additional refinement of the locational criteria to be used as a guide in evaluating the appropriateness of the location of residential densities, shall be used for this purpose when reviewing proposals featuring residential development. This appendix partitions the Central Oshawa Protected Major Transit Station Area into five types of locational area classifications, each with its own residential range, which are subject to a degree of overlap:

<b>Appendix “A” Classification</b>	<b>Net Residential Density (Units per Hectare)</b>
Area “A”	30 to 85 (12 to 34 u/ac.)
Area “B”	60 to 300 (24 to 121 u/ac.)
Area “C”	300 to 500 (121 to 202 u/ac.)
Area “D”	300 to 700 (121 to 283 u/ac.)
Area “E”	300 to 1000 (121 to 404 u/ac.)

## Appendix “A”, Residential Density Classifications, of the Central Oshawa Protected Major Transit Station Area



4. Amending Policy 2.16.1.8 to replace the number “150” with the number “175”.

### Part III: Section “B” of the Actual Amendment (NO PROVINCIAL APPROVAL)

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,".
- 5. 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. The City may update the policies of this Plan in the future to provide guidance with respect to inclusionary zoning.

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.”

6. 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 2.16.1.8.

In addition, proposals for residential development, whether standalone or in a mixed-use format, shall be subject to review in accordance with the relevant residential density classification policies contained in Section 2.3.2 of this Plan, including the density classification criteria within Table 2: Residential Density Classification.

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, self-storage facilities, 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, and where not feasible, implement appropriate low impact development strategies that limit impervious surfaces;
- (e) From an environmental perspective, reflect key principles, including adaptability over time, climate change resiliency (including adaptive reuse and storage of stormwater management techniques), respect for, and integration with, natural features and functions, and long-term sustainability;
- (f) Be pedestrian-oriented as a primary design focus and accessible to all ages and abilities;
- (g) Require buildings to frame streets, with street-facing main pedestrian entrances;
- (h) Limit the number of vehicular access points from adjacent roadways, with preference given to access points for active transportation modes;
- (i) Support the use of rear lanes to serve loading, servicing and vehicular parking access requirements; and,
- (j) 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.
  - (d) The approach to urban design and built form within the Durham Region Transit Oriented Development Strategy prepared by Urban Strategies Inc. for the Region of Durham.
- 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 Policies 2.1.8.1 and 2.16.1.8, 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 Policies 2.1.8.1 and 2.16.1.8, 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 Policies 2.1.8.1 and 2.16.1.8, 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."
7. Amending Policy 2.2.2.1 to remove the text "(including the Central Oshawa Transportation Hub)".
  8. 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.
  9. 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.
  10. Deleting the text associated with the policies under Section 2.2.10.9 and Policy 2.2.10.12 in their entirety, and replacing it with the text "[deleted]" in each instance, given that pursuant to Items 5 and 6 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.
  11. 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.
  12. 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.

13. 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.
14. 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.
15. 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.

The Central Oshawa Protected Major Transit Station Area will be a transit-oriented community which will be served by the future planned GO East Extension to Bowmanville and centered by the future planned Central Oshawa Station at 500 Howard Street.

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.

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 2.16.1.8 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.

- (d) Integrating innovative low-impact development strategies into the design of landscaping and built form (where technically feasible) to mitigate the impacts of stormwater run-off within the Central Oshawa Protected Major Transit Station Area. These strategies should include opportunities for infiltration, on-site retention, and adaptive re-use within the urban environment, all aimed at reducing stormwater runoff and mitigating downstream erosion impacts.

2.16.1.7 Pursuant to Policy 2.16.1.6, any development of lands generally located west of Centre Street South, south of John Street West, north of Mill Street, and east of the Oshawa Creek watercourse may require appropriate studies, such as engineering and environmental impact studies, identified by the City in consultation with the Central Lake Ontario Conservation Authority, to be undertaken to the satisfaction of both entities. The studies will be required to address any potential environmental impacts on the flood damage center of the Oshawa Creek/Goodman Creek watershed. The final development limits will require the studies to conclusively delineate the hazard, and demonstrate no new hazards are created, or existing hazards are impacted. Any mitigation practices will be required to be undertaken concurrently with or prior to the issuance of applicable permits.

2.16.1.8 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 150 people and jobs per hectare, inclusive of a minimum of 25 jobs per hectare.

2.16.1.9 The Central Oshawa Protected Major Transit Station Area shall be developed to satisfy Policy 2.16.1.8 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; and,
- The Durham Region Transit Oriented Development Strategy prepared by Urban Strategies Inc. for the Region of Durham.

## **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.).”
16. Amending Policies 3.2.19(e) and 6.4.5 to replace the words “Transportation Hubs” with the words “Protected Major Transit Station Areas”.
17. Amending Policy 3.3.1 to replace the words “Transportation Hubs” with the words “Protected Major Transit Station Areas”.
18. 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 (a2) and in the final paragraph;
  - Delete sentence (b2)(ii); 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”.
19. 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”.
20. Amending Policy 8.6.3.1 to replace the words “and contain part of the planned Windfields Transportation Hub” with a comma.

21. 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.”.
22. 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.”.
23. 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.

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.”.

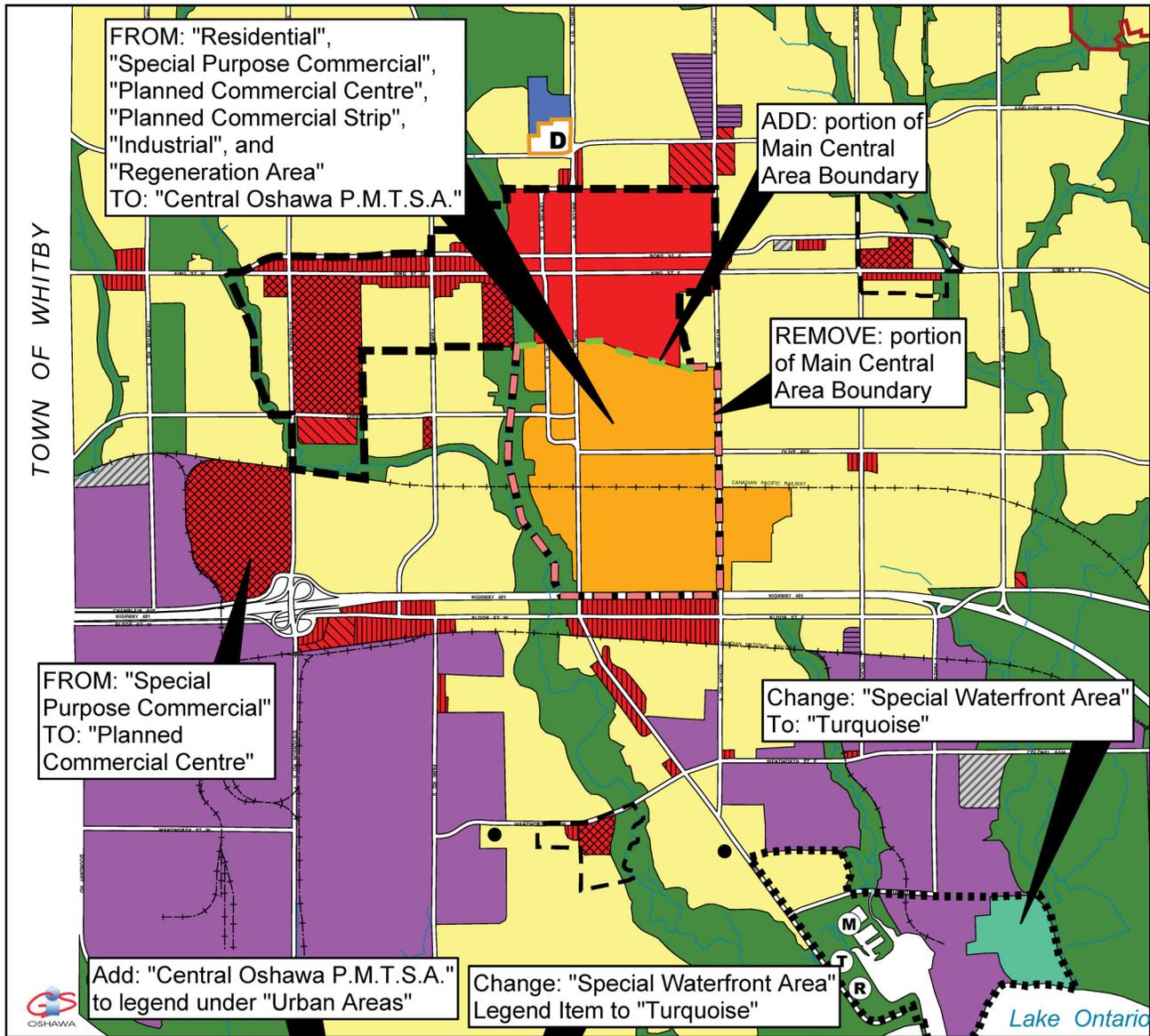
#### **Part IV: Implementation**

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 V: 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

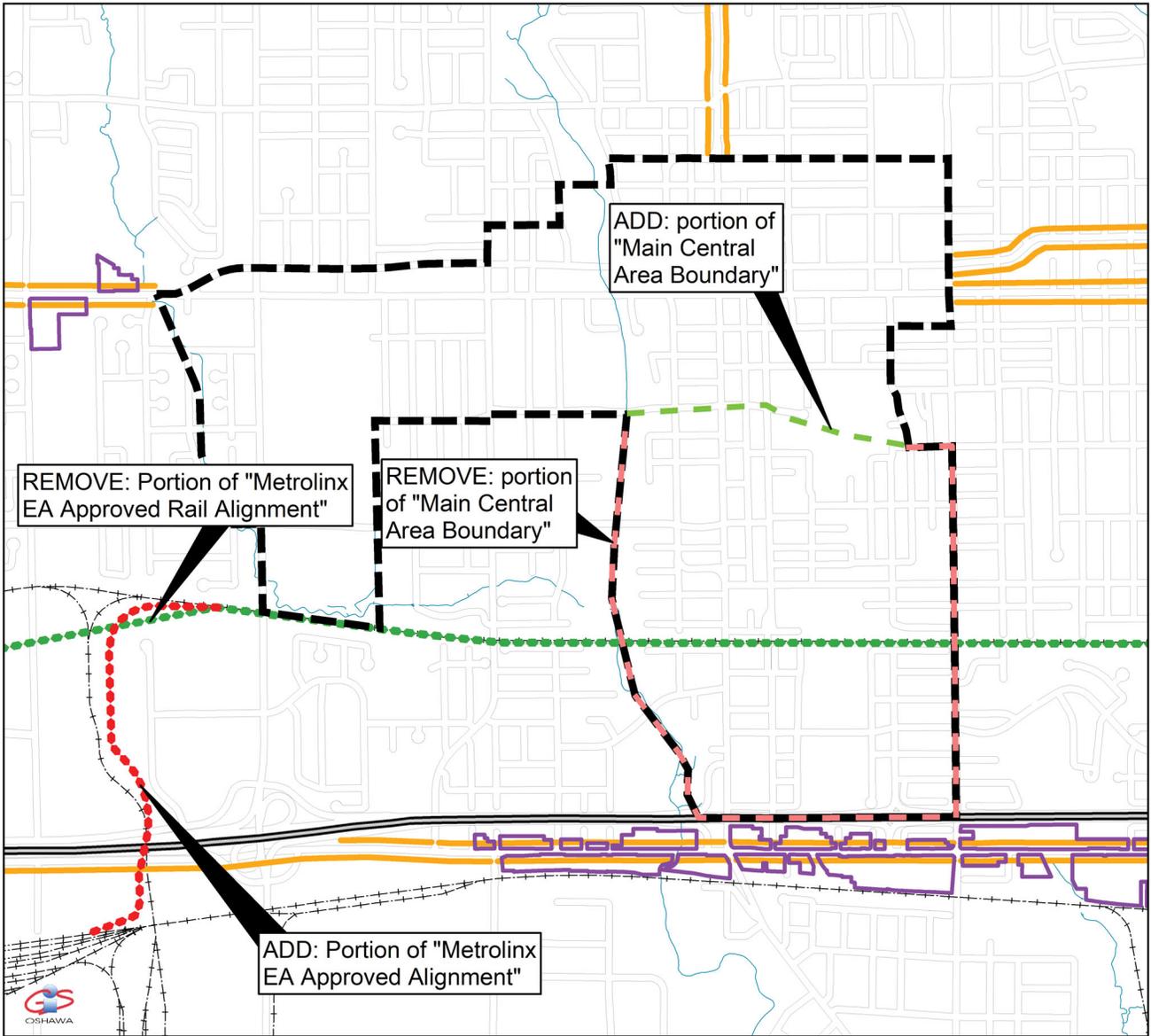
0 125 250 500 750 Meters

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

0 125 250 500 750 Meters

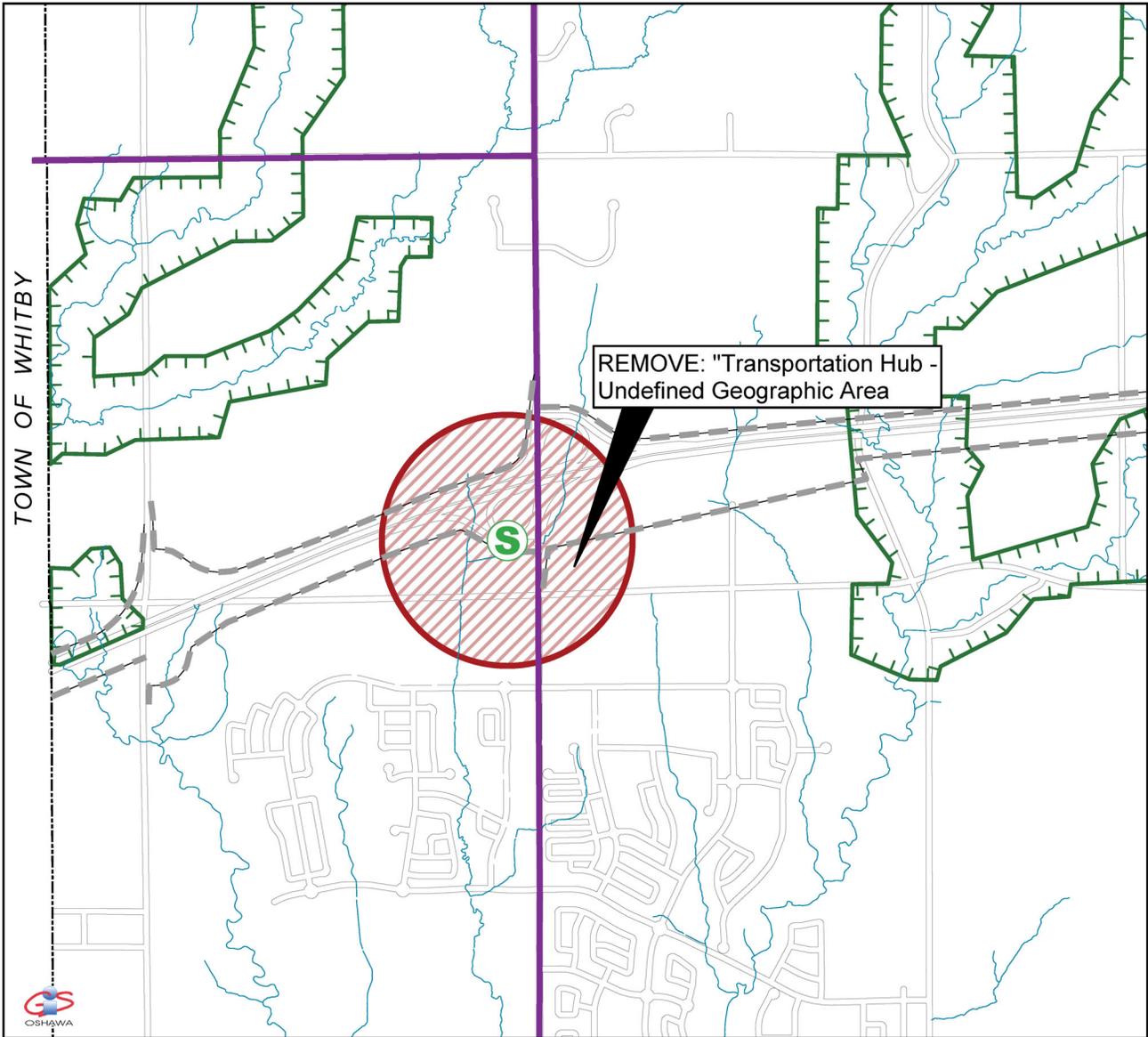
Economic and Development Services

**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

0 125 250 500 750 Meters

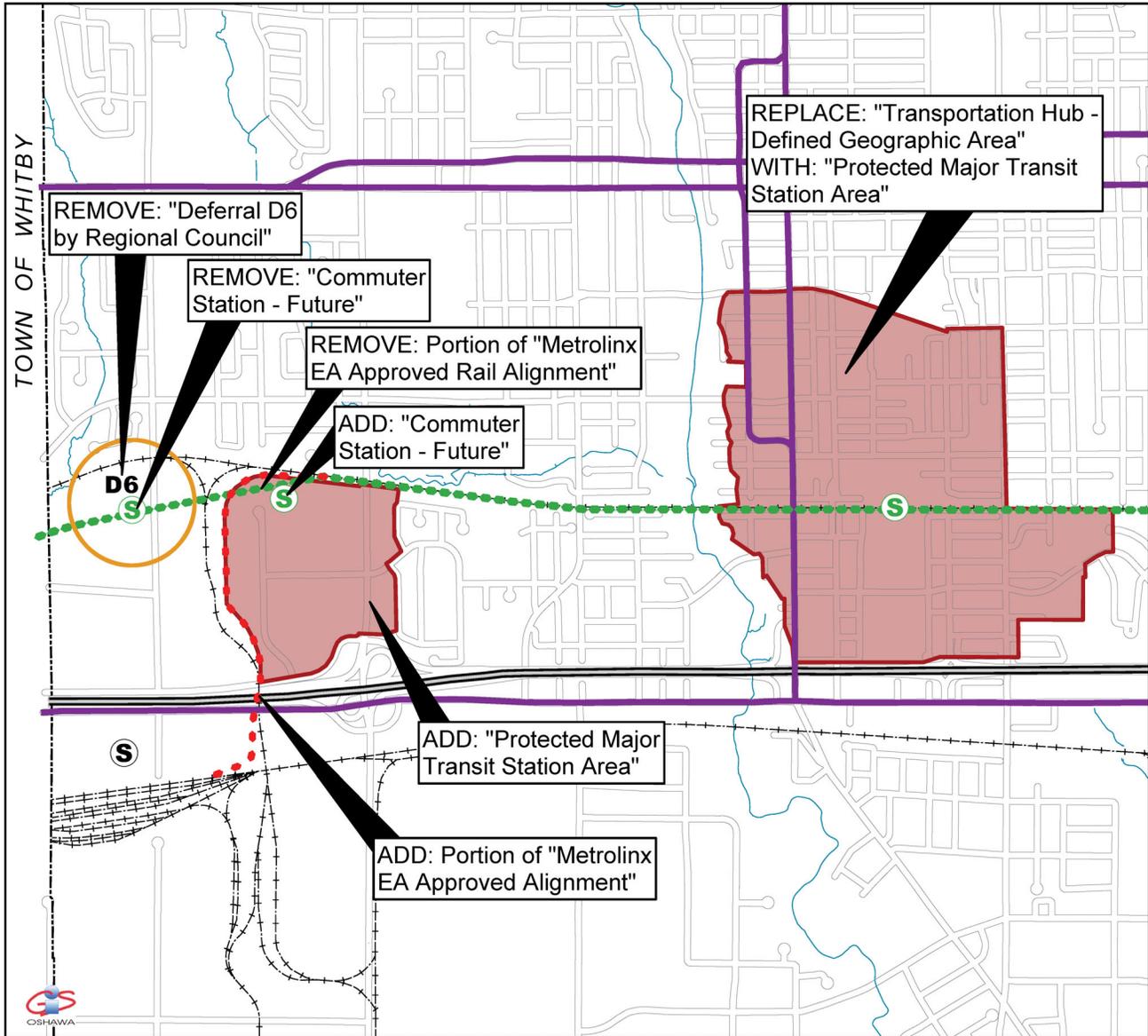
Economic and Development Services

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

**Legend**

-  Regional Transit Spine
-  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”, “C5”, and “E1”)

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 street townhouse building
- (c) Back-to-back street 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) Day care centre
- (c) 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 for which they were used on that date
- (d) Flat
- (e) Personal service establishment

- (f) Place of worship
- (g) Professional office, other than a Clinic
- (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) Cinema
- (i) Club
- (j) Commercial recreation establishment
- (k) Convention centre
- (l) Craft Brewery
- (m) Crisis care residence
- (n) Cultural centre
- (o) Day care centre
- (p) 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 for which they were used on that date
- (q) Financial institution
- (r) Flat
- (s) Funeral home
- (t) Hospital
- (u) Hotel
- (v) Lodging house
- (w) Long Term Care Facility
- (x) Merchandise service shop
- (y) Museum
- (z) Nursing home
- (aa) Office
- (bb) Park
- (cc) Personal service establishment
- (dd) Place of amusement
- (ee) Place of worship
- (ff) Printing establishment
- (gg) Restaurant
- (hh) Retail store
- (ii) Retirement home
- (jj) School
- (kk) Studio
- (ll) Tavern
- (mm) Television or radio broadcasting station or studio

- (nn) Theatre
- (oo) 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**

Zones	CO-B	CO-C
Minimum Height (m)	9 <sup>1</sup>	12 <sup>1</sup>
Maximum Height (m) (Subject to any Oshawa Airport Zoning Regulations)	40 <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 234 to come into effect prior to these height minimum and maximums coming into full force and effect. Until Official Plan Amendment 234 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 [insert one day prior to the date of passing of By-law \_\_\_\_\_].

<sup>2</sup> Requires Official Plan Amendments 233 and 234 to come into effect prior to these density maximums coming into full force and effect. Until Official Plan Amendments 233 and 234 come into effect, the maximum density shall be regulated by the zoning in place for areas zoned CO-B or CO-C as of [insert one day prior to the date of passing of By-law \_\_\_\_\_], 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 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)		15 <sup>1</sup>	36 <sup>1</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 Gross Floor Area of Non-residential Uses for Buildings with Lot Frontage on First Avenue or Simcoe Street South (%)		20% of the Gross Floor Area of the Ground Floor	25% of the Gross Floor Area of the Ground Floor
Minimum Front Yard and Exterior Side Yard Depth (m)	For first 15.5m or part thereof in height	0	
	For any portion of building greater than 15.5m in height	1.5	
Maximum Front Yard and Exterior Side Yard Depth (m)	For first 15.5m or part thereof in height	3	
	For any portion of building greater than 15.5m in height	6	
Minimum Interior Side Yard and Rear Yard Depth (m)	For first 15.5m or part thereof in height	0	
	For any portion of building between 15.5m and 25m in height	3	
	For any portion of building greater than 25m in height	10	

<sup>1</sup> Requires Official Plan Amendment 234 to come into effect prior to these height minimum and maximums coming into full force and effect.

Until Official Plan Amendment 234 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 [insert one day prior to the date of passing of By-law \_\_\_\_\_].

<sup>2</sup> Requires Official Plan Amendments 233 and 234 to come into effect prior to these density maximums coming into full force and effect. Until Official Plan Amendment 233 and 234 come into effect, the maximum density shall be regulated by the zoning in place for areas zoned CO-D or CO-E as of [insert one day prior to the date of passing of By-law \_\_\_\_\_], or, where there is no such zoning regulation related to maximum density, pursuant to Table 2 in the Oshawa Official Plan.

- 38(C).2.6 Notwithstanding Table 38(C).2, where a lot in a CO-D or CO-E Zone abuts First Avenue and/or Simcoe Street South, 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).2.7 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 Paragraph (c) of Article 38(C).1.3 or Paragraph (p) of Article 38(C).1.4, except in compliance with the regulations as set out in this Article.
- 38(C).2.7(1) Pursuant to Article 38(C).2.7, 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 as of [insert one day prior to the date of passing of By-law \_\_\_\_\_].
- 38(C).2.7(2) Pursuant to Article 38(C).2.7, 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 duplexes, semi-detached buildings or semi-detached dwellings, the regulations as set out in Table 10.2A of this By-law.
  - (c) For street townhouse buildings or street townhouse dwellings, the R3-A Zone regulations as set out in Table 8.2 of this By-law.
  - (d) For back-to-back street townhouse buildings or back-to-back street townhouse dwellings, the R3-B Zone regulations as set out in Table 8.2 of this By-law.

- (e) For block townhouses, the regulations as set out in Table 9.2 of this By-law.
- (f) For lodging houses, the regulations as set out in Table 12.2 of this By-law.
- (g) For correctional group homes, the regulations as set out in Article 13.2.1 of this By-law.
- (h) For group homes, the regulations as set out in Subsection 5.2 of this By-law.

38(C).2.7(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 Article 38(C).2.7.

38(C).2.7(4) The maximum floor area for buildings accessory to existing residential uses subject to Article 38(C).2.7 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, or the actual height of the main building on the lot, whichever is lesser.

### **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) Club, excluding a nightclub
- (d) Daycare centre
- (e) Place of worship
- (f) School

#### **38(C).3.3 CO-A(2) Zone (300 Centre Street South)**

38(C).3.3(1) In addition to any CO-A use, in the CO-A(2) 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).3.4 **CO-B(1) Zone (Lands generally located west of Ritson Road South between Jackson Avenue and McNaughton Avenue, and lands generally located east of Ritson Road South, between Jackson Avenue and the Canadian Pacific Kansas City mainline rail corridor)**

38(C).3.4(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).3.5 **CO-B(2) Zone (75 John Street West and 130 Centre Street South)**

38(C).3.5(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).3.6 **CO-B(3) Zone (0 McKim Street, 0 James Street, McKim Street/Eulalie Avenue Unopened Right of Way, Part of 135 Bruce Street)**

38(C).3.6(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) Back-to-back street townhouse building
- (b) Back-to-back street townhouse dwelling
- (c) Block townhouse
- (d) Street townhouse building
- (e) Street townhouse dwelling

38(C).3.6(2) Notwithstanding any provisions of this By-law to the contrary, in any CO-B(3) Zone as shown on Schedule "A" to this By-law, the following regulations shall apply:

- (a) The minimum front yard depth shall be 4.5m; and
- (b) The minimum lot area shall be 240 m<sup>2</sup>.

38(C).3.7 **CO-B(4) Zone (157 Centre Street South, 43 John Street West)**

38(C).3.7(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).3.8 **CO-B(5) Zone (300, 320, 326, 334 Ritson Road South, 228, 232, 236, 238, 242, 250 and 252 Olive Avenue)**

38(C).3.8(1) In addition to any CO-B use, in the CO-B(5) Zone, as shown on Schedule "A" to this By-law, the following uses are permitted:

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

38(C).3.8(2) In addition to any CO-B use, in the CO-B(5) Zone, as shown on Schedule "A" to this By-law, block townhouse and back-to-back street townhouse are permitted uses within the area of the CO-B(5) Zone north of Banting Avenue and west of Clarke Street.

38(C).3.7(3) 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, there is no restriction on the amount of non-residential gross floor area.

38(C).3.9 **CO-B(6) Zone (464, 470, 0 Ritson Road South)**

38(C).3.9(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).3.10 CO-B(7) Zone (55 McGrigor Street)**

38(C).3.10(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).3.11 CO-B(8) Zone (480, 484, 490, 506 Ritson Road South)**

38(C).3.11(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).3.11(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 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);
- (b) 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);
- (c) 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;
- (d) The minimum rear yard depth shall be 11.9m;
- (e) The minimum width of a parking space flanking a solid wall shall be 2.8m; and,
- (f) A minimum 2.6m wide landscaped open space strip shall be provided abutting the rear lot line.

**38(C).3.12 CO-C(1) Zone (64 Albany Street and 426 Front Street)**

38(C).3.12(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) All lands in the CO-C(1) Zone shall be consolidated into a single lot.

38(C).3.12(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).3.12(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 1.0m from the Front Street streetline and the same parking space is permitted to be located partially in the front yard.

38(C).3.13 **CO-C(2) Zone (152 Albert Street)**

38(C).3.13(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).3.14 **CO-C(3) Zone (597 Albert Street)**

38(C).3.14(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).3.15 **CO-C(4) Zone (168 Banting Street)**

38(C).3.15(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).3.16 **CO-C(5) Zone (300 Court Street)**

38(C).3.16(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).3.17 CO-C(6) Zone (63 Albany Street)**

38(C).3.17(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:

- (a) A maximum residential density of 527 units per hectare shall be permitted.
- (b) The maximum building height shall be 70m.
- (c) The minimum building height shall be 9m.
- (d) A minimum front yard depth of 3m shall be provided.
- (e) A minimum rear yard depth of 3m shall be provided.

38(C).3.17(2) In addition to any CO-C use, in the CO-C(6) Zone, as shown on Schedule "A" to this By-law, block townhouse is a permitted use.

**38(C).3.18 CO-D(1) Zone (357 Simcoe Street South)**

38(C).3.18(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).3.18(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).3.18(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 minimum aisle width of 6.0m shall be provided for parking spaces perpendicular to the street line in the front yard.
- (c) 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.
- (d) The maximum gross floor area for the youth outreach centre shall be 960m<sup>2</sup>.

38(C).3.19 **CO-D(2) Zone (505 Simcoe Street South)**

38(C).3.19(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).3.19(2) Notwithstanding Subsection 4.10 and Sentence 38(C).3.19(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).3.19(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).3.20 **CO-D(3) Zone (373 Simcoe Street South, 348 Albert Street, 33 Olive Avenue)**

38(C).3.20(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).3.21 **CO-D(4) Zone (33 McGrigor Street and 240 Simcoe Street South)**

38(C).3.21(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).3.22 CO-E(1) Zone (14, 18, 30, 34, 38, 42 Lviv Boulevard)**

38(C).3.22(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

**38(C).3.23 CO-E(2) Zone (144 First Avenue)**

38(C).3.23(1) Notwithstanding any other provision of this By-law to the contrary, in any CO-E(2) Zone, as shown on Schedule "A" to this By-law, the minimum ground floor height shall be 4.5m.

38(C).3.23(2) Notwithstanding any other provision of this By-law to the contrary, in any CO-E(2) Zone, as shown on Schedule "A" to this By-law, the minimum separation distance between buildings for the portion of buildings above 11 storeys in height shall be 25m.

38(C).3.23(3) Notwithstanding any other provision of this By-law to the contrary, in any CO-E(2) Zone, as shown on Schedule "A" to this By-law, no driveway access may be permitted onto First Avenue.

38(C).3.23(4) Notwithstanding Article 4.5.2 of this By-law to the contrary, in any CO-E(2) Zone, as shown on Schedule "A" to this By-law, a building is permitted to project into a corner sight triangle provided the projection is a minimum 4m above the ground level.

38(C).3.23(5) Notwithstanding any other provision of this By-law to the contrary, a balcony shall not project greater than 1.75m from an exterior building wall into any yard.

**38(C).3.24 CO-E(3) Zone (155 First Avenue)**

38(C).3.24(1) Notwithstanding any other provision of this By-law to the contrary, in any CO-E(3) Zone, as shown on Schedule "A" to this By-law, the minimum ground floor height shall be 4.5 m.

38(C).3.24(2) Notwithstanding any other provision of this By-law to the contrary, in any CO-E(3) Zone, as shown on Schedule "A" to this By-law, no driveway access may be permitted onto First Avenue.

38(C).3.24(3) Notwithstanding Article 4.5.2 of this By-law to the contrary, in any CO-E(3) Zone, as shown on Schedule "A" to this By-law, a building is permitted to project into a corner sight triangle provided the projection is a minimum 4m above the ground level.

38(C).3.24(4) Notwithstanding any other provision of this By-law to the contrary, a balcony shall not project greater than 1.75m from an exterior building wall into any yard.



applicable to the site specific Special Conditions for CO Zones under Section 38(C).3 of this By-law, shall not come into force in accordance with the provisions of the Planning Act until Amendments 233 and 234 to the Oshawa Official Plan are both finally approved.

4. The regulations pertaining to minimum height and maximum height applicable to the CO Zones in Tables 38(C).1 and 38(C).2 of Articles 38(C).2.4 and 38(C).2.5 of this By-law, and applicable to the site specific Special Conditions for CO Zones under Section 38(C).3 of this By-law, shall not come into force in accordance with the provisions of the Planning Act until Amendment 234 to the Oshawa Official Plan is finally approved.
5. 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.
6. 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 Maps B1 and B2 attached hereto as Schedule “B”, and for the lands shown as various new site specific zones with Special Conditions 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” “h-103”;
2. From R2/R6-B/OC-B to CO-B “h-97” “h-103”, in part;
3. From R2/R3-A/R6-B/R7-A, in part to CO-B “h-97” “h-103”, in part;
4. From R2/R3-A/R6-B/R7-A, in part to CO-A “h-97” “h-103”;
5. From R2/R3-A/R6-B/R7-A, in part to CO-A “h-97” “h-103” “h-105”;

**Block 2**

6. From R2/R3-A/R6-B/R7-A to CO-A “h-97” “h-103” “h-105”;

**Block 3**

7. From R2/R3-A/R6-B/R7-A, in part to CO-A “h-97” “h-103”;
8. From R2/R3-A/R6-B/R7-A, in part to CO-A “h-97” “h-103” “h-105”;
9. From R2/R3-A/R6-B/R7-A, in part to CO-B “h-97” “h-103”, in part;
10. From R2/R6-B/OC-B to CO-B “h-97” “h-103”, in part;

**Block 4**

11. From R2/R3-A/R6-B/R7-A, in part to CO-A “h-97” “h-103” “h-105”;
12. From R2/R3-A/R6-B/R7-A, in part to CO-B “h-97” “h-103”;

**Block 5**

13. From R5-A/R7-A, in part to CO-A “h-97” “h-103”;
14. From R5-A/R7-A, in part to CO-A “h-97” “h-103” “h-105”;
15. From R5-A/R7-A, in part to CO-B “h-97” “h-103”;

**Block 6**

16. From R5-A/R7-A, in part to CO-A “h-97” “h-103”;
17. From R5-A/R7-A, in part to CO-A “h-97” “h-103” “h-105”;

18. From R5-A/R7-A, in part to CO-B “h-97” “h-103”;

**Block 7**

19. From R6-B to CO-A “h-97” “h-103” “h-105”;

20. From R6-B/CIN(1) to CO-A(2) “h-97” “h-103” “h-105”;

**Block 8**

21. From R3-A/R5-B/R7-A, in part to CO-A “h-97” “h-103”;

22. From R3-A/R5-B/R7-A, in part to CO-A “h-97” “h-103” “h-105”;

**Block 9**

23. From R3-A/R5-B/R7-A, in part to CO-A “h-97” “h-103”;

24. From R3-A/R5-B/R7-A, in part to CO-A “h-97” “h-103” “h-105”;

**Block 10**

25. From R3-A/R5-B/R7-A, in part to CO-A “h-97” “h-103”;

26. From R3-A/R5-B/R7-A, in part to CO-A “h-97” “h-103” “h-105”;

**Block 11**

27. From R3-A/R5-B/R7-A, in part to CO-A “h-97” “h-103”;

28. From R3-A/R5-B/R7-A, in part to CO-A “h-97” “h-103” “h-105”;

29. From R3-A/R5-B/R7-A, in part to CO-B “h-97” “h-103”;

30. From R3-A/R5-B/R7-A, in part to CO-B “h-97” “h-103” “h-105”;

**Block 12**

31. From CIN to CO-B(4) “h-97” “h-103”, in part;

32. From SO-B/CIN to CO-B(4) “h-97” “h-103”, in part;

33. From R6-D to CO-B “h-97” “h-103”;

34. From R6-B/SO-B to CO-D “h-97” “h-103”, in part;

35. From R6-B/OC-B to CO-D “h-97” “h-103”, in part;

36. From PSC-A to CO-D “h-97” “h-103”, in part;

**Block 13**

37. From R2/R3-A/R6-B/R7-A, in part to CO-B “h-97” “h-103”, in part;

38. From R2/R3-A/R6-B/R7-A, in part to CO-D “h-97” “h-103”, in part;

39. From R2/R3-A/R6-B/R7-A/CIN(6), in part to CO-B “h-97” “h-103”, in part;

40. From R2/R3-A/R6-B/R7-A/CIN(6), in part to CO-D “h-97” “h-103”, in part;

41. From PSC-A to CO-D “h-97” “h-103”, in part;

**Block 14**

42. From R6-C to CO-B(7) “h-97” “h-103”;

43. From R6-C/CIN to CO-D(4) “h-97” “h-103”, in part;

44. From R1-C/CIN to CO-D(4) “h-97” “h-103”, in part;

**Block 15**

45. From R5-B/R7-A, in part to CO-B “h-97” “h-103”;

46. From R5-B/R7-A, in part to CO-C “h-97” “h-103”;

47. From PSC-A to CO-D “h-97” “h-103”;

**Block 16**

48. From R3-A/R5-B/R7-A, in part to CO-B “h-97” “h-103”;

49. From R3-A/R5-B/R7-A, in part to CO-C “h-97” “h-103”;

- 50. From R3-A/R5-B/R7-A, in part to CO-D “h-97” “h-103”, in part;
- 51. From SO-B to CO-D “h-97” “h-103”, in part;

**Block 17**

- 52. From R3-A/R5-B/R7-A, in part to CO-B “h-97” “h-103”;
- 53. From R3-A/R5-B/R7-A, in part to CO-D “h-97” “h-103”;

**Block 18**

- 54. From R3-A/R5-B/R7-A, in part to CO-B “h-97” “h-103”;
- 55. From R3-A/R5-B/R7-A, in part to CO-D “h-97” “h-103”, in part;
- 56. From PSC-A to CO-D “h-97” “h-103”, in part;

**Block 19**

- 57. From R3-A/R5-B/R7-A to CO-B “h-97” “h-103”;
- 58. From PSC-A to CO-D “h-97” “h-103”;

**Block 20**

- 59. From R3-A/R5-B/R7-A, in part to CO-A “h-97” “h-103” “h-105”;
- 60. From R3-A/R5-B/R7-A, in part to CO-C “h-97” “h-103”;
- 61. From R3-A/R5-B/R7-A, in part to CO-D “h-97” “h-103”, in part;
- 62. From PSC-A to CO-D “h-97” “h-103”, in part;

**Block 21**

- 63. From R3-A/R5-B/R7-A, in part to CO-C “h-97” “h-103”;
- 64. From R3-A/R5-B/R7-A, in part to CO-D “h-97” “h-103”, in part;
- 65. From R3-A/R5-B/R7-A, in part to CO-D “h-96” “h-97” “h-103”, in part;
- 66. From PSC-A, in part to CO-D “h-97” “h-103”, in part;
- 67. From PSC-A, in part to CO-D “h-96” “h-97” “h-103”, in part;

**Block 22**

- 68. From OSH(3) to OSH “h-96”;

**Block 23**

- 69. From PSC-A, in part to CO-B “h-97” “h-103” “h-105”;
- 70. From PSC-A, in part to CO-B “h-97” “h-103”;

**Block 24**

- 71. From R2/R3-A/R5-C/R6-B/R7-A to CO-D “h-97” “h-103”, in part;
- 72. From PSC-A to CO-D “h-97” “h-103”, in part;

**Block 25**

- 73. From PSC-A to CO-D “h-97” “h-103”, in part;
- 74. From PSC-A/R8 to CO-D “h-97” “h-103”, in part;
- 75. From R2/R3-A/R5-C/R6-B/R7-A to CO-D “h-97” “h-103”, in part;

**Block 26**

- 76. From PSC-A to CO-D “h-97” “h-103”, in part;
- 77. From R2/R3-A/R5-C/R6-B/R7-A to CO-D “h-97” “h-103”, in part;

**Block 27**

- 78. From PSC-A to CO-D “h-97” “h-103”, in part;
- 79. From R2/R3-A/R5-C/R6-B/R7-A to CO-D “h-97” “h-103”, in part;

**Block 28**

- 80. From PSC-A to CO-D "h-97" "h-103", in part;
- 81. From R2/R3-A/R5-C/R6-B/R7-A to CO-D "h-97" "h-103", in part;

**Block 29**

- 82. From PSC-A to CO-D "h-97" "h-103", in part;
- 83. From R5-B/R7-A to CO-D "h-97" "h-103", in part;
- 84. From R2/CIN/R6-B(12) to CO-D(1) "h-97" "h-103";
- 85. From R2/CIN to CO-D(3) "h-97" "h-103";
- 86. From R2/R3-A/R6-B/R7-A, in part to CO-D "h-97" "h-103", in part;
- 87. From R2/R3-A/R6-B/R7-A, in part to CO-C "h-97" "h-103";

**Block 30**

- 88. From PSC-A to CO-D "h-97" "h-103", in part;
- 89. From PSC-A/SSC-B to CO-D "h-97" "h-103", in part;
- 90. From R2/R3-A/R6-B/R7-A to CO-C "h-97" "h-105";

**Block 31**

- 91. From PSC-A to CO-D "h-97" "h-103", in part;
- 92. From R2/R3-A/R6-B/R7-A, in part to CO-C "h-97" "h-103", in part;
- 93. From R6-C to CO-C "h-97" "h-103", in part;
- 94. From R2/R3-A/R6-B/R7-A, in part to CO-D "h-97" "h-103", in part;

**Block 32**

- 95. From PSC-A to CO-D "h-96" "h-97" "h-103";
- 96. From R2/R3-A/R6-B/R7-A to CO-D "h-96" "h-97" "h-103";
- 97. From OSP to OSP "h-96";
- 98. From R6-B(1) to CO-D(2) "h-96" "h-97" "h-103";

**Block 33**

- 99. From PCC-C to CO-E "h-96" "h-97" "h-103";
- 100. From R2/CIN to CO-E(1) "h-97" "h-103";
- 101. From PSC-A to OSP;

**Block 34**

- 102. From R2/R3-A/R5-C/R6-B/R7-A to CO-C "h-97" "h-103";
- 103. From R6-B/CIN to CO-C(2) "h-97" "h-103";

**Block 35**

- 104. From R2/R3-A/R5-C/R6-B/R7-A to CO-C "h-97" "h-103";

**Block 36**

- 105. From R2/R3-A/R5-C/R6-B/R7-A to CO-C "h-97" "h-103", in part;
- 106. From R2/R3-A/R6-B/CC-A to CO-C "h-97" "h-103", in part;

**Block 37**

- 107. From R2/R3-A/R5-C/R6-B/R7-A to CO-B "h-97" "h-103", in part;
- 108. From FD, in part to CO-B "h-97" "h-103", in part;
- 109. From FD, in part to CO-B(3) "h-97" "h-103";
- 110. From FD, in part to CO-C "h-97" "h-103";
- 111. From FD, in part to OSP;

112. From R2, in part to CO-B “h-97” “h-103”, in part;
113. From R1-E Y4.5 L260 “h-5” to CO-B(3) “h-5” “h-97” “h-103”;
114. From R1-E Y4.5 L240 “h-9” to CO-B(3) “h-9” “h-97” “h-103”;
115. From R2, in part to CO-A “h-97” “h-103”;

#### **Block 38**

116. From R2/R3-A/R5-C/R6-B/R7-A, in part to CO-B “h-97” “h-103”, in part;
117. From R2/R3-A/R5-C/R6-B/R7-A, in part to OSP, in part;
118. From R6-C, in part to CO-B “h-97” “h-103”, in part;
119. From R6-C, in part to OSP, in part;
120. From R3-A/R5-B, in part to CO-B “h-97” “h-103”, in part;
121. From R3-A/R5-B, in part to OSP, in part;
122. From R2, in part to OSP, in part;
123. From R2, in part to CO-B “h-97” “h-103”, in part;

#### **Block 39**

124. From R3-A/R5-B/R7-A, in part to CO-C “h-97” “h-103”;
125. From R3-A/R5-B/R7-A, in part to OSP, in part;
126. From R3-A/R5-B, in part to OSP, in part;
127. From R3-A/R5-B, in part to CO-B “h-97” “h-103”;

#### **Block 40**

128. From R3-A/R5-B/R7-A, in part to CO-C “h-97” “h-103”;
129. From R3-A/R5-B/R7-A, in part to OSP, in part;
130. From R5-B/CIN, in part to CO-C(5) “h-97” “h-103”;
131. From R5-B/CIN, in part to OSP, in part;

#### **Block 41**

132. From R3-A/R5-B/R7-A, in part to CO-C “h-97” “h-103”;
133. From R3-A/R5-B/R7-A, in part to OSP;

#### **Block 42**

134. From R2/R3-A/R6-B/R7-A, in part to CO-C “h-97” “h-103”, in part;
135. From R2/R3-A/R6-B/R7-A, in part to OSP, in part;
136. From R2/R3-A to CO-C “h-97” “h-103”, in part;
137. From R1-D, in part to CO-C “h-97” “h-103”, in part;
138. From R1-D/CC-B to CO-C “h-97” “h-103”, in part;
139. From R1-D, in part to OSP;

#### **Block 43**

140. From R2 to CO-C “h-97” “h-103”;
141. From R6-D(5) “h-82” to CO-C(1) “h-82” “h-97” “h-103”;

#### **Block 44**

142. From R6-D(4) “h-7” to CO-C(6).F5.5 “h-7” “h-97” “h-103”;
143. From R2, in part to CO-C “h-97” “h-103”;
144. From R2, in part to CO-C “h-96” “h-97” “h-103”, in part;

#### **Block 45**

145. From R2 to CO-C “h-96” “h-97” “h-103”;

**Block 46**

146. From R2 to CO-C “h-97” “h-103”;

**Block 47**

147. From R2 to CO-C “h-97” “h-103”;

148. From R2/CIN to CO-C(3) “h-97” “h-103”;

**Block 48**

149. From R2, in part to CO-B “h-97” “h-103”;

150. From R2, in part to CO-A “h-97” “h-103”;

151. From R2, in part to CO-C “h-97” “h-103”;

152. From R2/CIN to CO-C(4) “h-97” “h-103”;

**Block 49**

153. From R2 to CO-C “h-97” “h-103”;

**Block 50**

154. From R2 to CO-C “h-97” “h-103”, in part;

155. From R2/R3-A to CO-C “h-97” “h-103”, in part;

**Block 51**

156. From PCC-B(2), in part to CO-E “h-96” “h-97” “h-103”, in part;

157. From PCC-B(2), in part to OSP “h-96”, in part;

158. From GI, in part to CO-E(2) “h-96” “h-97” “h-103”, in part;

159. From GI, in part to OSP “h-96”, in part;

**Block 52**

160. From GI(1) “h-51” to CO-E(3) “h-51” “h-96” “h-97” “h-103”;

161. From GI, in part to OSP “h-96”;

162. From GI, in part to CO-E “h-97” “h-103”;

**Block 53**

163. From R2, in part to CO-B “h-97” “h-103”;

164. From R2, in part to CO-A “h-97” “h-103”;

**Block 54**

165. From R2 to CO-A “h-97” “h-103”;

**Block 55**

166. From R5-A to CO-B “h-97” “h-103”;

**Block 56**

167. From R5-A, in part to CO-B “h-97” “h-103”;

168. From R5-A, in part to CO-B “h-96” “h-97” “h-103”;

**Block 57**

169. From R5-A to CO-B “h-96” “h-97” “h-103”;

**Block 58**

170. From R5-A, in part to CO-B “h-97” “h-103”;

171. From R5-A, in part to OSP;

**Block 59**

- 172. From R2 to CO-A "h-97" "h-103", in part;
- 173. From R2/R3-A to CO-A "h-97" "h-103", in part;

**Block 60**

- 174. From R2 to CO-A "h-97" "h-103", in part;
- 175. From R5-B to CO-A "h-97" "h-103", in part;

**Block 61**

- 176. From R2, in part to CO-A "h-97" "h-103";
- 177. From R2/CIN to CO-B(5) "h-97" "h-103", in part;
- 178. From R2, in part to CO-B(5) "h-97" "h-103", in part;

**Block 62**

- 179. From R1-D to CO-A "h-97" "h-103", in part;
- 180. From R1-D/CIN to CO-A(1) "h-97" "h-103";
- 181. From R5-B to CO-A "h-97" "h-103", in part;

**Block 63**

- 182. From R1-D to CO-A "h-97" "h-103";

**Block 64**

- 183. From R2/R3-A to CO-B "h-97" "h-103", in part;
- 184. From R5-A to CO-B "h-97" "h-103", in part;

**Block 65**

- 185. From R5-A to CO-B "h-97" "h-103";
- 186. From R5-A/CIN to CO-B(6) "h-97" "h-103";

**Block 66**

- 187. From R5-A, in part to CO-B "h-97" "h-103";
- 188. From PSC-A(20) "h-88", in part to CO-B(8) "h-88" "h-97" "h-103";
- 189. From R5-A, in part to CO-B "h-96" "h-97" "h-103";
- 190. From PSC-A(20) "h-88", in part to CO-B(8) "h-88" "h-96" "h-97" "h-103";

**Block 67**

- 191. From R5-A to CO-B "h-96" "h-97" "h-103";
- 192. From PSC-A to CO-B(1) "h-96" "h-97" "h-103";

**Block 68**

- 193. From R5-A to CO-B "h-97" "h-103", in part;
- 194. From PSC-A to CO-B(1) "h-97" "h-103";
- 195. From R5-B to CO-B "h-97" "h-103", in part;

**Block 69**

- 196. From PSC-A to CO-B(1) "h-97" "h-103";

**Block 70**

- 197. From R2 to CO-A "h-97" "h-103";

**Block 71**

- 198. From R2 to CO-A "h-97" "h-103";

**Block 72**

199. From SPC-A to CO-B(1) "h-97" "h-103";

**Block 73**

200. From SPC-A, in part to CO-B(1) "h-97" "h-103", in part;

201. From SPC-A, in part to CO-B(1) "h-96" "h-97" "h-103";

202. From R2(6) to CO-B(1) "h-97" "h-103", in part;

203. From R2(9) to CO-B(1) "h-97" "h-103", in part;

204. From R4-A/R6-B to CO-A "h-97" "h-103", in part;

205. From R2 to CO-A "h-97" "h-103", in part;

**Block 74**

206. From PSC-A to CO-B(1) "h-96" "h-97" "h-103";

**Block 75**

207. From PSC-A/SSC-A to CO-B(1) "h-96" "h-97" "h-103", in part;

208. From PSC-A, in part to CO-B(1) "h-96" "h-97" "h-103", in part;

209. From PSC-A, in part to CO-B(1) "h-97" "h-103", in part;

210. From PSC-A/SSC-C to CO-B(1) "h-97" "h-103", in part;

211. From R2 to CO-A "h-97" "h-103";

212. From R3-A/R4-A/R6-B to CO-C "h-97" "h-103";

**Block 76**

213. From PSC-A to CO-B(1) "h-97" "h-103";

**Block 77**

214. From PSC-A to CO-B(1) "h-97" "h-103";

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".

7. By-law 60-94, as amended, is further amended by deleting Paragraph (c) under the "Purpose" component of Sentence 3.5.2(5) in its entirety.
8. 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.
9. By-law 60-94, as amended, is further amended by deleting Paragraph (c) under the "Purpose" component of Sentence 3.5.2(9) in its entirety.
10. By-law 60-94, as amended, is further amended by deleting the text in Paragraph (a) under the "Purpose" component of Sentence 3.5.2(51) in its entirety and replacing it with the text "(a) Site plan approval is obtained from the City for 155 First Avenue."
11. By-law 60-94, as amended, is further amended by deleting Paragraphs (c) and (d) under the "Purpose" component of Sentence 3.5.2(51) in their 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".

12. 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) Appropriate arrangements shall be made to the satisfaction of the Commissioner, Economic and Development Services Department, for the conveyance to the City of Oshawa of any lands required for the future road widening recommended through the Environmental Assessment process undertaken pursuant to Paragraph (a) above.

Permitted Interim Uses:

- (a) All existing uses”

13. By-law 60-94, as amended, is further amended by adding a new Holding Symbol “h-105” that reads as follows:

**“3.5.2(105) h-105 Zone (Certain lands generally located west of Centre Street South, south of John Street West, north of Mill Street, and east of the Oshawa Creek watercourse)**

Purpose: To ensure that:

- (a) Appropriate studies, such as engineering and environmental impact studies that demonstrate feasible mitigation practices, as identified by the City in consultation with the Central Lake Ontario Conservation Authority, have been undertaken to the satisfaction of both entities. The studies will be required to address any potential environmental impacts on the flood damage center of the Oshawa Creek/Goodman Creek watershed. The final development limits will require the studies to conclusively delineate the hazard, and demonstrate no new hazards are created, or existing hazards are impacted. Any mitigation practices will be required to be undertaken concurrently with or prior to the issuance of applicable permits.

Permitted Interim Uses:

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

14. 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.
15. 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.
16. 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.
17. 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.
18. By-law 60-94, as amended, is further amended by deleting the text associated with Article 11.3.24 and replacing it with the text "R6-D(4) Zone [not in use]", and by deleting Sentences 11.3.24(1) through 11.3.24(3) in their entirety.
19. 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.
20. 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.
21. 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.
22. 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.
23. 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.
24. 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.
25. 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.
26. 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. (Schedules “D” and “E2”)**

27. By-law 60-94, as amended, is further amended by amending Article 17.1.1 to replace the text “below;” with the text “in this Subsection.”.
28. By-law 60-94, as amended, is further amended by deleting the entirety of the text listed as (a) through (ii) under Article 17.1.1.
29. By-law 60-94, as amended, is further amended by adding a new Article 17.1.2 that reads as follows:

“17.1.2 The following uses are permitted in any PCC-A, PCC-B, PCC-C, or PCC-D Zone:

- (a) Adult secondary school
- (b) Animal hospital
- (c) Apartment building
- (d) Art gallery
- (e) Automobile rental establishment
- (f) Automobile repair garage
- (g) Block townhouse
- (h) Brew your own operation
- (f) Cinema
- (g) Club
- (h) Commercial recreation establishment
- (i) Commercial school
- (j) Craft Brewery
- (k) Day care centre
- (l) Financial institution
- (m) Flat
- (n) Funeral home
- (o) Hotel
- (p) Long Term Care Facility
- (q) Merchandise service shop
- (r) Museum
- (s) Nursing home
- (t) Office
- (u) Peddle
- (v) Personal service establishment
- (w) Place of amusement
- (x) Place of worship
- (y) Printing establishment
- (z) Private school
- (aa) Restaurant
- (bb) Retail store
- (cc) Retirement home
- (dd) Studio
- (ee) Tavern
- (ff) Theatre”

30. By-law 60-94, as amended, is further amended by adding a new Article 17.1.3 that reads as follows:

“17.1.3 The following uses are permitted in any PCC-E Zone:

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

31. 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) [in red font] 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

32. 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.”

33. 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.”

34. 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 17.1.3 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 17.1.3 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 non-residential 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) Notwithstanding Article 17.2.4 to the contrary, in any PCC-E(2) Zone, as shown on Schedule “A” to this By-law, standalone financial institutions are permitted to be a minimum of two (2) storeys in height, with a maximum gross floor area of 1,550m<sup>2</sup>.

- 17.3.17(6) 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(7) Subject to Sentence 17.3.17(6), 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(8) Subject to Sentence 17.3.17(7), 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(9) 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(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, the front lot line shall be considered to be the lot line adjacent to Stevenson Road South.
- 17.3.17(11) 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(12) 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(13) 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(14) 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 17.1.3 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."

35. 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" "h-103";
- (b) From FD, in part to PCC-E(2) "h-97" "h-103", in part;
- (c) From SPC-B(2) "h-17" to PCC-E(3) "h-17" "h-97" "h-103";
- (d) From SPC-A(9) to PCC-E(2) "h-97" "h-103", in part;
- (e) From SPC-A(9) "h-44" to PCC-E(2) "h-44" "h-97" "h-103";
- (f) From SPC-A(4) "h-1" to PCC-E(1) "h-1" "h-97" "h-103";

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".

36. 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.

37. 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.

38. 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.

39. 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)".

40. The regulations pertaining to the permitted uses applicable to the PCC-E Zones in Article 17.1.3 of this By-law shall not come into force in accordance with the provisions of the Planning Act until Amendment 234 to the Oshawa Official Plan is finally approved.

41. The regulations pertaining to the maximum density and maximum height, and minimum number of storeys, applicable to the PCC-E Zones in Table 17.2 - Regulations for PCC Zones and Article 17.2.4 of this By-law, respectively, shall not come into force in accordance with the provisions of the Planning Act until Amendment 234 to the Oshawa Official Plan is finally approved.

42. Any regulations pertaining to maximum density, minimum height, maximum height, or permitted uses applicable to the site specific Special Conditions for PCC Zones under Subsection 17.3 of this By-law shall not come into force in accordance with the provisions of the Planning Act until Amendment 234 to the Oshawa Official Plan is finally approved.

**Amendments related to all lands zoned CO or PCC-E (Schedules “A”, “B”, “C1”, “C2”, “C3”, “C4”, “C5”, “D”, “E1”, “E2”, “F” and “G”)**

43. 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 to those lands 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 By-law \_\_\_\_\_]

44. By-law 60-94, as amended, is further amended by adding a new Holding Symbol “h-103” that reads as follows:

**“3.5.2(103) h-103 Zone (Protected Major Transit Station Areas)”**

Purpose: To ensure that:

- (a) A comprehensive Stormwater Management Study, including a Downstream Impact Analysis, for the Central Oshawa and Thornton’s Corners Protected Major Transit Station Areas is completed to provide a mitigation strategy that demonstrates no downstream impacts to the receiving system, including flood vulnerable areas, to the satisfaction of the Central Lake Ontario Conservation Authority and the Commissioner, Economic and Development Services Department, given that substantial portions of said Protected Major Transit Station Areas are located within or in proximity of existing flood vulnerable areas/flood damage centers of the Oshawa Creek/Goodman Creek and Montgomery Creek watersheds.

Permitted Interim Uses:

- (a) All existing uses lawfully permitted as of [insert date of passing of By-law \_\_\_\_\_].
- (b) All permitted uses in the applicable underlying zone within buildings and structures existing as of [insert date of passing of By-law \_\_\_\_\_].”

45. By-law 60-94, as amended, is further amended by adding two new articles as follows under Subsection 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.”

46. By-law 60-94, as amended, is further amended by incorporating Schedules “N” and “O” as part of By-law 60-94, attached to this By-law as Schedules “F” and “G”, respectively.

47. By-law 60-94, as amended, is further amended by adding reference to Schedules “N” and “O” to Article 5.15.11 such that it reads as follows:

“5.15.11 A vehicle drive-through facility is not permitted within the hatched area shown on Schedules “I”, “J”, “K”, “L”, “M”, “N” and “O” to this By-law.”

48. By-law 60-94, as amended, is further amended by adding to Article 5.4.1 the text “, Central Oshawa (CO) Zone, or Planned Commercial Centre (PCC-E) Zone” after the words “located in a Residential Zone” so that it reads as follows:

“5.4.1 Subject to Article 5.4.3 and to Article 5.4.5, none of the provisions of this By-law shall apply to prevent the use of any land or the erection or use of any building or structure, or part thereof, by a public authority, nor the use of land or the use or erection of any structure in any zone for the purpose of essential services or utilities or work by any telephone, telecommunications, cable television or natural gas company or any railway or pipeline company, provided that where such land, building or structure is located in a Residential Zone, Central Oshawa (CO) Zone, or Planned Commercial Centre (PCC-E) Zone:

- (a) No goods, materials or equipment shall be stored in the open;
- (b) The provisions prescribed for the use permitted in the zone which is most nearly similar to the use permitted by reason of this Subsection shall be complied with; and
- (c) Any building or structure erected under the authority of this Subsection shall be designed and maintained whenever possible in general harmony with the buildings or structures of the type permitted in the zone in which it is located.”

49. Schedules “A”, “B”, “C1”, “C2”, “C3”, “C4”, “C5”, “D”, “E1”, “E2”, “F” and “G” attached hereto form part of this By-law.

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

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Mayor

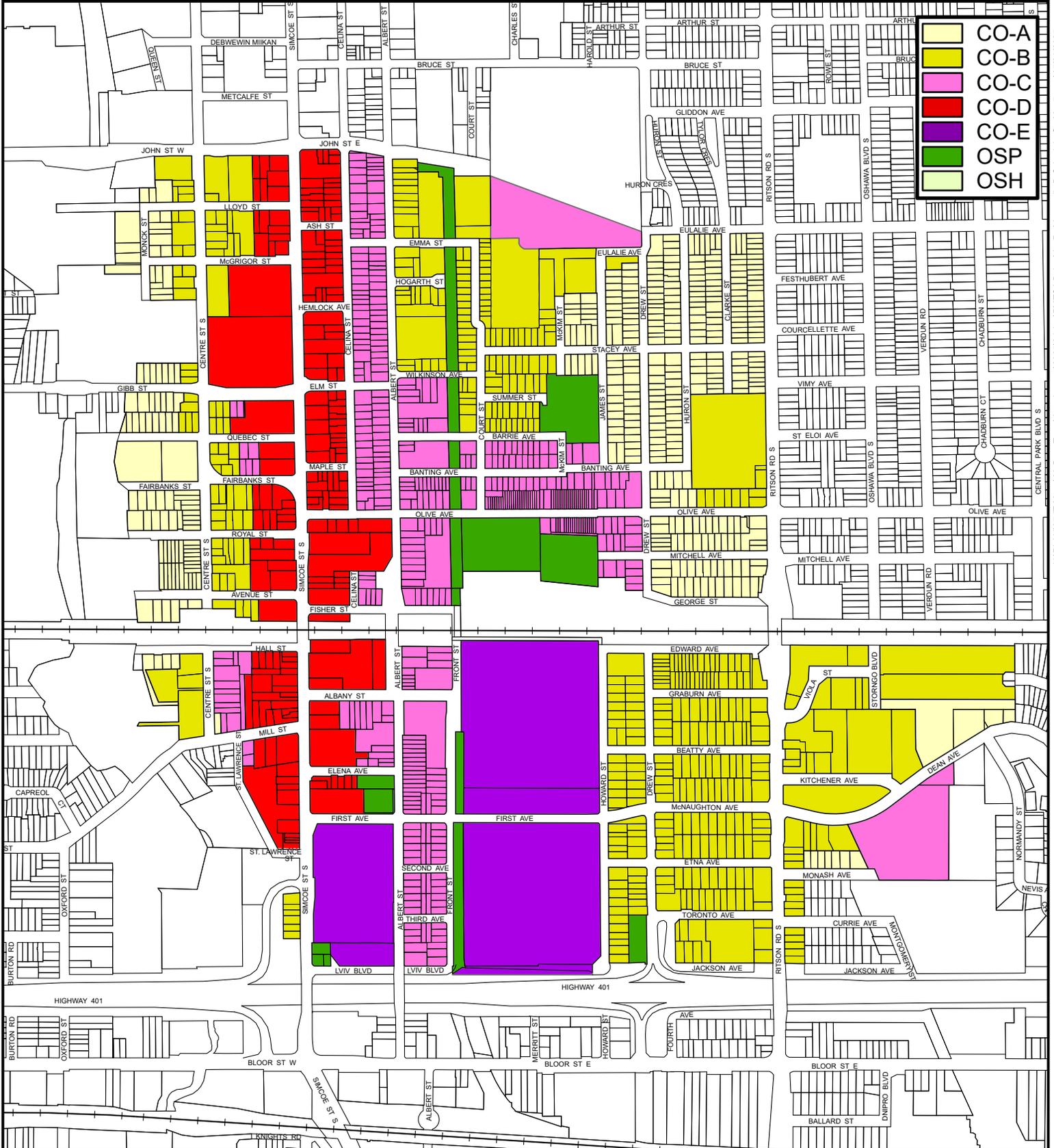
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City Clerk

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

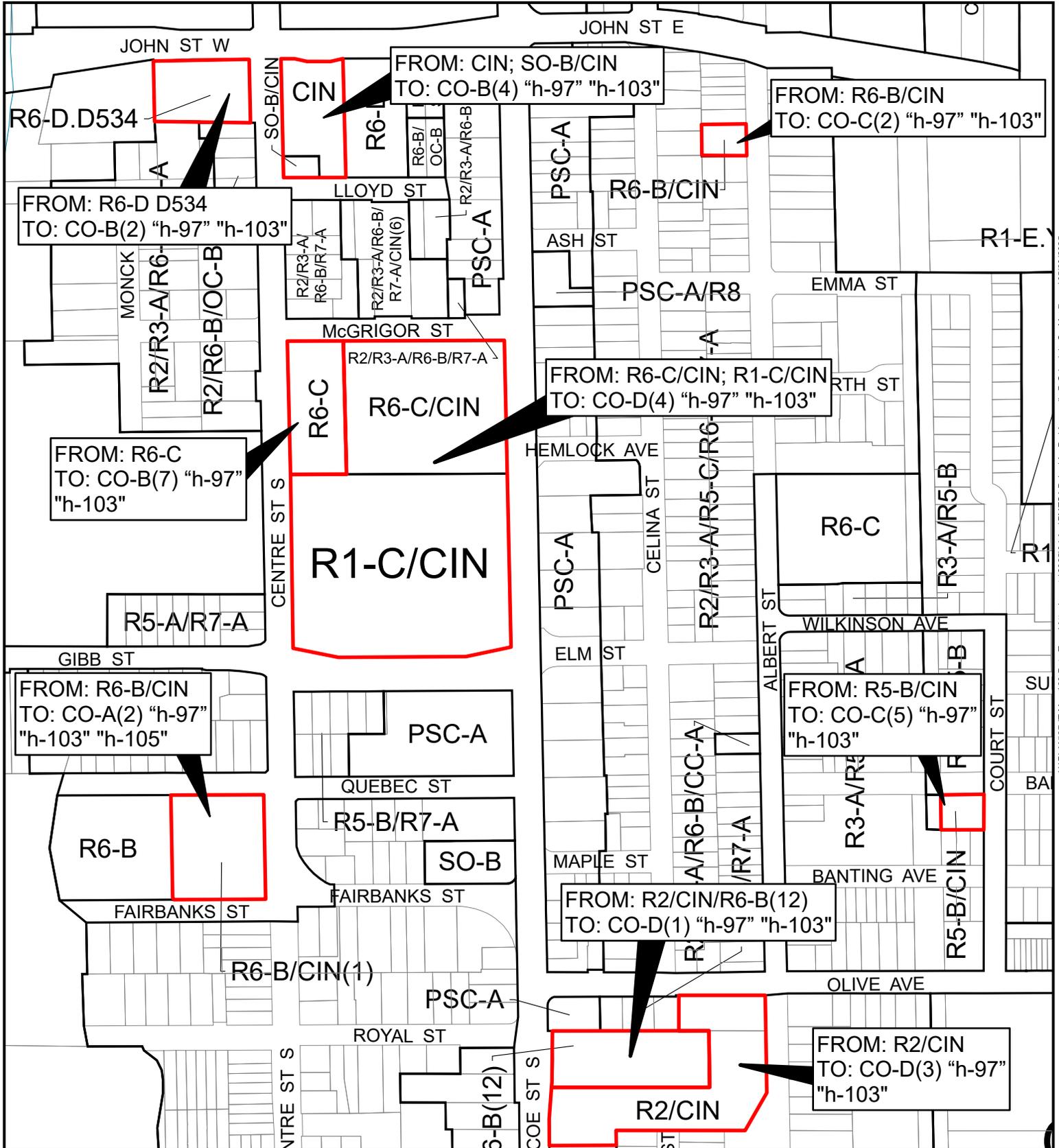


Title: Attachment 2, Schedule "C1"  
 Subject: Proposed Site-specific Zone Variations and/or  
 Proposed Holding Symbol "h-96" for Central Oshawa P.M.T.S.A.



Proposed Site-specific Zones

City of Oshawa  
 Economic and Development Services





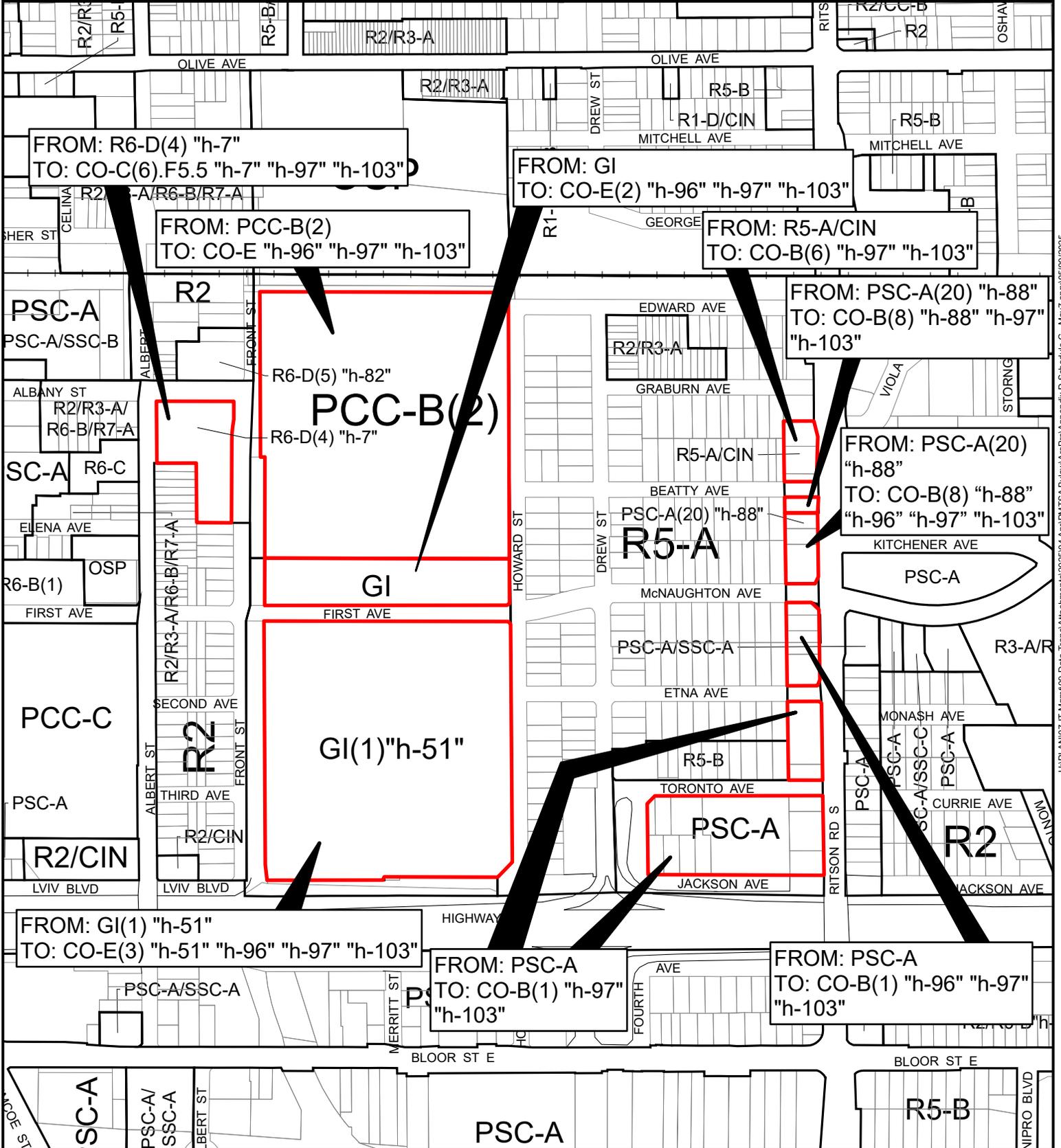


Title: Attachment 2, Schedule "C4"  
 Subject: Proposed Site-specific Zone Variations and/or  
 Proposed Holding Symbol "h-96" for Central Oshawa P.M.T.S.A.



Proposed Site-specific Zones

City of Oshawa  
 Economic and Development Services



FROM: R6-D(4) "h-7"  
 TO: CO-C(6).F5.5 "h-7" "h-97" "h-103"

FROM: GI  
 TO: CO-E(2) "h-96" "h-97" "h-103"

FROM: PCC-B(2)  
 TO: CO-E "h-96" "h-97" "h-103"

FROM: R5-A/CIN  
 TO: CO-B(6) "h-97" "h-103"

FROM: PSC-A(20) "h-88"  
 TO: CO-B(8) "h-88" "h-97" "h-103"

FROM: PSC-A(20) "h-88"  
 TO: CO-B(8) "h-88" "h-96" "h-97" "h-103"

FROM: GI(1) "h-51"  
 TO: CO-E(3) "h-51" "h-96" "h-97" "h-103"

FROM: PSC-A  
 TO: CO-B(1) "h-97" "h-103"

FROM: PSC-A  
 TO: CO-B(1) "h-96" "h-97" "h-103"

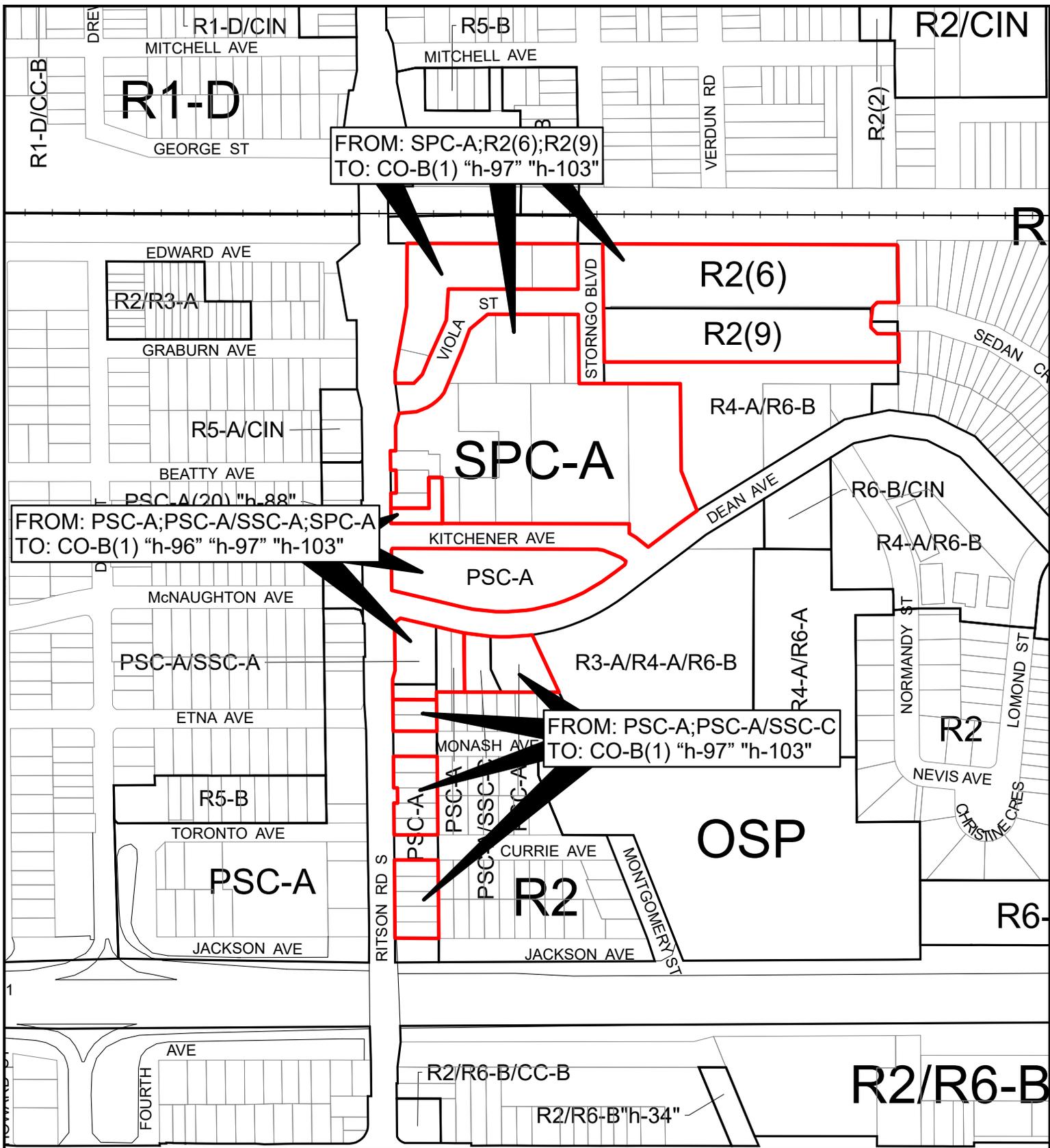
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Title: Attachment 2, Schedule "C5"  
 Subject: Proposed Site-specific Zone Variations and/or  
 Proposed Holding Symbol "h-96" for Central Oshawa P.M.T.S.A.



City of Oshawa  
 Economic and Development Services

Proposed Site-specific Zones

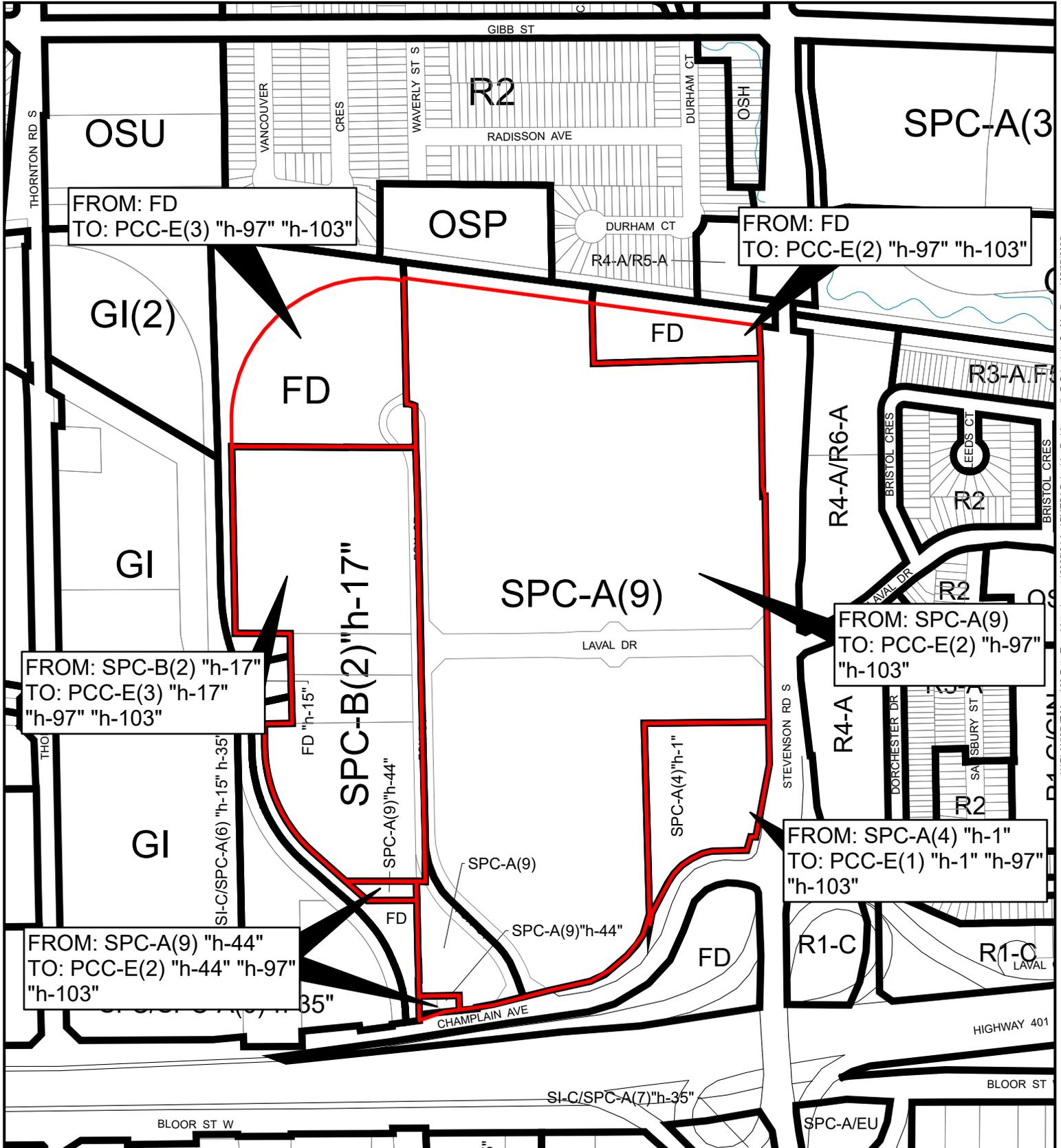


Title: Attachment 2, Schedule "D"  
 Subject: Proposed Site-specific Zone Variations for Thornton's Corners P.M.T.S.A.



Proposed Site-specific Zones

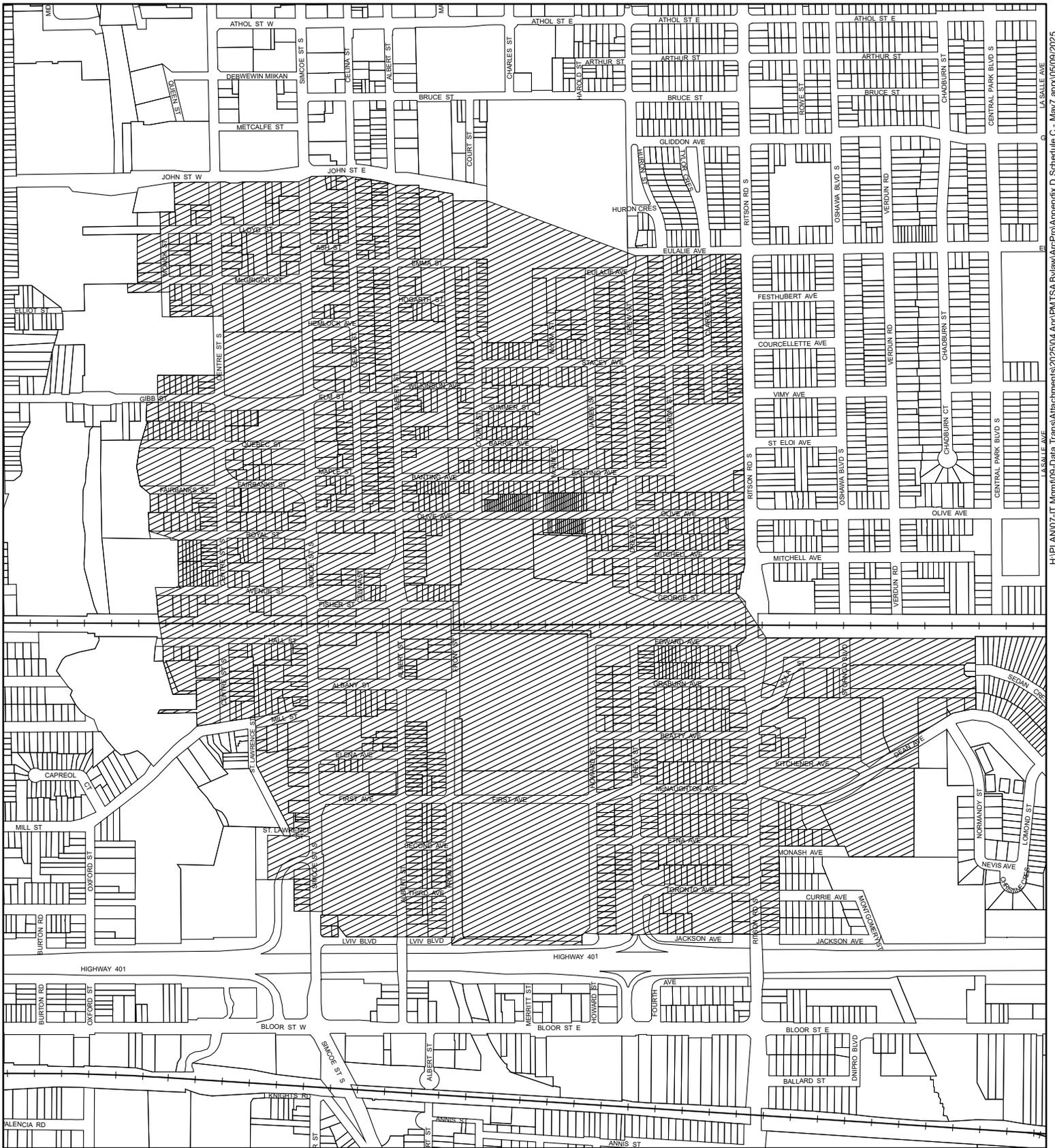
City of Oshawa  
 Economic and Development Services



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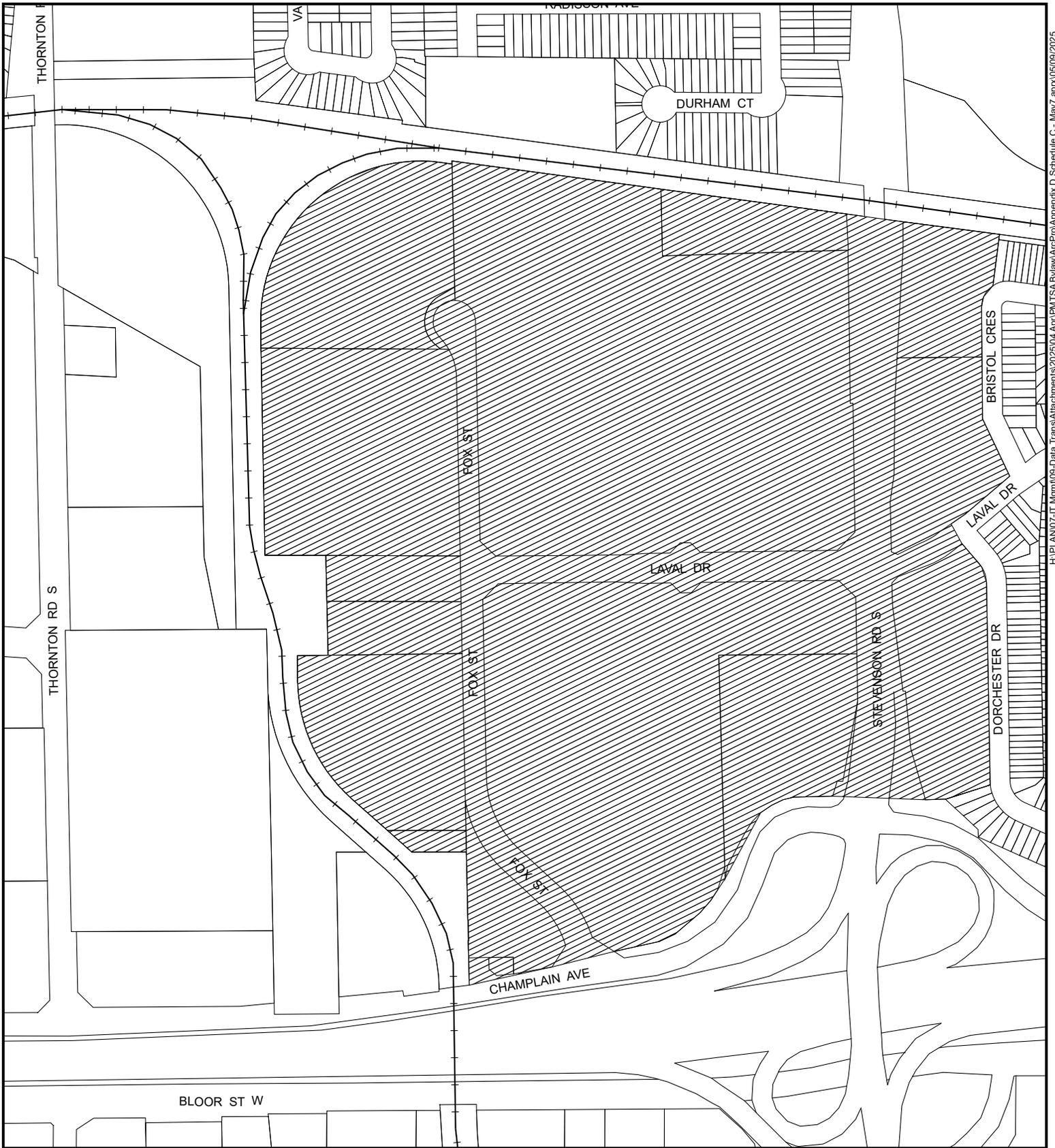


Title: Attachment 2, Schedule "F"  
 Subject: Proposed Schedule "N", Central Oshawa Protected Major Transit Station Area

 Lands affected by Article 39.10.2

City of Oshawa  
 Economic and Development Services





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Title: Attachment 2, Schedule "G"  
 Subject: Proposed Schedule "O", Thornton's Corners Protected Major Transit Station Area

 Lands affected by Article 39.10.3

City of Oshawa  
 Economic and Development Services



**Excerpts from the Minutes of the Economic and Development Services Committee Meeting held on March 3, 2025**

**Additional Agenda Items**

Moved by Councillor Chapman

That Correspondence ED-25-42 from SmartCentres Real Estate Investment Trust and Correspondence ED-25-43 from Malone Given Parsons Ltd. submitting comments concerning Report ED-25-30 be added to the agenda for the Planning Act Public meeting of March 3, 2025 and be referred to the respective report.

**Application ED-25-30**

**Presentation**

**Planning Services - City-initiated Amendments to the Oshawa Official Plan and Zoning By-law 60-94 to Implement Protected Major Transit Station Areas**

Connor Leherbauer, Senior Planner provided a presentation concerning City-initiated amendments to the Oshawa Official Plan and Zoning By-law 60-94 to implement protected major transit station areas.

The Committee questioned the Senior Planner.

**Delegations**

**Elizabeth Thuaite - Report ED-25-30**

Elizabeth Thuaite addressed the Economic and Development Services Committee with questions concerning Report ED-25-30 regarding City-initiated amendments to the Oshawa Official Plan and Zoning By-law 60-94 to implement protected major transit station areas.

**Juthusan Katuirgamanathan - Report ED-25-30**

Juthusan Katuirgamanathan addressed the Economic and Development Services Committee with questions concerning Report ED-25-30 regarding City-initiated amendments to the Oshawa Official Plan and Zoning By-law 60-94 to implement protected major transit station areas.

**Voula Zerey - Report ED-25-30**

Voula Zerey addressed the Economic and Development Services Committee with questions concerning Report ED-25-30 regarding City-initiated amendments to the Oshawa Official Plan and Zoning By-law 60-94 to implement protected major transit station areas.

### **Kristyn Bradley - Report ED-25-30**

Kristyn Bradley addressed the Economic and Development Services Committee with questions concerning Report ED-25-30 regarding City-initiated amendments to the Oshawa Official Plan and Zoning By-law 60-94 to implement protected major transit station areas.

### **Michael Fry - Report ED-25-30**

Michael Fry addressed the Economic and Development Services Committee with questions concerning Report ED-25-30 regarding City-initiated amendments to the Oshawa Official Plan and Zoning By-law 60-94 to implement protected major transit station areas. Correspondence

### **Reports**

#### **ED-25-30 - City-initiated Amendments to the Oshawa Official Plan and Zoning By-law 60-94 to Implement Protected Major Transit Station Areas (All Wards)**

Moved by Councillor Chapman

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.

Motion Carried

## 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. **The City may update the policies of this Plan in the future to provide guidance with respect to inclusionary zoning.**

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 2.16.1.8.

In addition, proposals for residential development, whether standalone or in a mixed-use format, shall be subject to review in accordance with the relevant residential density classification policies contained in Section 2.3.2 of this Plan, including the density classification criteria within Table 2: Residential Density Classification.

Pursuant to Policy 2.16.1.2 of this Plan, development within the Central Oshawa Protected Major Transit Station Area shall also be reviewed in conjunction with, and in particular regard to, Appendix “A”, Residential Density Classifications, of the Central Oshawa Protected Major Transit Station Area, which provides additional refinement of the locational criteria to be used as guidance in evaluating the appropriateness of the location of residential densities.

- 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, **self-storage facilities**, 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, and where not feasible, implement appropriate low impact development strategies that limit impervious surfaces;
- (e) From an environmental perspective, reflect key principles, including adaptability over time, climate change resiliency (including adaptive reuse and storage of stormwater management techniques), respect for, and integration with, natural features and functions, and long-term sustainability;
- (f) Be pedestrian-oriented as a primary design focus and accessible to all ages and abilities;
- (g) Require buildings to frame streets, with street-facing main pedestrian entrances;
- (h) Limit the number of vehicular access points from adjacent roadways, with preference given to access points for active transportation modes;
- (i) Support the use of rear lanes to serve loading, servicing and vehicular parking access requirements; and,
- (j) 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.
- (d) The approach to urban design and built form within the Durham Region Transit Oriented Development Strategy prepared by Urban Strategies Inc. for the Region of Durham.

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 Policies 2.1.8.1 and 2.16.1.8, 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 Policies 2.1.8.1 and 2.16.1.8, 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 Policies 2.1.8.1 and 2.16.1.8, 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 **Policy** 2.2.10.12 in their entirety, and replacing it with the text “[deleted]” in each instance, given that pursuant to Items 11 and 12 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 blue 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	<p>(i) Generally located <b>as follows:</b></p> <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> <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 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>▪ <del>Or located</del> Within the Main Central Areas, Sub-Central Areas, Community Central Areas, Local Central Areas or Regional and Local Corridors; <b>or</b>,</li> <li>▪ <del>Or generally located</del> 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>▪ In the Central Oshawa P.M.T.S.A. within lands identified as Area “A” on Appendix “A”, Residential Density Classifications, of the Central Oshawa Protected Major Transit Station Area.</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 as follows:</p> <ul style="list-style-type: none"> <li>▪ At the periphery of neighbourhoods along arterial roads; or,</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; or,</li> <li>▪ <del>Or generally located</del> 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; or,</li> <li>▪ In the Central Oshawa P.M.T.S.A. within lands identified as Areas “A” and “B” on Appendix “A”, Residential Density Classifications, of the Central Oshawa Protected Major Transit Station Area; or,</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>

Density Type	Net Residential Density	General Representative Housing Type/Form	General Representative Locational Criteria
<b>High Density I Residential</b>	<p>Within the Central Oshawa P.M.T.S.A. and the Thornton's Corners P.M.T.S.A.:  85 to <del>150</del> <b>300</b> units per hectare (34 to <del>60</del> <b>121</b> 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>	Low Rise and Medium Rise Apartments	<p>(i) Generally located as follows:</p> <ul style="list-style-type: none"> <li>▪ At the periphery of neighbourhoods along arterial roads; or,</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; or,</li> <li>▪ In the Central Oshawa P.M.T.S.A. within Area "B" on Appendix "A", Residential Density Classification, of the Central Oshawa Protected Major Transit Station Area; or,</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>
<b>High Density II Residential</b>	<p>Within the Downtown Oshawa Urban Growth Centre:  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, of the Central Oshawa Protected Major Transit Station Area:</p>	Medium Rise and High Rise Apartments	<p>(i) Generally located as follows:</p> <ul style="list-style-type: none"> <li>▪ Within the Downtown Oshawa Urban Growth Centre; or,</li> <li>▪ In proximity to arterial roads within the Main Central Areas, Sub-Central Areas, Community Central Areas; or,</li> <li>▪ Within Intensification Areas along Regional Corridors; or,</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.)</p> <p>Within the Central Oshawa P.M.T.S.A. Area “D” on Appendix “A”, Residential Density Classification, of the Central Oshawa Protected Major Transit Station Area: 300 to 700 units per hectare (121 to 283 u/ac.)</p> <p>Within the <b>Thornton’s Corners P.M.T.S.A.</b> and the Central Oshawa P.M.T.S.A. in Area “C” on Appendix “A”, Residential Density Classification, of the Central Oshawa Protected Major Transit Station Area: 300 to 500 units per hectare (121 to 202 u/ac.)</p> <p>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.

**The Central Oshawa Protected Major Transit Station Area will be a transit-oriented community which will be served by the future planned**

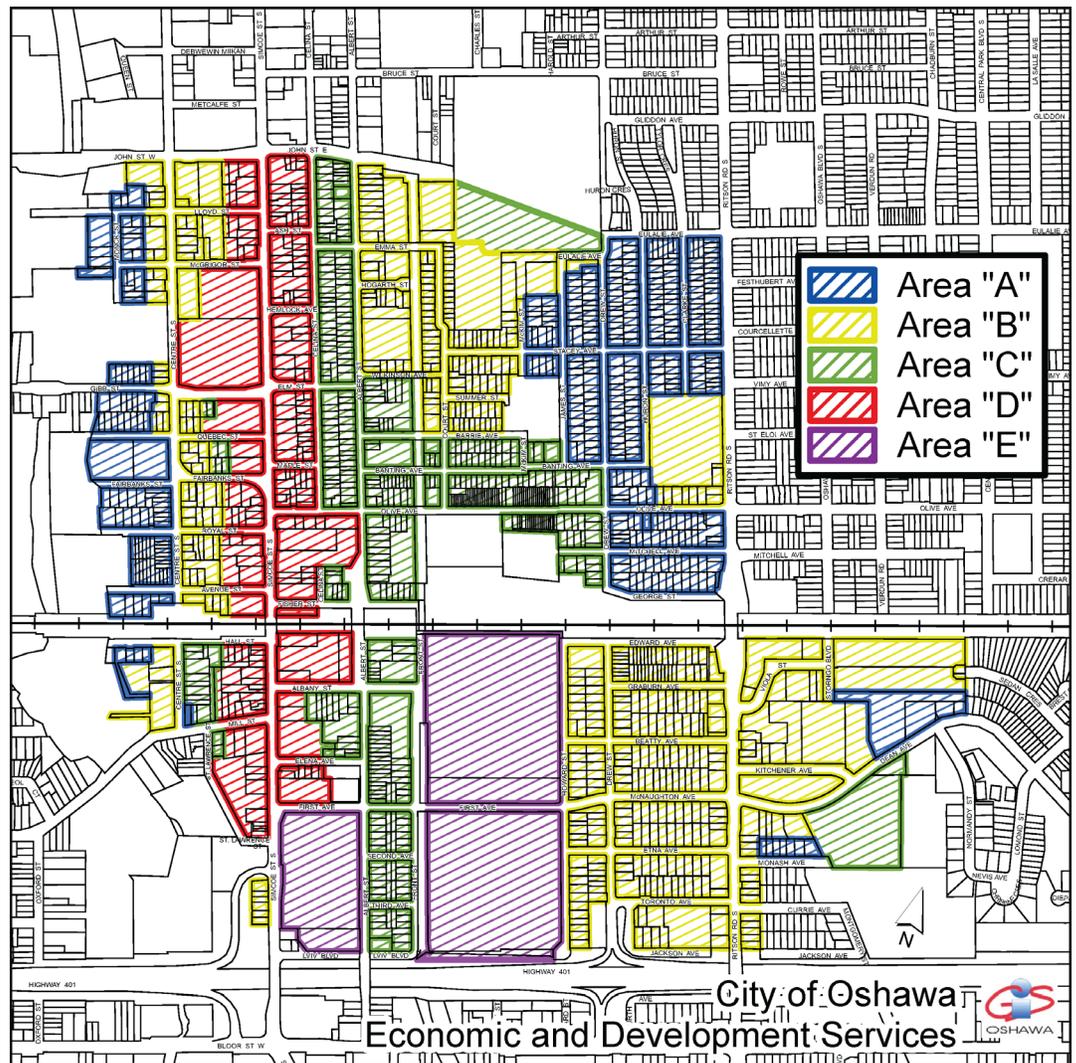
GO East Extension to Bowmanville and centered by the future planned Central Oshawa Station at 500 Howard Street.

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 2.3.2 of this Plan ~~and pursuant to Appendix “A”, Residential Density Classifications, of the Central Oshawa Protected Major Transit Station Area.~~ **including the density classification criteria within Table 2: Residential Density Classification.** In particular, Appendix “A”, Residential Density Classifications, of the Central Oshawa Protected Major Transit Station Area, which provides additional refinement of the locational criteria to be used as a guide in evaluating the appropriateness of the location of residential densities, shall be used for this purpose when reviewing proposals featuring residential development. This appendix partitions the Central Oshawa Protected Major Transit Station Area into five types of locational area classifications, each with its own residential range, which are subject to a degree of overlap:

<b>Appendix “A” Classification</b>	<b>Net Residential Density (Units per Hectare)</b>
Area “A”	30 to 85 (12 to 34 u/ac.)
Area “B”	60 to 300 (24 to 121 u/ac.)
Area “C”	300 to 500 (121 to 202 u/ac.)
Area “D”	300 to 700 (121 to 283 u/ac.)
Area “E”	300 to 1000 (121 to 404 u/ac.)

## 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 preminent 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 2.16.1.8 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.
  - (d) Integrating innovative low-impact development strategies into the design of landscaping and built form (where technically feasible) to mitigate the impacts of stormwater run-off within the Central Oshawa Protected Major Transit Station Area. These strategies should include opportunities for infiltration, on-site retention, and adaptive re-use within the urban environment, all aimed at reducing stormwater runoff and mitigating downstream erosion impacts.
- 2.16.1.7 Pursuant to Policy 2.16.1.6, any development of lands generally located west of Centre Street South, south of John Street West, north of Mill Street, and east of the Oshawa Creek watercourse may require

appropriate studies, such as engineering and environmental impact studies, identified by the City in consultation with the Central Lake Ontario Conservation Authority, to be undertaken to the satisfaction of both entities. The studies will be required to address any potential environmental impacts on the flood damage center of the Oshawa Creek/Goodman Creek watershed. The final development limits will require the studies to conclusively delineate the hazard, and demonstrate no new hazards are created, or existing hazards are impacted. Any mitigation practices will be required to be undertaken concurrently with or prior to the issuance of applicable permits.

- 2.16.1.8 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.
- 2.16.1.9 The Central Oshawa Protected Major Transit Station Area shall be developed to satisfy Policy 2.16.1.8 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.

2.16.1.10 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; and,
- **The Durham Region Transit Oriented Development Strategy prepared by Urban Strategies Inc. for the Region of Durham.**

## **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 (a2) and in the final paragraph;
- Delete sentence (b2)(ii); 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.

## 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”, and “E1”)

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 **street** townhouse building
- (c) Back-to-back **street** 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~~
- (b) Day care centre
- (c) 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 for which they were used on that date
- (d) Flat

- (e) Personal service establishment
- (f) **Place of worship**
- (g) Professional office, **other than a Clinic**
- (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~~
- (h) Cinema
- (i) Club
- (j) Commercial recreation establishment
- (k) Convention centre
- (l) Craft Brewery
- (m) Crisis care residence
- (n) Cultural centre
- (o) Day care centre
- (p) 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 for which they were used on that date
- (q) Financial institution
- (r) Flat
- (s) Funeral home
- (t) Hospital
- (u) Hotel
- (v) Lodging house
- (w) Long Term Care Facility
- (x) Merchandise service shop
- (y) Museum
- (z) Nursing home
- (aa) Office
- (bb) Park**
- ~~(cc) Parking garage or parking lot~~
- (dd) Personal service establishment
- (ee) Place of amusement**
- (ff) Place of worship**
- (gg) Printing establishment
- (hh) Restaurant
- (ii) Retail store
- (jj) Retirement home
- (kk) School

- (ll) Studio
- (mm) Tavern
- (nn) Television or radio broadcasting station or studio
- (oo) Theatre
- (pp) 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**

Zones	CO-B	CO-C
Minimum Height (m)	9 <sup>1</sup>	12 <sup>1</sup>
Maximum Height (m) (Subject to any Oshawa Airport Zoning Regulations)	40 <del>36</del> <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 Amendments ~~233~~ and 234 to come into effect prior to these height minimum and maximums coming into full force and

effect. Until Official Plan Amendments ~~233 and~~ 234 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 [insert one day prior to the date of passing of By-law \_\_\_\_\_].

<sup>2</sup> Requires Official Plan Amendments 233 and 234 to come into effect prior to these density maximums coming into full force and effect. Until Official Plan Amendments 233 and 234 come into effect, the maximum density shall be regulated by the zoning in place for areas zoned CO-B or CO-C as of [insert one day prior to the date of passing of By-law \_\_\_\_\_], 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).2.5 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)		48 <del>15</del> <sup>1</sup>	36 <sup>1</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 <del>Non-residential</del> Gross Floor Area of Non-residential Uses on Ground Floor ( <del>% of total area</del> ), for Buildings with Lot Frontage on First Avenue or Simcoe Street South (%)		20% of the Gross Floor Area of the Ground Floor	25% of the Gross Floor Area of the Ground Floor
Minimum Front Yard and Exterior Side Yard Depth (m)	For first <del>43.5</del> 15.5m or part thereof in height	0	
	For any portion of building greater than <del>43.5</del> 15.5m in height	1.5	
Maximum Front Yard and Exterior Side Yard Depth (m)	For first <del>43.5</del> 15.5m or part thereof in height	3	
	For any portion of building greater than <del>43.5</del> 15.5m in height	6	
Minimum Interior Side Yard and Rear Yard Depth (m)	For first <del>43.5</del> 15.5m or part thereof in height	0	
	For any portion of building between <del>43.5</del> 15.5m and 25m in height	3	
	For any portion of building greater than 25m in height	10	

<sup>1</sup> Requires Official Plan Amendments ~~233 and~~ 234 to come into effect prior to these height minimum and maximums coming into full force and effect. Until Official Plan Amendments ~~233 and~~ 234 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 [insert one day prior to the date of passing of By-law \_\_\_\_\_].

<sup>2</sup> Requires Official Plan Amendments 233 and 234 to come into effect prior to these density maximums coming into full force and effect. Until Official Plan Amendments 233 and 234 come into effect, the maximum density shall be regulated by the zoning in place for areas zoned CO-D

or CO-E as of [insert one day prior to the date of passing of By-law \_\_\_\_\_], 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).2.6 Notwithstanding Table 38(C).2, where a lot in a CO-D or CO-E Zone abuts **First Avenue Simcoe Street South** and/or **First Avenue Simcoe Street South**, 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).2.7 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 ~~(c)(d)~~ of **Article 38(C).1.3** or **Paragraph (q)(p)** of **Article 38(C).1.3** or **38(C).1.4**, respectively, except in compliance with the regulations as set out in this Article.
- 38(C).2.7(1) Pursuant to **Article 38(C).2.7**, ~~M~~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 as of [insert one day prior to the date of passing of By-law \_\_\_\_\_].
- 38(C).2.7(2) Pursuant to **Article 38(C).2.7**, ~~A~~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 **duplexes**, semi-detached buildings, ~~the regulations as set out in Table 10.2A of this By-law.~~
  - (c) ~~For~~ **or** 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~~ **or** street townhouse dwellings, the R3-A Zone regulations as set out in Table 8.2 of this By-law.
  - (g) For back-to-back **street** townhouse buildings, ~~the R3-B Zone regulations as set out in Table 8.2 of this By-law.~~

- (h) ~~For~~ or back-to-back **street** 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~~ **Article 13.2.1** of this By-law.
- (l) For group homes, the regulations as set out in **Subsection 5.2** ~~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).2.7(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).2.7**.

38(C).2.7(4) The maximum floor area for buildings accessory to existing residential uses subject to ~~this Article~~ **38(C).2.7** 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, **or the actual height of the main building on the lot, whichever is lesser.**

### **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~~
- (c) Club, excluding a nightclub
- (d) Daycare centre
- (e) Place of worship**

- (f) School

**38(C).3.3 CO-A(2) Zone (300 Centre Street South)**

38(C).3.3(1) In addition to any CO-A use, in the CO-A(2) 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).3.4 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~~ Lands generally located west of Ritson Road South between Jackson Avenue and McNaughton Avenue, and lands generally located east of Ritson Road South, between Jackson Avenue and the Canadian Pacific Kansas City mainline rail corridor)**

38(C).3.4(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).3.5 CO-B(2) Zone (75 John Street West and 130 Centre Street South)**

38(C).3.5(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).3.6 CO-B(3) Zone (0 McKim Street, 0 James Street, McKim Street/Eulalie Avenue Unopened Right of Way, Part of 135 Bruce Street)**

38(C).3.6(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) Back-to-back street townhouse building
- (b) Back-to-back street townhouse dwelling
- (c) Block townhouse
- (d) Street townhouse building
- (e) Street townhouse dwelling

38(C).3.6(2) Notwithstanding any provisions of this By-law to the contrary, in any CO-B(3) Zone as shown on Schedule "A" to this By-law, the following regulations shall apply:

- (a) The minimum front yard depth shall be 4.5m; and
- (b) The minimum lot area shall be 240 m<sup>2</sup>.

~~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:~~

- ~~(f) Assembly hall~~
- ~~(g) Children's shelter~~
- ~~(h) Clinic~~
- ~~(i) Club, excluding a nightclub~~
- ~~(j) Crisis care residence~~

**38(C).3.7 CO-B(4) Zone (157 Centre Street South, 43 John Street West)**

38(C).3.7(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).3.8 CO-B(5) Zone (300, 320, 326, 334 Ritson Road South, 228, 232, 236, 238, 242, 250 and 252 Olive Avenue)**

38(C).3.8(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 40m or 12 storeys, whichever is less.~~

38(C).3.8(2) In addition to any CO-B use, in the CO-B(5) Zone, as shown on Schedule "A" to this By-law, **block townhouse and back-to-back street townhouse** ~~is a~~ **are** permitted uses within the area of the CO-B(5) Zone north of Banting Avenue and west of Clarke Street.

**38(C).3.7(3) 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, there is no restriction on the amount of non-residential gross floor area.**

**38(C).3.9 CO-B(6) Zone (464, 470, 0 Ritson Road South)**

38(C).3.9(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).3.10 CO-B(7) Zone (55 McGrigor Street)**

38(C).3.10(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).3.11 CO-B(8) Zone (480, 484, 490, 506 Ritson Road South)**

38(C).3.11(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).3.11(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).3.12 CO-C(1) Zone (64 Albany Street and 426 Front Street)**

38(C).3.12(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~~ All lands in the CO-C(1) Zone shall be consolidated into a single one lot.

38(C).3.12(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).3.12(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 1.0m from the Front Street streetline and the same parking space is permitted to be located partially in the front yard.

**38(C).3.13 CO-C(2) Zone (152 Albert Street)**

38(C).3.13(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).3.14 CO-C(3) Zone (597 Albert Street)**

38(C).3.14(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).3.15 CO-C(4) Zone (168 Banting Street)**

38(C).3.15(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).3.16 CO-C(5) Zone (300 Court Street)**

38(C).3.16(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).3.17 CO-C(6) Zone (63 Albany Street)**

38(C).3.17(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 maximum residential density of 527 units per hectare shall be permitted.
- (b) The maximum building height shall be 70m.
- (c) The minimum building height shall be 9m.
- (d) A minimum front yard depth of 3m shall be provided.
- (e) A minimum rear yard depth of 3m shall be provided.

~~38(C).3.17(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(2) In addition to any CO-C use, in the CO-C(6) Zone, as shown on Schedule "A" to this By-law, block townhouse is a permitted use.

38(C).3.18 **CO-D(1) Zone (357 Simcoe Street South)**

38(C).3.18(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).3.18(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).3.18(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 of 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).3.19 CO-D(2) Zone (505 Simcoe Street South)**

38(C).3.19(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).3.19(2) Notwithstanding Subsection 4.10 and Sentence 38(C).3.19(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).3.19(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).3.20 CO-D(3) Zone (373 Simcoe Street South, 348 Albert Street, 33 Olive Avenue)**

38(C).3.20(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).3.21 CO-D(4) Zone (33 McGrigor Street and 240 Simcoe Street South)**

38(C).3.21(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).3.22 CO-E(1) Zone (14, 18, 30, 34, 38, 42 Lviv Boulevard)**

38(C).3.22(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”

**38(C).3.23 CO-E(2) Zone (144 First Avenue)**

- 38(C).3.23(1) Notwithstanding any other provision of this By-law to the contrary, in any CO-E(2) Zone, as shown on Schedule “A” to this By-law, the minimum ground floor height shall be 4.5m.
- 38(C).3.23(2) Notwithstanding any other provision of this By-law to the contrary, in any CO-E(2) Zone, as shown on Schedule “A” to this By-law, the minimum separation distance between buildings for the portion of buildings above 11 storeys in height shall be 25m.
- 38(C).3.23(3) Notwithstanding any other provision of this By-law to the contrary, in any CO-E(2) Zone, as shown on Schedule “A” to this By-law, no driveway access may be permitted onto First Avenue.
- 38(C).3.23(4) Notwithstanding Article 4.5.2 of this By-law to the contrary, in any CO-E(2) Zone, as shown on Schedule “A” to this By-law, a building is permitted to project into a corner sight triangle provided the projection is a minimum 4m above the ground level.
- 38(C).3.23(5) Notwithstanding any other provision of this By-law to the contrary, a balcony shall not project greater than 1.75m from an exterior building wall into any yard.

**38(C).3.24 CO-E(3) Zone (155 First Avenue)**

- 38(C).3.24(1) Notwithstanding any other provision of this By-law to the contrary, in any CO-E(3) Zone, as shown on Schedule “A” to this By-law, the minimum ground floor height shall be 4.5 m.
- 38(C).3.24(2) Notwithstanding any other provision of this By-law to the contrary, in any CO-E(3) Zone, as shown on Schedule “A” to this By-law, no driveway access may be permitted onto First Avenue.
- 38(C).3.24(3) Notwithstanding Article 4.5.2 of this By-law to the contrary, in any CO-E(3) Zone, as shown on Schedule “A” to this By-law, a building is permitted to project into a corner sight triangle provided the projection is a minimum 4m above the ground level.
- 38(C).3.24(4) Notwithstanding any other provision of this By-law to the contrary, a balcony shall not project greater than 1.75m from an exterior building wall into any yard.
- 38(C).3.24(5) Notwithstanding any other provision of this By-law to the contrary, within the lands shown as Site “A” on Appendix “A” to the CO-E(3) Zone, a building is permitted to have a minimum interior side yard and rear yard depth of 3m for any portion of the building between 15.5m and 35m in height, and a minimum interior side yard and rear yard depth of 10m for any portion of the building over 35m in height.



4. The regulations pertaining to minimum height and maximum height applicable to the CO Zones in Tables 38(C).1 and 38(C).2 of Articles 38(C).2.4 and 38(C).2.5 of this By-law, and applicable to the site specific Special Conditions for CO Zones under Section 38(C).3 of this By-law, shall not come into force in accordance with the provisions of the Planning Act until Amendment 234 to the Oshawa Official Plan is finally approved.
5. 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.
6. ~~By-law 60-94, as amended, is further amended by deleting Paragraph (c) of Sentence 3.5.2(5) in its entirety.~~
7. 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 Maps B1 and B2 attached hereto as Schedule “B”, and for the lands shown as various new site specific zones with Special Conditions 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” “h-103”, in part;
2. From R2/R6-B/OC-B to CO-B “h-97” “h-103”, in part;
3. From R2/R3-A/R6-B/R7-A, in part to CO-B “h-97” “h-103”, in part;
4. From R2/R3-A/R6-B/R7-A, in part to CO-A “h-97” “h-103”;
5. From R2/R3-A/R6-B/R7-A, in part to CO-A “h-97” “h-103” “h-105”;

**Block 2**

6. From R2/R3-A/R6-B/R7-A to CO-A “h-97” “h-103” “h-105”;

**Block 3**

7. From R2/R3-A/R6-B/R7-A, in part to CO-A “h-97” “h-103”;
8. From R2/R3-A/R6-B/R7-A, in part to CO-A “h-97” “h-103” “h-105”;
9. From R2/R3-A/R6-B/R7-A, in part to CO-B “h-97” “h-103”, in part;
10. From R2/R6-B/OC-B to CO-B “h-97” “h-103”, in part;

**Block 4**

11. From R2/R3-A/R6-B/R7-A, in part to CO-A “h-97” “h-103” “h-105”;
12. From R2/R3-A/R6-B/R7-A, in part to CO-B “h-97” “h-103”;

**Block 5**

13. From R5-A/R7-A, in part to CO-A “h-97” “h-103”;
14. From R5-A/R7-A, in part to CO-A “h-97” “h-103” “h-105”;
15. From R5-A/R7-A, in part to CO-B “h-97” “h-103”;

**Block 6**

16. From R5-A/R7-A, in part to CO-A “h-97” “h-103”;
17. From R5-A/R7-A, in part to CO-A “h-97” “h-103” “h-105”;
18. From R5-A/R7-A, in part to CO-B “h-97” “h-103”;

**Block 7**

19. From R6-B to ~~CO-B~~ **CO-A** “h-97” “h-103” “h-105”;
20. From R6-B/CIN(1) to ~~CO-B(3)~~ **CO-A(2)** “h-97” “h-103” “h-105”;

**Block 8**

21. From R3-A/R5-B/R7-A, in part to CO-A “h-97” “h-103”;
22. From R3-A/R5-B/R7-A, in part to CO-A “h-97” “h-103” “h-105”;

**Block 9**

23. From R3-A/R5-B/R7-A, in part to CO-A “h-97” “h-103”;
24. From R3-A/R5-B/R7-A, in part to CO-A “h-97” “h-103” “h-105”;

**Block 10**

25. From R3-A/R5-B/R7-A, in part to CO-A “h-97” “h-103”;
26. From R3-A/R5-B/R7-A, in part to CO-A “h-97” “h-103” “h-105”;

**Block 11**

27. From R3-A/R5-B/R7-A, in part to CO-A “h-97” “h-103”;
28. From R3-A/R5-B/R7-A, in part to CO-A “h-97” “h-103” “h-105”;
29. From R3-A/R5-B/R7-A, in part to CO-B “h-97” “h-103”;
30. From R3-A/R5-B/R7-A, in part to CO-B “h-97” “h-103” “h-105”;

**Block 12**

31. From CIN to CO-B(4) “h-97” “h-103”, in part;
32. From SO-B/CIN to CO-B(4) “h-97” “h-103”, in part;
33. From R6-D to CO-B “h-97” “h-103”;
34. From R6-B/SO-B to CO-D “h-97” “h-103”, in part;
35. From R6-B/OC-B to CO-D “h-97” “h-103”, in part;
36. From PSC-A to CO-D “h-97” “h-103”, in part;

**Block 13**

37. From R2/R3-A/R6-B/R7-A, in part to CO-B “h-97” “h-103”, in part;
38. From R2/R3-A/R6-B/R7-A, in part to CO-D “h-97” “h-103”, in part;
39. From R2/R3-A/R6-B/R7-A/CIN(6), in part to CO-B “h-97” “h-103”, in part;
40. From R2/R3-A/R6-B/R7-A/CIN(6), in part to CO-D “h-97” “h-103”, in part;
41. From PSC-A to CO-D “h-97” “h-103”, in part;

**Block 14**

42. From R6-C to CO-B(7) “h-97” “h-103”;
43. From R6-C/CIN to CO-D(4) “h-97” “h-103”, in part;
44. From R1-C/CIN to CO-D(4) “h-97” “h-103”, in part;

**Block 15**

45. From R5-B/R7-A, in part to CO-B “h-97” “h-103”;
46. From R5-B/R7-A, in part to CO-C “h-97” “h-103”;
47. From PSC-A to CO-D “h-97” “h-103”;

**Block 16**

48. From R3-A/R5-B/R7-A, in part to CO-B “h-97” “h-103”;
49. From R3-A/R5-B/R7-A, in part to CO-C “h-97” “h-103”;
50. From R3-A/R5-B/R7-A, in part to CO-D “h-97” “h-103”, in part;

51. From SO-B to CO-D “h-97” “h-103”, in part;

**Block 17**

52. From R3-A/R5-B/R7-A, in part to CO-B “h-97” “h-103”;

53. From R3-A/R5-B/R7-A, in part to CO-D “h-97” “h-103”;

**Block 18**

54. From R3-A/R5-B/R7-A, in part to CO-B “h-97” “h-103”;

55. From R3-A/R5-B/R7-A, in part to CO-D “h-97” “h-103”, in part;

56. From PSC-A to CO-D “h-97” “h-103”, in part;

**Block 19**

57. From R3-A/R5-B/R7-A to CO-B “h-97” “h-103”;

58. From PSC-A to CO-D “h-97” “h-103”;

**Block 20**

59. From R3-A/R5-B/R7-A, in part to CO-A “h-97” “h-103” “h-105”;

60. From R3-A/R5-B/R7-A, in part to CO-C “h-97” “h-103”;

61. From R3-A/R5-B/R7-A, in part to CO-D “h-97” “h-103”, in part;

62. From PSC-A to CO-D “h-97” “h-103”, in part;

**Block 21**

63. From R3-A/R5-B/R7-A, in part to CO-C “h-97” “h-103”;

64. From R3-A/R5-B/R7-A, in part to CO-D “h-97” “h-103”, in part;

65. From R3-A/R5-B/R7-A, in part to CO-D “h-96” “h-97” “h-103”, in part;

66. From PSC-A, in part to CO-D “h-97” “h-103”, in part;

67. From PSC-A, in part to CO-D “h-96” “h-97” “h-103”, in part;

**Block 22**

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

**Block 23**

69. From PSC-A, in part to ~~CO-D~~ CO-B “h-97” “h-103” “h-105”;

70. From PSC-A, in part to CO-B “h-97” “h-103”;

**Block 24**

71. From R2/R3-A/R5-C/R6-B/R7-A to CO-D “h-97” “h-103”, in part;

72. From PSC-A to CO-D “h-97” “h-103”, in part;

**Block 25**

73. From PSC-A to CO-D “h-97” “h-103”, in part;

74. From PSC-A/R8 to CO-D “h-97” “h-103”, in part;

75. From R2/R3-A/R5-C/R6-B/R7-A to CO-D “h-97” “h-103”, in part;

**Block 26**

76. From PSC-A to CO-D “h-97” “h-103”, in part;

77. From R2/R3-A/R5-C/R6-B/R7-A to CO-D “h-97” “h-103”, in part;

**Block 27**

78. From PSC-A to CO-D “h-97” “h-103”, in part;

79. From R2/R3-A/R5-C/R6-B/R7-A to CO-D “h-97” “h-103”, in part;

**Block 28**

- 80. From PSC-A to CO-D “h-97” “h-103”, in part;
- 81. From R2/R3-A/R5-C/R6-B/R7-A to CO-D “h-97” “h-103”, in part;

**Block 29**

- 82. From PSC-A to CO-D “h-97” “h-103”, in part;
- 83. From R5-B/R7-A to CO-D “h-97” “h-103”, in part;
- 84. From R2/CIN/R6-B(12) to CO-D(1) “h-97” “h-103”;
- 85. From R2/CIN to CO-D(3) “h-97” “h-103”;
- 86. From R2/R3-A/R6-B/R7-A, in part to CO-D “h-97” “h-103”, in part;
- 87. From R2/R3-A/R6-B/R7-A, in part to CO-C “h-97” “h-103”;

**Block 30**

- 88. From PSC-A to CO-D “h-97” “h-103”, in part;
- 89. From PSC-A/SSC-B to CO-D “h-97” “h-103”, in part;
- 90. From R2/R3-A/R6-B/R7-A to CO-C “h-97” “h-105”;

**Block 31**

- 91. From PSC-A to CO-D “h-97” “h-103”, in part;
- 92. From R2/R3-A/R6-B/R7-A, in part to CO-C “h-97” “h-103”, in part;
- 93. From R6-C to CO-C “h-97” “h-103”, in part;
- 94. From R2/R3-A/R6-B/R7-A, in part to CO-D “h-97” “h-103”, in part;

**Block 32**

- 95. From PSC-A to CO-D “h-96” “h-97” “h-103”;
- 96. From R2/R3-A/R6-B/R7-A to CO-D “h-96” “h-97” “h-103”;
- 97. From OSP to OSP “h-96”;
- 98. From R6-B(1) to CO-D(2) “h-96” “h-97” “h-103”;

**Block 33**

- 99. From PCC-C to CO-E “h-96” “h-97” “h-103”;
- 100. From R2/CIN to CO-E(1) “h-97” “h-103”;
- 101. From PSC-A to OSP;

**Block 34**

- 102. From R2/R3-A/R5-C/R6-B/R7-A to CO-C “h-97” “h-103”;
- 103. From R6-B/CIN to CO-C(2) “h-97” “h-103”;

**Block 35**

- 104. From R2/R3-A/R5-C/R6-B/R7-A to CO-C “h-97” “h-103”;

**Block 36**

- 105. From R2/R3-A/R5-C/R6-B/R7-A to CO-C “h-97” “h-103”, in part;
- 106. From R2/R3-A/R6-B/CC-A to CO-C “h-97” “h-103”, in part;

**Block 37**

- 107. From R2/R3-A/R5-C/R6-B/R7-A to CO-B “h-97” “h-103”, in part;
- 108. From FD, in part to CO-B “h-97” “h-103”, in part;
- 109. From FD, in part to CO-B(3) “h-97” “h-103”;
- 110. From FD, in part to CO-C “h-97” “h-103”;
- 111. From FD, in part to OSP;

- 112. From R2, in part to CO-B “h-97” “h-103”, in part;
- 113. From R1-E Y4.5 L260 “h-5” to CO-B(3) “h-5” “h-97” “h-103”;
- 114. From R1-E Y4.5 L240 “h-9” to CO-B(3) “h-9” “h-97” “h-103”;
- 115. From R2, in part to CO-A “h-97” “h-103”;

**Block 38**

- 116. From R2/R3-A/R5-C/R6-B/R7-A, in part to CO-B “h-97” “h-103”, in part;
- 117. From R2/R3-A/R5-C/R6-B/R7-A, in part to OSP, in part;
- 118. From R6-C, in part to CO-B “h-97” “h-103”, in part;
- 119. From R6-C, in part to OSP, in part;
- 120. From R3-A/R5-B, in part to CO-B “h-97” “h-103”, in part;
- 121. From R3-A/R5-B, in part to OSP, in part;
- 122. From R2, in part to OSP, in part;
- 123. From R2, in part to CO-B “h-97” “h-103”, in part;

**Block 39**

- 124. From R3-A/R5-B/R7-A, in part to CO-C “h-97” “h-103”;
- 125. From R3-A/R5-B/R7-A, in part to OSP, in part;
- 126. From R3-A/R5-B, in part to OSP, in part;
- 127. From R3-A/R5-B, in part to CO-B “h-97” “h-103”;

**Block 40**

- 128. From R3-A/R5-B/R7-A, in part to CO-C “h-97” “h-103”;
- 129. From R3-A/R5-B/R7-A, in part to OSP, in part;
- 130. From R5-B/CIN, in part to CO-C(5) “h-97” “h-103”;
- 131. From R5-B/CIN, in part to OSP, in part;

**Block 41**

- 132. From R3-A/R5-B/R7-A, in part to CO-C “h-97” “h-103”;
- 133. From R3-A/R5-B/R7-A, in part to OSP;

**Block 42**

- 134. From R2/R3-A/R6-B/R7-A, in part to CO-C “h-97” “h-103”, in part;
- 135. From R2/R3-A/R6-B/R7-A, in part to OSP, in part;
- 136. From R2/R3-A to CO-C “h-97” “h-103”, in part;
- 137. From R1-D, in part to CO-C “h-97” “h-103”, in part;
- 138. From R1-D/CC-B to CO-C “h-97” “h-103”, in part;
- 139. From R1-D, in part to OSP;

**Block 43**

- 140. From R2 to CO-C “h-97” “h-103”;
- 141. From R6-D(5) “h-82” to CO-C(1) “h-82” “h-97” “h-103”;

**Block 44**

- 142. From ~~R2/R3-A.F5.5/R6-B(2)/R6-C(11)~~ R6-D(4) “h-7” to CO-C(6).F5.5 “h-7” “h-97” “h-103”;
- 143. From R2, in part to CO-C “h-97” “h-103”, in part;
- 144. From R2, in part to CO-C “h-96” “h-97” “h-103”, in part;

**Block 45**

- 145. From R2 to CO-C “h-96” “h-97” “h-103”;

**Block 46**

146. From R2 to CO-C “h-97” “h-103”;

**Block 47**

147. From R2 to CO-C “h-97” “h-103”;

148. From R2/CIN to CO-C(3) “h-97” “h-103”;

**Block 48**

149. From R2, in part to CO-B “h-97” “h-103”;

150. From R2, in part to CO-A “h-97” “h-103”;

151. From R2, in part to CO-C “h-97” “h-103”;

152. From R2/CIN to CO-C(4) “h-97” “h-103”;

**Block 49**

153. From R2 to CO-C “h-97” “h-103”;

**Block 50**

154. From R2 to CO-C “h-97” “h-103”, in part;

155. From R2/R3-A to CO-C “h-97” “h-103”, in part;

**Block 51**

156. From PCC-B(2), in part to CO-E “h-96” “h-97” “h-103”, in part;

157. From PCC-B(2), in part to OSP “h-96”, in part;

158. From GI, in part to CO-E(2) “h-96” “h-97” “h-103”, in part;

159. From GI, in part to OSP “h-96”, in part;

**Block 52**

160. From GI(1) “h-51” to CO-E(3) “h-51” “h-96” “h-97” “h-103”;

161. From GI, in part to OSP “h-96”;

162. From GI, in part to CO-E “h-97” “h-103”;

**Block 53**

163. From R2, in part to CO-B “h-97” “h-103”;

164. From R2, in part to CO-A “h-97” “h-103”;

**Block 54**

165. From R2 to CO-A “h-97” “h-103”;

**Block 55**

166. From R5-A to CO-B “h-97” “h-103”;

**Block 56**

167. From R5-A, in part to CO-B “h-97” “h-103”;

168. From R5-A, in part to CO-B “h-96” “h-97” “h-103”;

**Block 57**

169. From R5-A to CO-B “h-96” “h-97” “h-103”;

**Block 58**

170. From R5-A, in part to CO-B “h-97” “h-103”;

171. From R5-A, in part to OSP;

**Block 59**

- 172. From R2 to CO-A “h-97” “h-103”, in part;
- 173. From R2/R3-A to CO-A “h-97” “h-103”, in part;

**Block 60**

- 174. From R2 to CO-A “h-97” “h-103”, in part;
- 175. From R5-B to CO-A “h-97” “h-103”, in part;

**Block 61**

- 176. From R2, in part to CO-A “h-97” “h-103”;
- 177. From R2/CIN to CO-B(5) “h-97” “h-103”, in part;
- 178. From R2, in part to CO-B(5) “h-97” “h-103”, in part;

**Block 62**

- 179. From R1-D to CO-A “h-97” “h-103”, in part;
- 180. From R1-D/CIN to CO-A(1) “h-97” “h-103”;
- 181. From R5-B to CO-A “h-97” “h-103”, in part;

**Block 63**

- 182. From R1-D to CO-A “h-97” “h-103”;

**Block 64**

- 183. From R2/R3-A to CO-B “h-97” “h-103”, in part;
- 184. From R5-A to CO-B “h-97” “h-103”, in part;

**Block 65**

- 185. From R5-A to CO-B “h-97” “h-103”;
- 186. From R5-A/CIN to CO-B(6) “h-97” “h-103”;

**Block 66**

- 187. From R5-A, in part to CO-B “h-97” “h-103”;
- 188. From PSC-A(20) “h-88”, in part to CO-B(8) “h-88” “h-97” “h-103”;
- 189. From R5-A, in part to CO-B “h-96” “h-97” “h-103”;
- 190. From PSC-A(20) “h-88”, in part to CO-B(8) “h-88” “h-96” “h-97” “h-103”;

**Block 67**

- 191. From R5-A to CO-B “h-96” “h-97” “h-103”;
- 192. From PSC-A to CO-B(1) “h-96” “h-97” “h-103”;

**Block 68**

- 193. From R5-A to CO-B “h-97” “h-103”, in part;
- 194. From PSC-A to CO-B(1) “h-97” “h-103”;
- 195. From R5-B to CO-B “h-97” “h-103”, in part;

**Block 69**

- 196. From PSC-A to CO-B(1) “h-97” “h-103”;

**Block 70**

- 197. From R2 to CO-A “h-97” “h-103”;

**Block 71**

- 198. From R2 to CO-A “h-97” “h-103”;

## Block 72

199. From SPC-A to CO-B(1) "h-97" "h-103";

## Block 73

200. From SPC-A, in part to CO-B(1) "h-97" "h-103", in part;

201. From SPC-A, in part to CO-B(1) "h-96" "h-97" "h-103";

202. From R2(6) to CO-B(1) "h-97" "h-103", in part;

203. From R2(9) to CO-B(1) "h-97" "h-103", in part;

204. From R4-A/R6-B to CO-A "h-97" "h-103", in part;

205. From R2 to CO-A "h-97" "h-103", in part;

## Block 74

206. From PSC-A to CO-B(1) "h-96" "h-97" "h-103";

## Block 75

207. From PSC-A/SSC-A to CO-B(1) "h-96" "h-97" "h-103", in part;

208. From PSC-A, in part to CO-B(1) "h-96" "h-97" "h-103", in part;

209. From PSC-A, in part to CO-B(1) "h-97" "h-103", in part;

210. From PSC-A/SSC-C to CO-B(1) "h-97" "h-103", in part;

211. From R2 to CO-A "h-97" "h-103";

212. From R3-A/R4-A/R6-B to CO-C "h-97" "h-103";

## Block 76

213. From PSC-A to CO-B(1) "h-97" "h-103";

## Block 77

214. From PSC-A to CO-B(1) "h-97" "h-103";

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".

8. By-law 60-94, as amended, is further amended by deleting Paragraph (c) under the "Purpose" component of Sentence 3.5.2(5) in its entirety.
9. 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.
10. By-law 60-94, as amended, is further amended by deleting Paragraph (c) under the "Purpose" component of Sentence 3.5.2(9) in its entirety.
11. By-law 60-94, as amended, is further amended by deleting the text in Paragraph (a) under the "Purpose" component of Sentence 3.5.2(51) in its entirety and replacing it with the text "(a) Site plan approval is obtained from the City for 155 First Avenue."
12. By-law 60-94, as amended, is further amended by deleting Paragraphs (c) and (d) under the "Purpose" component of Sentence 3.5.2(51) in its ~~their~~ 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".

13. 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~~ **Appropriate arrangements shall be made to the satisfaction of the Commissioner, Economic and Development Services Department, for the conveyance** ~~conveyed~~ to the City of Oshawa of any lands required for the future road widening recommended through the Environmental Assessment process undertaken pursuant to Paragraph (a) above.

Permitted Interim Uses:

- (a) All existing uses”

14. By-law 60-94, as amended, is further amended by adding a new Holding Symbol “h-105” that reads as follows:

**“3.5.2(105) h-105 Zone (Certain lands generally located west of Centre Street South, south of John Street West, north of Mill Street, and east of the Oshawa Creek watercourse)**

Purpose: To ensure that:

- (a) Appropriate studies, such as engineering and environmental impact studies that demonstrate feasible mitigation practices, as identified by the City in consultation with the Central Lake Ontario Conservation Authority, have been undertaken to the satisfaction of both entities. The studies will be required to address any potential environmental impacts on the flood damage center of the Oshawa Creek/Goodman Creek watershed. The final development limits will require the studies to conclusively delineate the hazard, and demonstrate no new hazards are created, or existing hazards are impacted. Any mitigation practices will be required to be undertaken concurrently with or prior to the issuance of applicable permits.

Permitted Interim Uses:

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

15. 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.
16. 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.
17. 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.
- ~~18. 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.~~
18. 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.
- ~~19. 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.~~
19. By-law 60-94, as amended, is further amended by deleting the text associated with Article 11.3.24 and replacing it with the text "R6-D(4) Zone [not in use]", and by deleting Sentences 11.3.24(1) through 11.3.24(3) in their entirety.
20. 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.
21. 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.
22. 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.
23. 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.
24. 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.
25. 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.

26. 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.
27. 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. (Schedules “D” and “E2”)**

28. By-law 60-94, as amended, is further amended by amending Article 17.1.1 to replace the text “~~PCC Zone below,~~” with the text “~~PCC-A, PCC-B, PCC-C, or PCC-D Zone in this Subsection.~~”.
29. By-law 60-94, as amended, is further amended by deleting the entirety of the text listed as (a) through (ii) under Article 17.1.1.
30. By-law 60-94, as amended, is further amended by adding a new Article 17.1.2 that reads as follows:

“17.1.2        The following uses are permitted in any PCC-A, PCC-B, PCC-C, or PCC-D Zone:

- (a)    Adult secondary school
- (b)    Animal hospital
- (c)    Apartment building
- (d)    Art gallery
- (e)    Automobile rental establishment
- (f)    Automobile repair garage
- (g)    Block townhouse
- (h)    Brew your own operation
- (f)    Cinema
- (g)    Club
- (h)    Commercial recreation establishment
- (i)    Commercial school
- (j)    Craft Brewery
- (k)    Day care centre
- (l)    Financial institution
- (m)    Flat
- (n)    Funeral home
- (o)    Hotel
- (p)    Long Term Care Facility
- (q)    Merchandise service shop
- (r)    Museum
- (s)    Nursing home
- (t)    Office
- (u)    Peddle
- (v)    Personal service establishment
- (w)    Place of amusement
- (x)    Place of worship
- (y)    Printing establishment

- (z) Private school
- (aa) Restaurant
- (bb) Retail store
- (cc) Retirement home
- (dd) Studio
- (ee) Tavern
- (ff) Theatre”

31. By-law 60-94, as amended, is further amended by adding a new Article 17.1.3 that reads as follows:

“17.1.3 The following uses are permitted in any PCC-E Zone:

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

32. 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) [in red font] 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

33. 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.”

34. 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.~~”

35. 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 17.1.3 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 17.1.3 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 **non-residential** 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) Notwithstanding Article 17.2.4 to the contrary, in any PCC-E(2) Zone, as shown on Schedule “A” to this By-law, standalone financial institutions are permitted to be a minimum of two (2) storeys in height, with a maximum gross floor area of 1,550m<sup>2</sup>.**

- 17.3.17(6) 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(7) Subject to Sentence 17.3.17(6), 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(8) Subject to Sentence 17.3.17(7), 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(9) 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(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, the front lot line shall be considered to be the lot line adjacent to Stevenson Road South.
- 17.3.17(11) 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(12) 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(13) 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(14) 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 17.1.3 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."

36. 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" "h-103";
- (b) From FD, in part to PCC-E(2) "h-97" "h-103", in part;
- (c) From SPC-B(2) "h-17" to PCC-E(3) "h-17" "h-97" "h-103";
- (d) From SPC-A(9) to PCC-E(2) "h-97" "h-103", in part;
- (e) From SPC-A(9) "h-44" to PCC-E(2) "h-44" "h-97" "h-103";
- (f) From SPC-A(4) "h-1" to PCC-E(1) "h-1" "h-97" "h-103";

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".

37. 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.

38. 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.

39. 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.

40. 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)".

41. The regulations pertaining to the permitted uses applicable to the PCC-E Zones in Article 17.1.3 of this By-law shall not come into force in accordance with the provisions of the Planning Act until Amendment 234 to the Oshawa Official Plan is finally approved.

42. The regulations pertaining to the maximum density and maximum height, and minimum number of storeys, applicable to the PCC-E Zones in Table 17.2 - Regulations for PCC Zones and Article 17.2.4 of this By-law, respectively, shall not come into force in accordance with the provisions of the Planning Act until Amendment 234 to the Oshawa Official Plan is finally approved.

43. Any regulations pertaining to maximum density, minimum height, maximum height, or permitted uses applicable to the site specific Special Conditions for PCC Zones under Subsection 17.3 of this By-law shall not come into force in accordance with the provisions of the Planning Act until Amendment 234 to the Oshawa Official Plan is finally approved.

**Amendments related to all lands zoned CO or PCC-E (Schedules “A”, “B”, “C1”, “C2”, “C3”, “C4”, “C5”, and “D”, “E1”, “E2”, “F” and “G”)**

44. 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~~ **to those** 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 By-law \_\_\_\_\_]

45. By-law 60-94, as amended, is further amended by adding a new Holding Symbol “h-103” that reads as follows:

**“3.5.2(103) h-103 Zone (Protected Major Transit Station Areas)**

Purpose: To ensure that:

- (a) A comprehensive Stormwater Management Study, including a Downstream Impact Analysis, for the Central Oshawa and Thornton’s Corners Protected Major Transit Station Areas is completed to provide a mitigation strategy that demonstrates no downstream impacts to the receiving system, including flood vulnerable areas, to the satisfaction of the Central Lake Ontario Conservation Authority and the Commissioner, Economic and Development Services Department, given that substantial portions of said Protected Major Transit Station Areas are located within or in proximity of existing flood vulnerable areas/flood damage centers of the Oshawa Creek/Goodman Creek and Montgomery Creek watersheds.

Permitted Interim Uses:

- (a) All existing uses lawfully permitted as of [insert date of passing of By-law \_\_\_\_\_].
- (b) All permitted uses in the applicable underlying zone within buildings and structures existing as of [insert date of passing of By-law \_\_\_\_\_].”

46. By-law 60-94, as amended, is further amended by adding two new articles as follows under Subsection 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.”

47. 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~~F” and “~~F~~G”, respectively.

48. By-law 60-94, as amended, is further amended by adding reference to Schedules “N” and “O” to Article 5.15.11 so that it reads as follows:

“5.15.11 A vehicle drive-through facility is not permitted within the hatched area shown on Schedules “I”, “J”, “K”, “L”, “M”, “N” and “O” to this By-law.”

49. By-law 60-94, as amended, is further amended by adding to Article 5.4.1 the text “, Central Oshawa (CO) Zone, or Planned Commercial Centre (PCC-E) Zone” after the words “located in a Residential Zone” such that it reads as follows:

“5.4.1 Subject to Article 5.4.3 and to Article 5.4.5, none of the provisions of this By-law shall apply to prevent the use of any land or the erection or use of any building or structure, or part thereof, by a public authority, nor the use of land or the use or erection of any structure in any zone for the purpose of essential services or utilities or work by any telephone, telecommunications, cable television or natural gas company or any railway or pipeline company, provided that where such land, building or structure is located in a Residential Zone, Central Oshawa (CO) Zone, or Planned Commercial Centre (PCC-E) Zone:

- (a) No goods, materials or equipment shall be stored in the open;
- (b) The provisions prescribed for the use permitted in the zone which is most nearly similar to the use permitted by reason of this Subsection shall be complied with; and
- (c) Any building or structure erected under the authority of this Subsection shall be designed and maintained whenever possible in general harmony with the buildings or structures of the type permitted in the zone in which it is located.”

50. Schedules “A”, “B”, “C1”, “C2”, “C3”, “C4”, “C5”, “D”, “E1”, “E2”, “EF” and “FG” attached hereto form part of this By-law.

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

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Mayor

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City Clerk

## **DRAFT Terms of Reference - Stormwater Management Study for Central Oshawa and Thornton's Corners Protected Major Transit Station Areas**

### **1.0 Background and Purpose**

The City of Oshawa is soliciting consulting services from qualified and capable firms to undertake a Stormwater Management Study ("the Study") to assist involved parties (City, the Central Lake Ontario Conservation Authority or "C.L.O.C.A.", developers and landowners) in permitting development, in an orderly and environmentally responsible manner, to ensure that any downstream impacts are avoided.

The study area consists of two (2) Protected Major Transit Station Areas ("P.M.T.S.A.s") in Oshawa, as defined within the Region of Durham Official Plan:

- The "Central Oshawa P.M.T.S.A.", surrounding the planned Central Oshawa GO Station at 500 Howard Street (see Attachment 1); and,
- The "Thornton's Corners P.M.T.S.A.", surrounding the planned Thornton's Corners GO Station generally located at the northerly terminus of Fo Street (see Attachment 2).

(Hereinafter referred to as the "Study Area")

The Study Area has been of interest to the City for several years. As such, it has been studied quite extensively, in the past, by the City to determine which land use designations are best.

Additionally, for the Central Oshawa P.M.T.S.A., Parsons Inc. has undertaken an area-specific stormwater management study related to an Environmental Assessment for First Avenue/McNaughton Avenue, between Simcoe Street South and Ritson Road South.

It has been concluded that these are important areas to direct growth, density, residential units and jobs, given their proximity to the planned Central Oshawa and Thornton's Corners GO Stations.

Given the sensitive nature of the Oshawa Creek/Goodman Creek flood zone, C.L.O.C.A. supports preparing a comprehensive Stormwater Management strategy/plan before major development occurs.

The intent of the comprehensive Stormwater Management plan is to help ensure:

- that future development activities occur in an orderly and environmentally responsible manner.
- Establish the SWM requirements for the Study Area
- Carry out the Downstream Impact Analysis and determine mitigation measures to address the impact, if necessary.

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

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

The Central Oshawa P.M.T.S.A. is generally bounded by John Street and Eulalie Avenue to the north, Ritson Road South to the east, Highway 401 to the south, and the Oshawa Creek Valley to the west. The Central Oshawa P.M.T.S.A. also includes certain lands east of Ritson Road South (see Attachment 1).

The total drainage area of the Central Oshawa P.M.T.S.A. is approximately 155 ha. About 80% of the Central Oshawa P.M.T.S.A. (124 ha) drains to the Montgomery Creek, with the remaining lands draining to Oshawa Creek (24ha) and Harmony Creek (7ha).

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

The Thornton's Corners P.M.T.S.A. is generally bounded by the Canadian Pacific Kansas City Limited ("C.P.K.C.") mainline to the north, Bristol Crescent and Dorchester Drive to the east, Champlain Avenue and Highway 401 to the south, and the General Motors Rail Spur to the west (see Attachment 2).

The total drainage area of the Thornton's Corners P.M.T.S.A. is approximately 456 ha. The majority of the Thornton's Corners P.M.T.S.A. drains to the Oshawa Creek.

## **1.2. Purpose**

The Study is intended to set requirements for the future development applications in the Study Area acceptable to both C.L.O.C.A. and the City. The Study will set clear directions and responsibilities for the management of urban drainage and will also help better define the City's stormwater management requirements in the development approval process for the Study Area.

The purpose of the Stormwater Management Study is to:

1. Review and assess the existing drainage system in the Study Area;
2. Update the existing hydrological model;
3. Establish target flows at various key locations along the watercourse systems, downstream of the Study Area;
4. Establish the floodplain limits along the applicable watercourses;
5. Recommend measures to avoid impacts or create enhancements; and,
6. Develop a Stormwater Management Plan (S.M.P.) for the Study Area.

## 2.0 Existing Information

The following information will be made available to the Consultant selected to undertake the project:

- Economic and Development Services Committee Report (ED-25-76) dated May 28, 2025;
- The latest City of Oshawa Official Plan;
- The latest City of Oshawa Zoning By-law;
- The latest Durham Regional Official Plan;
- Latest City of Oshawa's Engineering Design Criteria Design Manual
- CLOCA's Technical Guidelines for Stormwater Management Submissions, October 2020
- Oshawa Creek Watershed Plan prepared by C.L.O.C.A., February 2013;
- Montgomery Creek Restoration Plan prepared by C.L.O.C.A., January 2015
- Black/Harmony/Farewell Creek Watershed Plan Update, prepared by C.L.O.C.A., 2020
- Two Zone Floodplain Mapping and Flood Mitigation Study – Oshawa and Goodman Creeks, prepared by Greck and Associates Ltd., April 2021
- Stormwater Management Study for First Avenue/McNaughton Avenue, prepared by Parsons, 2025;
- Relevant Stormwater Management reports for individual development sites within the Study Area;
- Oshawa Creek Hydrology and Hydraulic Modeling Report prepared by C.L.O.C.A., 2014;
- Black, Harmony and Farewell Creeks Floodplain Mapping Study prepared by Aquafor Beech Ltd. June 2010;
- Hydrologic Modelling for Black, Harmony and Farewell Creeks prepared by C.L.O.C.A. November 2009;
- Central Lake Ontario Conservation Watershed Flood-Risk Assessment prepared by C.L.O.C.A. April 2017;
- Report prepared Stantec for Metrolinx for opening at CPR (required?)
- The latest Provincially Significant Wetland mapping from the Ministry of Natural Resources for the Study Area;
- The latest Natural Heritage System Mapping from C.L.O.C.A.;
- The latest Ownership Mapping for the Study Area prepared by the City;

- Digital copies of the most up-to-date topographic mapping for the Study Area; and,

It should be noted that while the above is by no means an exhaustive list, the identified reports are nevertheless the most referred to documents by staff when dealing with stormwater management related matters. However, any other information that is deemed necessary during the course of the study, if available, will also be made available.

### **3.0 Scope of the Work**

The successful Consultant will work under the immediate direction of a Technical Coordinating Committee (the “T.C.C.”) consisting of staff representatives from both C.L.O.C.A. and the City.

Periodic meetings will be held during the course of The Study.

The tasks to be performed in this study exercise shall include, but not necessarily be limited to the following (the City welcomes all suggestions that could improve the Study):

#### **Review of Existing Information**

The successful consultant will be expected to:

- Review relevant planning documents and/or other documents, particularly the most recent Economic and Development Services Committee Report (ED-25-76) to confirm the land uses;
- Review existing/available/relevant information, which should not only include past studies, but also existing modeling, topographic mapping, aerial photos and engineering drawings;
- Review the most up-to-date available environmental maps;
- Review the past reports/document listed in Section 2 above, as necessary;
- Review other additional reports and/or information as identified by T.C.C. during the course of the study;
- Inventory and assess relevant existing private and/or municipal stormwater facilities within the Study Area;
- Identify potential constraints/opportunities for development within the Study Area; and,
- Summarize the findings of the review (i.e. existing conditions and past study recommendations) and formulate issue statement(s), if any.

#### **Conduct Hydrologic Analyses**

The successful consultant will be expected to

- Review the most recent hydrologic model prepared by C.L.O.C.A. for Oshawa and Goodman Creeks and Black, Harmony and Farewell Creeks.

- Review hydrologic modeling completed by Parsons for the Study Area
- Update C.L.O.C.A.'s model as required for the need of this Stormwater Management Study.
- At a minimum, it is expected that the successful Consultant will need to:
  - Update model to reflect most recent land use plan for the Study Area;
  - Discretize the model into smaller catchments;
  - Revise/confirm input model parameters with supporting explanation;
  - Assess and simulate various storm events (1 to 100 year and Regional);
  - Add known existing stormwater management facilities, if any or relevant;
  - Add channel routing routines;
  - Revise the modeling to reflect the drainage patterns in the Study Area; and,
  - Revise the modeling to properly reflect the non-developable areas in the Study Area.

The successful consultant will be expected to establish target release flows at strategic key flow nodes within the Study Area as well as downstream of the Study Area for the full spectrum of storms ranging from the 1-year storm event to the Regional Storm event .

The assessment must include downstream node points to ensure no increase in peak flow rates downstream through flood vulnerable areas all the way to Lake Ontario.

The assessment must:

- Establish the post development flows at key nodes, also for the full spectrum of storms, for the purpose of assessing development impacts;
- Assess and summarize the impacts of development on stream flows both qualitatively and quantitatively; and,
- Determine the level of water quantity and quality control to ensure that there is no adverse impact on the downstream areas.

### **Conduct Hydraulic Analyses**

In the event that the hydrologic modelling exercise shows an increase in peak flows along the watercourse systems, hydraulic analyses will be required.

The successful consultant will be expected to:

- Update, if necessary, any new information (crossing structures, etc.);
- Identify existing drainage constraints, if any;
- Confirm the major and minor drainage routes within the Study Area. In doing so, the successful consultant may have to conduct a capacity check on the culverts/bridges adjacent or downstream of the Study Area; review the most recent hydraulic models for the relevant watercourses prepared by C.L.O.C.A.;

- Extend C.L.O.C.A.'s models, if required, to cover the Study Area;
- Establish water surface elevations for the full spectrum of storm events (i.e. from 1-year to regional storm including the 100-year uncontrolled storm event);
- Update floodplain mapping along the relevant watercourses, if required, based on only the Regulatory storm (Hurricane Hazel or the 100-year uncontrolled storm, whichever is higher) for the future development condition if changes noted in peak flow rates and water surface elevations. and,
- Describe the character and extent of the floodplain limits, and any existing and/or the potential drainage deficiencies within the Study Area.

### **Develop Stormwater Management Plan**

The successful consultant will be expected to:

- Prepare S.M.P. to guide future development activities in the Study Area;
- Ensure that the plan will not only allow future developments to occur in the Study Area, but will also help the City address the development impacts on the following areas:
  - Surface Water Quantity;
  - Surface Water Quality;
  - In-stream Erosion; and,
- Set clear directions and recommendations on any structural improvements within the Study Area and/or externally;
- Recommend the major and minor drainage patterns for the Study Area;
- Establish target release flows at strategic locations within the Study Area;
- Consider the ownership mapping for individual properties within the Study Area and recommend the most suitable stormwater management approach in the Study Area (meaning - a centralized vs. a non-centralized approach);
- Recommend strategies to mitigate Regional Storm peak flow increases, including but not limited to flow conveyance improvements outside of the Study Area;
- Identify the timing of this mitigation strategy;
- Establish stormwater management requirement targets for areas such as, water quantity and quality, erosion control;
- Identify stormwater management options available to mitigate against the identified constraints/impacts and evaluate them for the use of the Study Area.

Upon completion, the Study should provide the City with an S.M.P. recommending the best management practices (e.g. L.I.D.s, etc.) in all aspects of stormwater management for use in the P.M.T.S.A.;

- Consult with technical review agencies (City and CLOCA);

- Recommend an implementation strategy for the S.M.P., which must identify matters including but not be limited to:
  - Locations and costs of the recommended works;
  - Phasing and cost-sharing of recommended works;
  - Stormwater management policies/guidelines to direct future development, planning and design;
  - Development plan review mechanisms;
  - Land acquisition, if any;
  - Best Management Practices and preliminary design of all remedial works for the management of the quantity and quality of surface water;
  - The Stormwater Management Pond locations within the Study Area suitable for quantity and quality controls, if applicable;
  - The stormwater drainage and flood protection works required.

#### **4.0 Reports and Meetings**

The consultant would be responsible for providing the City and C.L.O.C.A. with draft and final reports in digital form to the City, including digital copies of hydrologic and hydraulic models, and digital mapping products.

The consultant should also budget for a minimum of four (4) meetings with the Technical Co-ordinating Committee to be held at project start-up, completion of the technical analysis (i.e. hydrologic and hydraulic modeling), the completion of the draft report submission and before the final report submission. An optional fifth (5) meeting with the Technical Co-ordinating Committee can be held if additional technical guidance is required. The proponent may consider this as a provisional item in their proposal.

The successful Consultant is required to commence the Study immediately from the date of receiving a Purchase Order from the City and complete the assignment in 9 months.

All digital products identified as deliverables will be in an accessible format as outlined in the Ontario Regulation 191/11 (Integrated Accessibility Standards Regulation) created under The Accessibility for Ontarians with Disabilities Act, (2005) – conforming to the World Wide Web Consortium Web Content Accessibility Guidelines (WCAG) 2.0 Level AA. For more information refer to the City of Oshawa Vendor Accessible Document and Website Standards located on the City’s website at:

<http://www.oshawa.ca/media/file/VendorAccessibleStandardsMarch2014.pdf>

## 5.0 Proposal Contents and Submission

The following format and sequence should be followed in order to provide consistency in Proponent response and that each proposal receives full consideration.

- Company information page as provided in the bid document;
- Table of Contents including page numbers;
- A short (one or two page) summary of the key features of the Proposal;
- The body of the Proposal, including addressing each item in the Deliverables;
- Fee Structure;
- References; and,
- Additional information

Proponents shall supply information that reflects a viable corporate presence, preferably in Ontario. Such a viable corporate presence would be established by the existence of a client base, a functioning sales and support organization, and financial stability.

Proponents are to provide information on:

- Number of employees;
- Number and location of offices/location of home office/location of office servicing the City;
- Company Profile;
- Commitment to client satisfaction;
- Number of years in business; and,
- Experience in municipal program co-ordination.

A complete proposal shall include the following information:

- A Work Plan including a brief description of each component of the methodology identified and priced as a separate item;
- Per diem and project component costs shall be provided as well as total costs for all work required to complete the project;
- Company experience with similar stormwater management studies shall be identified. Please list recent similar projects and provide references;
  - Similar information should be provided for any sub-consultants that are part of the study team;
- Knowledge of the Oshawa Creek (including Goodman Creek/Montgomery Creek) and Black/Harmony/Farewell Creeks watersheds will be provided including a list of projects undertaken in the area;
- Key staff members that will lead the various components of the study shall be identified, and a summary of recent experience for each individual should be provided:
  - Where sub-consultants are proposed, list projects where the various study members worked together;

- The structure of the study team is to be clearly identified with one individual ultimately responsible for reporting to the City; and,
- Any potential conflicts shall be listed including on-going work for development or personal interests within the applicable Watersheds.
- Proponents will ensure all print material identified as deliverables will be created using an Arial or Verdana font in a minimum point size of 12. There will be a statement at the beginning or end of the document which reads “If this information is required in an accessible format please contact, (name, phone number and email of proponent). Proponent will be responsible to supply all accessible formats if requested at no additional cost to the City of Oshawa and/or requestor.
- Proponents will ensure all digital products identified as deliverables will be in an accessible format as outlined in the Accessibility for Ontarians with Disabilities Act, 2005 Integrated Accessibility Standards Regulation – Ontario Regulation 191/11 conforming to the World Wide Web Consortium’s web Content Accessibility Guidelines (W.C.A.G.) 2.0 Level AA.

All proposals shall be evaluated based on the suggested methodology and work program, company experience, staffing experience, knowledge of the watershed, and cost.

The City of Oshawa reserves the right to reject any and all proposals should it be deemed in their best interest to do so.

## 6.0 Evaluation

Proposals will be evaluated on the basis of all information provided by the Proponents. Each proposal will be reviewed to determine if the proposal is responsive to the submission requirement outlined in the Request For Proposal.

Proposals submitted shall be evaluated using the criteria listed below. Criteria are weighed in accordance with their importance and relevance to the City’s operations and objectives.

The City reserves the right to “short-list” several of the highest-ranking proponents prior to the final selection in order to conduct interviews/presentations. In the event that interviews/presentations take place, the short-listed Vendors’ proposal will be evaluated based on the accumulated total from both the Submission and Presentation weighted scores.

Evaluation Criteria	Available Points
<p><b>Qualifications and Experience</b></p> <ul style="list-style-type: none"> <li>▪ Demonstrated experience of firm</li> <li>▪ Demonstrated experience of key personnel</li> <li>▪ Experience with similar projects, in both scope and value.</li> </ul>	20 points
<p><b>Quality of Proposal</b></p> <ul style="list-style-type: none"> <li>▪ Responsiveness/completeness of submission</li> <li>▪ Demonstrated willingness to comply with the terms of the Request for Proposal</li> </ul>	15 Points

<b>Evaluation Criteria</b>	<b>Available Points</b>
<b>Project Deliverables/Technical Response</b> <ul style="list-style-type: none"> <li>▪ Demonstrated understanding of the requirements</li> <li>▪ Quality and completeness of approach/work plan/methodology</li> <li>▪ Project management structure</li> <li>▪ Ability to provide necessary resources to meet milestone dates and deadline</li> </ul>	45 Points
<b>Pricing</b> <ul style="list-style-type: none"> <li>▪ Cost effectiveness of the proposal</li> </ul>	20 points
<b>Total Points</b>	<b>100</b>
Interview, if applicable	25
<b>Grand Total Points</b>	<b>125</b>



**Title:** Attachment 6, Schedule "A"  
**Subject:** Study Area for the Stormwater Management Study: Central Oshawa Protected Major Transit Station Area

 Central Oshawa Protected Major Transit Station Area

City of Oshawa  
 Economic and Development Services





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Title: Attachment 6, Schedule "B"  
 Subject: Study Area for the Stormwater Management Study: Thornton's Corners Protected Major Transit Station Area

 Thornton's Corners Protected Major Transit Station Area

City of Oshawa  
 Economic and Development Services



Theme	Comment	Staff Response
<p><b>Automobile-oriented and land extensive uses</b></p>	<p>Multiple comments were received related to the imposition of prohibited uses such as uses that are “automobile oriented” or “land extensive.” Commenters were of the position that such uses should continue to be permitted, given the existing context and current lack of rapid transit in the subject areas.</p> <p>Region of Durham staff (hereafter referred to as the “Region”) requested that the draft Official Plan Amendment (“O.P.A.”) be revised to explicitly prohibit self-storage facilities.</p>	<p>Noted. However, automobile oriented and land extensive uses are explicitly prohibited under Policy 5.2.17 of the Durham Regional Official Plan (or “Envision Durham”), therefore it is necessary to implement this prohibition within the Oshawa Official Plan (“O.O.P.”) and Zoning By-law 60-94, as amended (the “Zoning By-law”).</p> <p>Policy 5.2.17 states that:</p> <p>“It is the policy of Council to:</p> <p>Prohibit the following uses within Protected Major Transit Station Areas:</p> <ul style="list-style-type: none"> <li>(a) automobile-oriented uses such as drive-through establishments, gasoline stations, service stations and car washes;</li> <li>(b) land-extensive uses such as automobile dealerships with outdoor vehicle storage and display areas, warehouses and storage facilities, including self-storage facilities; and</li> <li>(c) any land use that would adversely affect the achievement of the minimum density target.” <p>In response to the Region’s comment concerning self-storage facilities, City staff have revised Policy 2.1.8.2 (b) within the draft recommended O.P.A. (hereafter referred to as the “draft Recommended O.P.A.” and attached to this Report as Attachment 1) to specifically identify “self-storage facilities” as a prohibited use within P.M.T.S.A.s.</p> </li></ul>

Theme	Comment	Staff Response
<p><b>Status of existing retail uses</b></p>	<p>Comments were received from several landowners concerned about the status of existing low-density commercial uses. Commenters were concerned that the zoning regulations proposed to be added would limit their ability to expand the existing commercial plazas.</p>	<p>Noted. Excluding those uses prohibited under Policy 5.2.17 in Envision Durham as noted in the above comment response, City staff have endeavored to maximize the suite of permitted non-residential uses within both the new CO (Central Oshawa) Zone, and the new PCC-E (Planned Commercial Centre) Zone.</p> <p>In the majority of instances, the new regulations actually permit additional non-residential uses, rather than reduce the available options. As well, the use of the CO (Central Oshawa) Zone across the entire Central Oshawa Protected Major Transit Station Area (“P.M.T.S.A.”) allows for a mix of uses across the entire area, whereas previously only portions of the area permitted a mix of uses and was largely designated solely for single detached dwellings.</p> <p>Additionally, staff note that several commenters interpreted that existing retail store uses were being removed, due to changes in the way the uses were listed within the regulations. For example, previously many different types of retail use were listed separately under such applicable zones as SPC (Special Purpose Commercial) and PSC (Planned Strip Commercial). However, under every CO (Central Oshawa) Zone (excluding the CO-A Zone), retail store is a permitted use, which permits all of the uses previously listed separately.</p>

Theme	Comment	Staff Response
<p><b>Minimum Building Heights</b></p>	<p>Comments were received from several landowners concerned about the status of existing low-density commercial uses given the proposed three (3) storey minimum height regulation within the draft Zoning By-law Amendment (“Z.B.A.”) for the PCC-E (Planned Commercial Centre) Zone.</p>	<p>As noted above, within Envision Durham, Policy 5.2.17 states that:</p> <p>“It is the policy of Council to:</p> <p>Prohibit the following uses within Protected Major Transit Station Areas:</p> <p>(c) any land use that would adversely affect the achievement of the minimum density target.”</p> <p>Policy 5.2.23 of Envision Durham requires area municipal official plans to include policies for each P.M.T.S.A. which establish minimum density, population, employment and housing targets to demonstrate achievement of the overall target of at least 150 people and jobs per gross hectare.</p> <p>In view of the foregoing, continuing to permit one (1) or two (2) storey new development within the Thornton’s Corners P.M.T.S.A. is problematic as this would be inconsistent with the relevant policies of Envision Durham, including Policy 5.2.17 c).</p> <p>Accordingly, staff recommend that the three (3) storey minimum height regulation within the draft Z.B.A. for the PCC-E (Planned Commercial Centre) Zone remain in place.</p> <p>Notwithstanding the above, staff have provided a site-specific Special Condition for 680 Laval Drive to permit standalone financial institutions to be a minimum of two (2) storeys in height, with a maximum gross floor area of 1,550 square metres.</p>

Theme	Comment	Staff Response
<p><b>Maximum Building Heights</b></p>	<p>Comments were received from several landowners concerned about the significant increases in the maximum height regulations within the draft Z.B.A. for the CO (Central Oshawa) Zone.</p>	<p>Noted. As per Provincial policy, and consistent with direction under Envision Durham, the intention of the draft Z.B.A. and draft O.P.A. is to direct housing and jobs to the Central Oshawa P.M.T.S.A. and to the area surrounding the planned Central Oshawa GO Station in particular.</p> <p>City staff have recently advanced and had Council approve similar amendments within the Downtown Oshawa Urban Growth Centre to achieve similar goals, including increases to maximum heights.</p> <p>Additionally, City staff have followed the direction of Envision Durham with respect to building heights, including Policy 5.2.23(f), which states that:</p> <p>“It is the policy of Council to:</p> <p>Require area municipal official plans to include detailed policies, for each Protected Major Transit Station Area, which will:</p> <p>(f) include policies or approaches to ensure that the heights and densities of buildings are appropriately scaled to ensure compatibility with neighbouring lower density residential areas and appropriate transition is provided to adjacent Employment Areas, where applicable;”</p> <p>The dispersion of the different CO zone variations (“CO-A”, “CO-B”, “CO-C”, etc.) reflect a pattern intended to radiate outward from Simcoe Street South and the planned Central Oshawa GO Station, and focus height away from adjacent stable residential areas, consistent with Policy 5.2.23(f).</p>

Theme	Comment	Staff Response
<b>Grandview GO Station</b>	The Region requested that the draft O.P.A. be revised to remove references to the future Grandview GO Station on the south side of Bloor Street East, east of the Harmony Road South/Highway 401 Interchange. The Region notes that this area is not located within a P.M.T.S.A. and there is currently no GO Station planned for this site by Metrolinx.	Noted. As the Grandview GO Station is not identified as a P.M.T.S.A. in Envision Durham and as a Transportation Hub in the O.O.P., City staff will address this change through the ongoing Oshawa Official Plan Review.
<b>Central Oshawa M.T.S.A. Study Implications</b>	The Region has requested that a study similar to the Central Oshawa M.T.S.A. Study, looking at transportation, be completed for the Thornton's Corners P.M.T.S.A.	<p>Noted. Staff have been directed by Council to complete a transportation master plan for only the Central Oshawa P.M.T.S.A. to date. Staff note that the Thornton's Corners area possesses significantly fewer transportation corridors than the Central Oshawa P.M.T.S.A., with the major corridors being:</p> <ul style="list-style-type: none"> <li>▪ Stevenson Road South and Champlain Avenue, which are regional roads;</li> <li>▪ The surrounding rail corridors owned by C.P.K.C. – the C.P.K.C. General Motors (G.M.) rail spur and the C.P.K.C. mainline; and,</li> <li>▪ Laval Drive, which is ultimately planned to cross over or under the G.M. rail spur and connect with Stellar Drive, a regional road. It is staff's understanding that a Municipal Class Environmental Assessment may be initiated by the Region for this crossing.</li> </ul> <p>In view of the foregoing, a transportation study for Thornton's Corners would be best led by upper levels of government (e.g. the Region, Metrolinx, etc.) rather than independently initiated by the City.</p>

Theme	Comment	Staff Response
<p><b>Inclusionary Zoning</b></p>	<p>The Region has made comments with respect to:</p> <ul style="list-style-type: none"> <li>▪ The City adding enabling inclusionary zoning policies, given that within the Region’s inclusionary zoning assessment report, prepared by NBLC, the Central Oshawa and Thornton’s Corners P.M.T.S.A.’s are identified as having strong opportunities for density uplift and moderate market demand;</li> <li>▪ The City adding policies that encourage affordable and special needs housing, including adding a requirement that major residential developments include an Affordability and Accessibility Analysis as a part of the Planning Justification Report (pursuant to Envision Durham Policy 3.1.18).</li> </ul>	<p>With respect to the Region’s comments on inclusionary zoning, City staff will be considering opportunities to implement inclusionary zoning through the O.O.P. Review, as this would provide a more holistic approach to revising the relevant sections of the O.O.P.</p> <p>Staff have revised the proposed Section 2.1.7 of the O.O.P. to indicate that “The City may update the policies of this Plan in the future to provide guidance with respect to inclusionary zoning” (see Attachment 4).</p> <p>The City has a Terms of Reference for all Planning Justification Reports posted on the City’s website, which requires an Affordability and Accessibility Analysis for all major residential developments consisting of 100 or more units, which must:</p> <ul style="list-style-type: none"> <li>▪ Justify how the development will contribute to achieving affordable housing targets;</li> <li>▪ Identify opportunities to include a variety of special needs housing options to accommodate seniors and persons with disabilities; and,</li> <li>▪ Identify how residents would be able to access health care, social services and other amenities in their community.</li> </ul>

Theme	Comment	Staff Response
<p><b>Cultural Heritage Value</b></p>	<p>Both Heritage Oshawa and a member of the public commented that while they have no general issues with the proposed amendments, they are concerned regarding the potential impact on Oshawa's built heritage.</p> <p>Additionally, a comment was received having concerns with the application of Section 5.15 Cultural Heritage Resources of the O.O.P. within the context of an area given pre-zoned height and density. Questions were asked with respect to how Section 5.15 would be applied when considering development adjacent to properties on the Heritage Oshawa Inventory.</p>	<p>Staff note that there are only two (2) designated properties under the Ontario Heritage Act, R.S.O. 1990, c. O.18 ("Ontario Heritage Act") within the Central Oshawa P.M.T.S.A., including the former Ritson School, owned by the Region.</p> <p>There are no designated properties (or properties on the Heritage Oshawa Inventory) within the Thornton's Corners P.M.T.S.A.</p> <p>Section 4.6 of the Provincial Planning Statement (2024) ("P.P.S.") states that "Planning authorities shall not permit development and site alteration on adjacent lands to protected heritage property unless the heritage attributes of the protected heritage property will be conserved." The P.P.S. also defines protected heritage property as "property designated under Part IV or V of the Ontario Heritage Act", meaning that this policy support would not extend to properties on the Heritage Oshawa Inventory.</p> <p>In cases where development/site alteration is proposed adjacent to designated heritage properties, and where it has been determined that the development/site alteration may impact the cultural heritage value of the adjacent designated heritage property, staff would require the submission of a Heritage Impact Assessment. Heritage Impact Assessments recommend measures to mitigate the impact of development/site alteration to the heritage attributes of designated heritage property.</p> <p>Staff would not request a Heritage Impact Assessment for development adjacent to a Class "A" or "B" property on the Heritage Oshawa Inventory, given that as noted above, the P.P.S. only relates to the need for such assessment to be undertaken for properties that have been formally designated under the Ontario Heritage Act.</p>

Theme	Comment	Staff Response
<p><b>Metrolinx Corridor</b></p>	<p>Staff received comments from Metrolinx concerning proposed regulations to be added to the O.O.P. and Zoning By-law concerning development and its interface with rail corridors.</p> <p>These comments include that:</p> <ul style="list-style-type: none"> <li>▪ Any development adjacent to the Metrolinx Rail Corridor shall: <ul style="list-style-type: none"> <li>○ Not alter any drainage patterns, flows and/or volumes, onto Metrolinx-owned lands, absent review and approval by Metrolinx and its Technical Advisor, with all costs to be borne by the applicant/owner;</li> <li>○ Require execution of agreements with Metrolinx as deemed applicable, including but not limited to, Adjacent Development Agreement, Crane Swing Agreement, Shoring System and Permission to Enter Agreement, and Non-Disclosure Agreements;</li> <li>○ Provide the required setback and standard safety barrier (berm) or receive approval of an alternative barrier as detailed in a Rail Safety Report, to be reviewed by Metrolinx and its Technical Advisor, with all costs to be borne by the owner/ applicant (sufficient setback for future building maintenance and other related works in proximity to the</li> </ul> </li> </ul>	<p>Noted. City staff will address this change through the Oshawa Official Plan Review, as this would provide a more holistic approach to revising the relevant sections of the O.O.P., as such changes would also apply to areas of the City outside of the two (2) P.M.T.S.A.s.</p>

Theme	Comment	Staff Response
	<p>property line should also be considered);</p> <ul style="list-style-type: none"> <li>○ Install the Metrolinx Standard Security Fence along the property line, save and except for where substitutes are deemed satisfactory by Metrolinx;</li> <li>▪ Any development within 75m of the Metrolinx Rail Corridor shall: <ul style="list-style-type: none"> <li>○ Require a Vibration Study, to the satisfaction of Metrolinx and the City of Oshawa;</li> </ul> </li> <li>▪ Any development within 300m of the Metrolinx Rail Corridor shall: <ul style="list-style-type: none"> <li>○ Conform to the “Metrolinx Adjacent Development Guidelines - GO Transit Heavy Rail Corridors” and “Metrolinx Overbuild Development Guidelines - GO Transit Heavy Rail Corridors”;</li> <li>○ Require an Acoustical Study, which shall include the current rail traffic data and the Standard Metrolinx Noise Warning Clause, to the satisfaction of Metrolinx and the City of Oshawa; and,</li> <li>○ Require registration of an Environmental Easement for Operational Easement in favour of Metrolinx, over the subject lands.</li> </ul> </li> </ul>	

Theme	Comment	Staff Response
<b>Urban Design</b>	The Region has requested that the P.M.T.S.A.s be planned in accordance with – including with respect to built form and urban design – Sections 2 and 3 of the Durham Region Transit Oriented Development Strategy and should prioritize spaces that are walkable and of high quality for the public realm, including features such as street furniture, sufficient lighting and waste receptacles, as well as sufficient bicycle and micromobility supportive infrastructure.	Staff have revised the language of proposed Policy 2.16.1.10 to indicate that urban design and built form within the Central Oshawa P.M.T.S.A. shall address, among other matters, the Durham Region Transit-Oriented Development Strategy prepared by Urban Strategies Inc. for the Region of Durham.  Additionally, staff have added Policy 2.1.8.5 d) in Section 2.1.8 which contains reciprocal language to indicate that urban design and built form in a P.M.T.S.A. should be guided by the Durham Region Transit-Oriented Development Strategy.
<b>Transit-Oriented Community</b>	The Region has requested that the draft O.P.A. emphasize that the Central Oshawa residential neighbourhood will be a transit-oriented community which will be served by the future planned GO East Extension to Bowmanville.	Staff have revised the language proposed in Policy 2.16.1.1 of the O.O.P. to denote that “The Central Oshawa Protected Major Transit Station Area will be a transit-oriented community which will be served by the future planned GO East Extension to Bowmanville and centered by the future planned Central Oshawa Station at 500 Howard Street” (see Attachment 4).

Theme	Comment	Staff Response
<p><b>Townhouses in CO (Central Oshawa) Zones</b></p>	<p>Comments were received from several landowners concerned about the restriction of residential built form within CO (Central Oshawa) Zones to only permit apartment buildings (excluding CO-A Zone, which also permits a wide range of ground-related residential built forms).</p> <p>More specifically, landowners requested the ability to build townhouses within lands zoned CO-B and CO-C. These requests were made with the context that such townhouse built form would be incorporated within larger sites with apartment buildings, which on average would provide density satisfying the proposed zoning regulation for said zone.</p>	<p>City staff have reviewed the noted requests and recommend that alteration to the permitted built form within CO (Central Oshawa) Zones be done on a site-by-site basis, either through site-specific zones within the draft Z.B.A., or through minor variances in the future.</p> <p>Staff note that site-specific zones have been added as follows within the draft Z.B.A.:</p> <ol style="list-style-type: none"> <li>1. CO-C(6) Zone for 63 Albany Street, which allows block townhouse as a permitted use;</li> <li>2. CO-B(9) Zone for the southern portion of 135 Bruce Street, which allows all townhouse variations as permitted uses;</li> </ol> <p>As well, through Report ED-25-30, back-to-back street townhouse was previously added as a permitted use in a portion of the CO-B(5) Zone over the former Ritson School site.</p> <p>Staff note that in consideration of future minor variances, the Committee of Adjustment would rely in part upon the relevant O.O.P. policies with respect to appropriate built form, including the guidance within Table 2, Residential Density Classification. Under the heading of “General Representative Housing Type/Form” for “Medium Density II Residential”, which generally corresponds with lands designated CO-B in the draft Z.B.A., townhouses are listed.</p>

Theme	Comment	Staff Response
<p><b>Property-Specific Requests – 135 Bruce Street</b></p>	<p>The landowner of 135 Bruce Street, Medallion, requested that in order to accommodate a previously contemplated (and still active) application for a Plan of Subdivision for the subject lands, that a portion of the subject lands be changed from CO-B to CO-C, specifically the lands on the south side of the John/Eulalie Street extension, north of the existing hydro corridor, to permit appropriate height and density.</p> <p>Additionally, Medallion has requested that for lands south of the existing hydro corridor, a site-specific zone be added to accommodate the provision of townhouses as a permitted use.</p>	<p>Staff are in support of the proposed changes, given 135 Bruce Street’s location adjacent to the Downtown Oshawa Urban Growth Centre, and acknowledging the context of the longstanding subdivision application.</p> <p>The staff response to the comments under the heading “Townhouses in CO (Central Oshawa) Zones” above provides more detail as to how townhouses would be permitted within the southern portion of 135 Bruce Street.</p> <p>The draft Z.B.A. and draft O.P.A. have been revised to reflect the proposed changes.</p>

Theme	Comment	Staff Response
<p><b>Property-Specific Requests – Infrastructure Ontario</b></p>	<p>Infrastructure Ontario requested confirmation from City staff that their two (2) properties, listed as 0 Ritson Road South generally located south of Toronto Avenue and west of Ritson Road South, would not encounter a reduction in their permitted uses resulting from the proposed change from a PSC-A (Planned Strip Commercial) Zone to a CO-B(1) Zone.</p>	<p>The proposed range of permitted uses for CO-B(1) zones is generally all uses listed under the CO-B Zone variation as well as the majority of uses permitted within the PSC (Planned Strip Commercial) and SSC (Automobile Service Station) Zones that are not otherwise prohibited as land-extensive or auto-oriented uses. As noted above, the prohibition on “land-extensive” and “auto-oriented uses” is derived from Envision Durham Policy 5.2.17.</p> <p>As a result, the following uses within PSC and/or SSC Zones have not been included within the CO-B or CO-B(1) list of permitted uses:</p> <ul style="list-style-type: none"> <li>▪ Automobile Rental Establishment</li> <li>▪ Automobile Repair Garage</li> <li>▪ Automobile Sales and Service Establishment</li> <li>▪ Automobile Service Station</li> <li>▪ Car Wash</li> <li>▪ Fuel Bar</li> <li>▪ Outdoor Storage Accessory to a Permitted Use</li> <li>▪ Taxi Establishment</li> </ul> <p>Additionally, some uses permitted within the PSC Zone are more institutional in nature (i.e. Art Gallery, Museum, etc.) and have been permitted solely within CO-D and CO-E zones, in coordination with staff’s efforts to dedicate the Simcoe Street South and First Avenue corridors as the civic/non-residential focus areas of the Central Oshawa P.M.T.S.A.</p>

Theme	Comment	Staff Response
<p><b>Property-Specific Requests – 417, 421 and 437 Storgo Boulevard</b></p>	<p>The landowner of 417, 421 and 437 Storgo Boulevard requested confirmation from City staff that their property, shown within the proposed CO-B(1) Zone, be permitted to allow a self-storage facility, a use currently permitted on the site under the existing R2(6) and R2(9) zoning.</p>	<p>As noted above, the prohibition on “land-extensive” and “auto-oriented uses” is derived from Envision Durham Policy 5.2.17. The Region has specifically requested that the draft O.P.A. be revised to explicitly prohibit self-storage facilities.</p> <p>With respect to the existing self-storage use, it would become a legal, non-conforming use upon approval of the subject draft Z.B.A. Legal non-conforming uses are regulated by Section 4.2 of the Zoning By-law.</p>
<p><b>Property-Specific Requests – 144 and 155 First Avenue</b></p>	<p>The landowner of 144 and 155 First Avenue, First Avenue Developments, requested that in order to accommodate an active rezoning application for 144 First Avenue, and in anticipation of future applications for 155 First Avenue, that a site-specific zone be added to accommodate the intended development.</p> <p>More specifically, First Avenue Developments requested:</p> <ul style="list-style-type: none"> <li>▪ Zoning to permit a portion of a building to be cantilevered over a daylighting triangle;</li> <li>▪ The minimum non-residential gross floor area for the ground floor (as a % of total building area) of twenty-five percent (25%) be lowered, given the large size of the site;</li> <li>▪ The streetwall height be increased from 13.5m to 15.5m within the relevant setback provisions; and,</li> <li>▪ That the “h-51” holding provision be modified to separate the interconnected</li> </ul>	<p>Staff have reviewed the requests from First Avenue Developments and are agreeable to the majority of them.</p> <p>Staff have revised the proposed regulatory table for CO-D and CO-E Zones in the draft Z.B.A. to:</p> <ul style="list-style-type: none"> <li>▪ Specify that the requirement to have a minimum non-residential gross floor area on the ground floor (as a percentage of the total ground floor area), would only apply to buildings with frontage on First Avenue or Simcoe Street South (see Attachment 4);</li> <li>▪ Increase the streetwall height from 13.5m to 15.5m within the relevant setback provisions.</li> </ul> <p>Additionally, staff have created a site-specific zone, CO-E(2), for 144 First Avenue, which regulates that:</p> <ul style="list-style-type: none"> <li>▪ The minimum ground floor height shall be 4.5m.</li> <li>▪ The minimum separation distance between the portion of buildings above 11 storeys in height shall be 25 metres.</li> <li>▪ The minimum setback of the portion of any building above 11 storeys in height from an interior side yard or rear yard lot line shall be 12.5 metres.</li> <li>▪ No driveway access may be permitted onto First Avenue.</li> </ul>

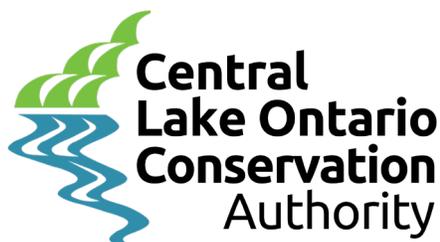
Theme	Comment	Staff Response
	<p>condition of site plan approval for each of 144 and 155 First Avenue.</p>	<ul style="list-style-type: none"> <li>▪ A building is permitted to project into a corner sight triangle provided the projection is a minimum 4m above the ground level.</li> </ul> <p>Staff have also created a site-specific zone, CO-E(3), for 155 First Avenue, which regulates that:</p> <ul style="list-style-type: none"> <li>▪ The minimum ground floor height shall be 4.5 m.</li> <li>▪ No driveway access may be permitted onto First Avenue.</li> <li>▪ A building is permitted to project into a corner sight triangle provided the projection is a minimum 4m above the ground level.</li> </ul> <p>Lastly, staff have revised the previously proposed amendments to the “h-51” holding provision to:</p> <ul style="list-style-type: none"> <li>▪ Delete the text in Paragraph (a) under the “Purpose” component of “h-51” in its entirety and replace it with the text “(a) Site plan approval is obtained from the City for 155 First Avenue.”</li> <li>▪ Delete Paragraph (c) under the “Purpose” component of “h-51” in its entirety.</li> </ul>

Theme	Comment	Staff Response
<p><b>Expropriation/ Future Development</b></p>	<p>Several comments were received from residents of the Central Oshawa P.M.T.S.A. with concerns regarding losing their properties as a result of development, transit infrastructure and/or expropriation by the City.</p>	<p>The City does not advance transit or transit infrastructure projects – transit is a Region and/or Metrolinx responsibility. City staff note that the development of any given property in the Central Oshawa P.M.T.S.A. is dependent on the interest of a private property owner in redeveloping the subject lands. No individual can be removed from their property against their consent by a private company/developer, and the only mechanism a municipality would have to acquire property without the consent of the property owner is expropriation.</p> <p>City staff can confirm as of the date of this Report (May 28, 2025) that no expropriation processes are underway as a result of the P.M.T.S.A. planning work, nor does the planning work underway recommend future expropriations to accommodate residential or commercial development.</p>
<p><b>Parking Requirements</b></p>	<p>Several comments were received from residents of the Central Oshawa P.M.T.S.A. with concerns regarding the removal of parking minimums in the P.M.T.S.A.s.</p>	<p>The draft Proposed Zoning By-law Amendment would remove minimum parking requirements within the P.M.T.S.A.s in accordance with Provincial legislation, specifically the Planning Act. This change to the Planning Act was made by the Province in June 2024 through Bill 185.</p> <p>The City is unable to require new developments to have parking spaces within this Central Oshawa P.M.T.S.A., regardless of the context.</p> <p>That being said, it is anticipated that market conditions (e.g. purchaser demand for parking) will continue to motivate builders to include a certain amount of parking spaces in new developments.</p>

Theme	Comment	Staff Response
<p><b>Accessory Dwelling Units</b></p>	<p>A comment was received from a resident of the Central Oshawa P.M.T.S.A. with concerns regarding permissions for Accessory Dwelling Units (“A.D.U.s”) in the CO (Central Oshawa) Zone.</p>	<p>The provision of A.D.U.s is guided by Section 5.12 of the Zoning By-law. Per article 5.12.1, “Accessory apartments shall be permitted within any single detached dwelling, semi-detached dwelling, semi-detached building, duplex, or street townhouse dwelling or within a building accessory to a single detached dwelling, semi-detached dwelling, semi-detached building, duplex, or street townhouse dwelling located in a <b>R1, R2, R3, R5, OSR-A, OS-ORM, AG-A, AG-B or AG-ORM Zone.</b>” This list is not intended to be amended to include CO (Central Oshawa) or PCC-E (Planned Commercial Centre) Zones within the draft Z.B.A. attached to this Report.</p> <p>Staff note that a significant number of properties in the Central Oshawa P.M.T.S.A. currently permit A.D.U.s, given their existing zoning (e.g. R2, R3, R5, etc.). However, it is the view of staff that continuing to allow A.D.U.s within areas intended for apartment buildings and other medium to high-density development may not meet the intent of the proposed changes. Other high-density areas of the City such as UGC and R6 zones do not allow A.D.U.s. Therefore, staff do not recommend amending Section 5.12 of the Zoning By-law at this time to permit A.D.U.s within CO or PCC-E Zones.</p> <p>More information with respect to A.D.U.s is available here: <a href="https://www.oshawa.ca/en/home-property/accessory-apartments.aspx">https://www.oshawa.ca/en/home-property/accessory-apartments.aspx</a>.</p>

Theme	Comment	Staff Response
<p><b>Holding Provision h-96</b></p>	<p>A comment was received from a landowner with respect to the “h-96” holding provision, applied in the draft Z.B.A. to every property within 100m of the centreline of First Avenue and McNaughton Avenue to ensure the conveyance of any lands required for the future road widening recommended through the Environmental Assessment process. The comment requested that the taking of road widenings for First Avenue be deferred to the occupancy of a development, rather than the standard practice which is to obtain prior to construction.</p>	<p>City staff would not support the proposed revision to “h-96”. The City’s standard practice is to obtain road widenings prior to permits. Widening must be completed prior to construction to ensure appropriate lands are conveyed. Deferring the taking of widenings to occupancy creates a risk to both the City and the developer in the event a building is constructed in an inappropriate location (i.e. on lands required for a widening).</p>

Theme	Comment	Staff Response
<p><b>Holding Symbol “h-97”</b></p>	<p>A variety of comments were received with respect to the “h-97” holding provision, applied in the draft Z.B.A. to every property within the two (2) P.M.T.S.A.s.</p> <p>Concerns were raised with:</p> <ul style="list-style-type: none"> <li>▪ The undefined timing for the Transit Station Charge mechanism to be in place;</li> <li>▪ The undefined list of uses upon which the Transit Station Charge would apply (i.e. residential, non-residential, etc.); and,</li> <li>▪ The stage of an application during which the charge can be collected (site plan approval, building permit approval, occupancy, etc.).</li> </ul>	<p>The Region is unable to pass a Transit Station Charge By-law until an appropriate Background Study is completed, which in turn relies on the Province releasing regulations under Bill 131, the Transportation for the Future Act, 2023 (which implements the GO Station Funding Act).</p> <p>On March 26, 2025, Regional Council considered a motion regarding GO Transit Station Funding, available at the following link:  <a href="https://pub-durhamregion.escribemeetings.com/filestream.ashx?DocumentId=6632">https://pub-durhamregion.escribemeetings.com/filestream.ashx?DocumentId=6632</a></p> <p>The subject motion, endorsed by Regional Council, requested that the Province of Ontario expedite the release of regulations under the GO Transit Station Funding Act, 2023 to enable the Region to proceed with a background study and pass a Transit Station Charge By-law to support the funding of four new GO stations and Transit-Oriented Communities along the GO Lakeshore East Extension to Bowmanville.</p> <p>A copy of this resolution was sent to the Premier of Ontario, the Minister of Transportation, the Minister of Infrastructure, all local Durham MPPs, and all Durham local area municipalities.</p> <p>As of the date of this report (May 28, 2025), City staff have not received an update from the Province or Region concerning regulations under the GO Transit Station Funding Act, 2023.</p> <p>Pursuant to Bill 131, once the Region passes a Transit Station Charge By-law, the City will proceed with collecting Transit Station Charges, with valuation, process and timing dictated by said by-law, as appropriate.</p>



April 8, 2025

Mr. Connor Leherbauer, Senior Planner  
The Corporation of The City of Oshawa  
Department of Development Services  
50 Centre Street South  
Oshawa ON L1H 3Z7

Mr. Leherbauer,

**Subject: CLOCA Comments: City-Initiated Amendments to the Oshawa Official Plan and Zoning By-law 60-94 to Implement Protected Major Transit Station Areas  
CLOCA File IMS#PSSE87**

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Thank you for the opportunity to comment on the City- Initiated Amendments to the Oshawa Official Plan and Zoning By-law 60-94 to implement the policies of the Protected Major Transit Station Areas (PMTSA). As noted in our previous correspondence with respect to our Technical Advisory Committee role, CLOCA supports residential intensification and growth in locations near future public transit stations, while having regard for the potential impacts on the environment, existing infrastructure, and the surrounding communities.

As conveyed to the City in our last correspondence, the PMTSA is proposed to be intensified and is partially within the Goodman Two-Zone Floodplain. The Flood Mitigation Study (Greck Associates 2021) emphasizes that upstream development should not increase flood hazards, a principle that also applies to increases in impervious surfaces from land use changes. Section 5.8.13 of the City of Oshawa Official Plan (2023) requires a thorough assessment before urban boundary expansions / intensification occurs to ensure flooding conditions are not worsened for upstream or downstream properties. Increased land imperviousness due to land use changes can lead to higher runoff rates, volumes, and flood elevations. Therefore, it remains CLOCA's position that an impact analysis be conducted to understand how proposed land use changes could affect flooding in the watershed. This analysis could reveal the need for additional stormwater management and infrastructure improvements, which should be identified early in the planning process.

CLOCA staff have reviewed the draft Official Plan amendment and suggest that in order to ensure a more sustainable and climate-resilient future; while planning for ongoing growth and intensification, the following policy changes be considered for incorporation into the existing framework:

1. **Section 2.16.1.6:** CLOCA staff acknowledge the western boundary of the PMTSA abuts the Oshawa Creek corridor and reflects the boundary identified in the Durham Regional Official Plan. CLOCA staff believes that the western boundary needs further rationalization as well as further consideration and refinement. Using the limit of the floodplain as the extent of the PMTSA as well as the bylaw line is problematic, as this boundary is derived from modeling and is subject to change. Given the potential for future modifications

based on further studies and upstream impacts, it is essential to re-evaluate the delineation of this boundary to ensure that future development does not compromise public safety, including intensifying or diversifying existing land uses to include sensitive land uses on properties impacted by flood hazards.

Additionally, in alignment with the city's goal of promoting the restoration and enhancement of the Oshawa Creek corridor, we propose the addition of the following clause:

*"d) integrating innovative low-impact development (LID) strategies into the design of landscaping and built form (where technically feasible) to mitigate the impacts of stormwater management within the PMTSA. These strategies should include opportunities for infiltration, on-site retention, and adaptive re-use within the urban environment, all aimed at reducing stormwater runoff and mitigating downstream erosion impacts."*

2. **Section 2.1.8.4:** The section on climate change resiliency should be elaborated to better address stormwater management. We recommend adding:

*"...including, but not limited to, adaptive reuse and storage of stormwater management techniques."*

This will further emphasize the role of innovative approaches in adapting to ongoing changing climate conditions.

3. **Section 2.1.8.5 d):** To reduce the environmental impact of automobile parking, while encouraging structure parking, CLOCA staff recommends that all proposed surface parking be required to implement LID strategies that limit impervious surfaces wherever feasible.

These proposed updates will help manage the increased stormwater runoff in Protected Major Transit Station Areas (PMTSAs), where higher densities are allowed to support public transit. In addition to reducing environmental impacts, these updates will contribute to the city's overall sustainability goals. Other suggestions include considering parking lot structures with solar panels, which could help reduce urban heat island effects by creating cooler microclimates for pedestrians while also generating solar power for the municipality.

Building upon the comments above, CLOCA staff also reviewed the proposed Zoning By-law amendment. The draft Zoning By-law Amendment proposes higher densities within the new zone CO-A which is impacted by the flood hazard. Furthermore, the new zone CO-B and CO-C not only allows new apartment buildings, but also permits daycare centres and schools, which are considered sensitive land uses in the PPS, and are not permitted within lands impacted by flood hazards. As discussed above, CLOCA staff does not support increasing density permissions within areas impacted by the regulated natural hazards as they are impacted by hazards, and may increase the level of risk to vulnerable sectors in the community.

Of the various examples discussed in a phone call last week, we wish to highlight the lands located on Appendix D: Schedule B3 where the lands at the lower end of Simcoe Street South is proposing a zone change for the entire parcel from OSH(3) to CO-D "h-96" "h-97". Staff note that a portion of this site remains as a flood and slope hazard and as such the change of this zone should be predicated on ensuring the hazard lands remain in the OSH zone. It should be noted that this property is also only partially located in the PMTSA as per Appendix D, Schedule A, and as such, only that portion of the property should be re-zoned.

CLOCA staff recommend further consideration be placed upon all lands within the hazard, such as a Holding Provision that all lands within the hazard cannot be intensified until such time it has been demonstrated that the lands are no longer impacted.

We thank you for the opportunity to provide our technical assistance in this important endeavour, and are happy to assist as we move forward. Should you have any questions or wish to further discuss the contents contained within this letter, please feel free to contact the undersigned.

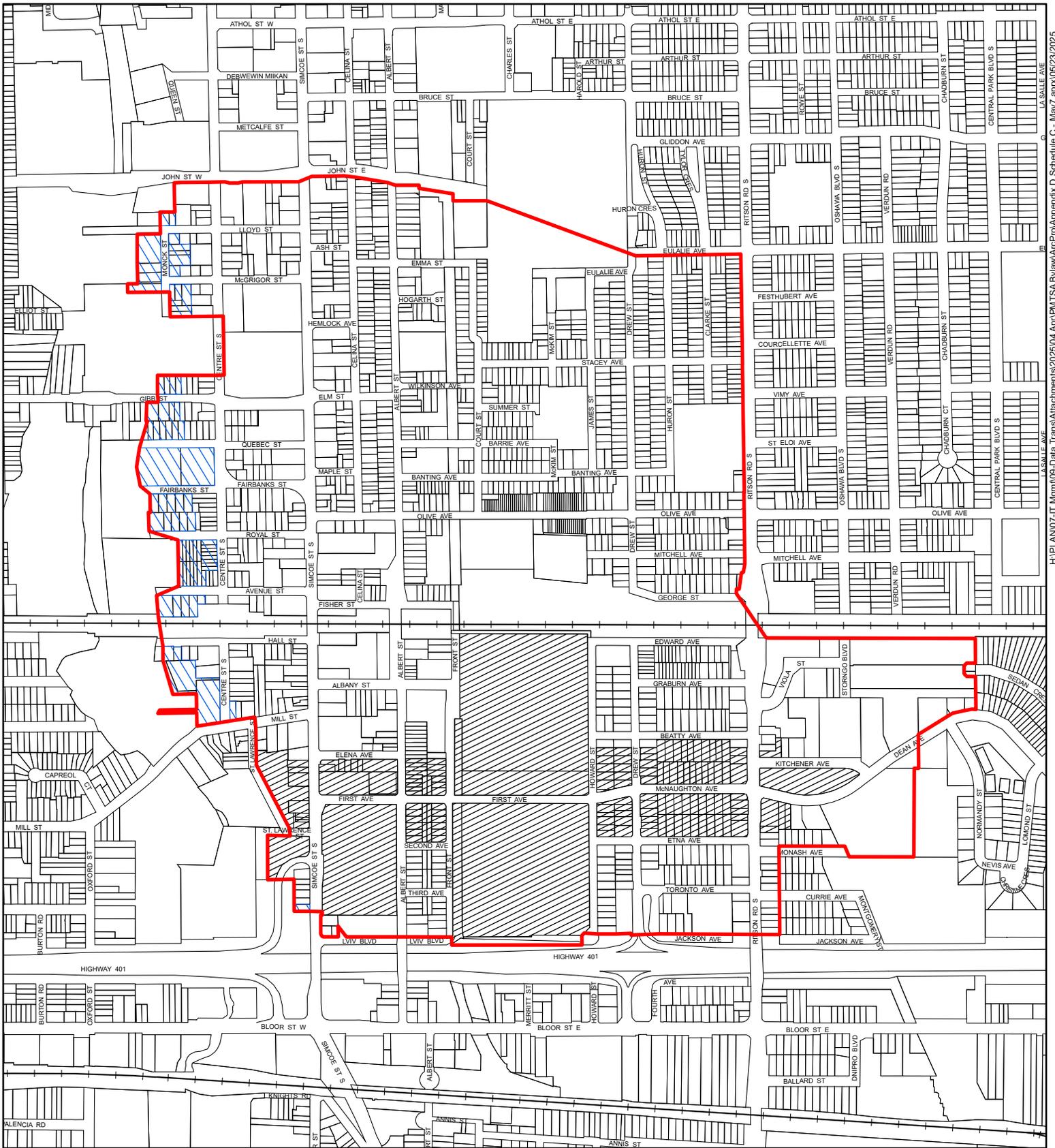
*Regards,*



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**Title:** Attachment 9  
**Subject:** Lands Subject to Proposed "h-96", "h-97", "h-103", "h-105" Holding Zones Within the Central Oshawa Protected Major Transit Station Area

-  Proposed "h-97" and "h-103" Zoned BLDs (excluding lands zoned "OSH" or "OSP")
-  Proposed "h-96" Zoned Lands
-  Proposed "h-105" Zoned Lands

