

To: Council in Committee of the Whole

From: Ron Diskey, Commissioner,
Community Services Department
Warren Munro, HBA, RPP, Commissioner,
Development Services Department

Report Number: CNCL-21-110

Date of Report: November 23, 2021

Date of Meeting: December 1, 2021

Subject: City of Oshawa Parking Study

Ward: All Wards

File: B-1100-0448

1.0 Purpose

The purpose of this Report is to present for Council's endorsement the final report and prioritized recommendations of the City of Oshawa Parking Study (the "Parking Study"), subject to the comments and recommendations of City staff as contained in this Report.

A significant amount of residential development has occurred in the City of Oshawa in recent years, and this growth is forecasted to continue. In accordance with provincial, regional and local municipal policies, a sizable portion of this residential development has been directed to those areas designated in the Oshawa Official Plan as the Downtown Oshawa Urban Growth Centre ("D.O.U.G.C."), Central Areas including Transportation Hubs and Intensification Areas along Regional and Local Corridors. This residential development will generate parking demand.

Through a Request for Proposal process, the City hired IBI Group ("I.B.I.") to undertake the Parking Study on behalf of the City.

On February 17, 2021, I.B.I. presented the Parking Study to City Council at which time Council passed the following motion:

"That the presentation from IBI Consulting be referred to staff for a report back with recommendations to a special meeting of Council in Committee of the Whole."

The Parking Study was undertaken to develop a forward-looking plan for managing parking in the City. The Parking Study analyzed Oshawa's City-wide parking opportunities and needs, with a focus on Intensification Areas along Regional and Local Corridors

(referred to as “Intensification Corridors” in this Report), the D.O.U.G.C. and Transportation Hubs.

The Parking Study assessed and provided recommendations on the following key items:

- Assessing existing and future (to the 2031 time horizon) municipal parking operations in the D.O.U.G.C.;
- Creating a City-wide parking policy framework;
- Reviewing Oshawa's City-wide residential parking requirements; and,
- Reviewing financial operations and investigating the potential for a cash-in-lieu (C.I.L.) of parking program.

Attachment 1 the final report for the City of Oshawa Parking Study, prepared by I.B.I. dated January 22, 2021. A copy of the final report can be viewed at the following link: <https://www.oshawa.ca/city-hall/resources/Planning/Oshawa-Parking-Study-Final-Report.pdf>.

Attachment 2 contains Appendices A to E of the final report for the City of Oshawa Parking Study, prepared by I.B.I. dated January 22, 2021. A copy of Appendices A to E of the final report can be viewed at the following link: <https://www.oshawa.ca/city-hall/resources/Planning/Oshawa-Parking-Study-Final-Report-Appendices.pdf>.

Attachment 3 is a prioritized list of the recommendations of the City of Oshawa Parking Study Report with staff commentary.

Attachment 4 is a summary of existing and proposed residential parking requirements.

Attachment 5 is an excerpt of the Zoning By-law detailing the definitions of various residential land uses.

A paper copy of the final report and appendices for the Parking Study are available for viewing in the Planning Services Branch (8th Floor, Rundle Tower, Contact: Morgan Jones, Senior Planner, Email mrjones@oshawa.ca or Tel: 905-436-3311 Ext: 2536) and on the City's website at the following link: <https://www.oshawa.ca/city-hall/parkingstudy.asp>.

2.0 Recommendation

It is recommended to City Council:

1. That, pursuant to Report CNCL-21-110 dated November 23, 2021, City Council endorse the final report, appendices and prioritized recommendations for the City of Oshawa Parking Study dated January 22, 2021, prepared by IBI Group, as contained in Attachments 1, 2 and 3 to said Report as a general guide to help inform decision making, subject to the comments and recommendations of City staff as outlined in said Report.

2. That, pursuant to Report CNCL-21-110 dated November 23, 2021, the Development Services Department be authorized to initiate the statutory public process under the Planning Act for Council to consider proposed City-initiated amendments to the Oshawa Official Plan and Zoning By-law 60-94, generally as set out in Section 5.1.8.1 and Attachments 3 and 4.

3.0 Executive Summary

The City has and will continue to experience significant residential development. This growth will generate demand for parking. The Parking Study is intended to guide future municipal decisions with respect to the demand for parking in Oshawa in the context of those areas designated in the Oshawa Official Plan as the Downtown Oshawa Urban Growth Centre, Transportation Hubs, and Intensification Areas along Regional and Local Corridors, as well as for the rest of the City in areas not specifically targeted for intensification. It is recommended that the Parking Study be endorsed subject to the comments and recommendations of City staff as contained in this Report.

Future reports to the appropriate standing committees and Council will be prepared to implement certain Prioritized Recommendations of the final report for the City of Oshawa Parking Study as outlined in Attachment 3.

4.0 Input From Other Sources

4.1 Technical Advisory Committee

City staff from the following departmental branches were assigned to the Technical Advisory Committee for the Parking Study and were consulted throughout the study process.

- Municipal Law Enforcement and Licensing Services
- Economic Development Services
- Engineering Services
- Finance Services
- Planning Services
- Traffic, Streetlighting and Parking

4.2 Key Stakeholders

Key stakeholders were contacted and invited to review information and provide feedback and input on the Parking Study.

As part of this process, presentations were made by I.B.I. to the following groups:

- The City of Oshawa Corporate Leadership Team (“C.L.T.”);
- A joint meeting of the Development Services Committee and Community Services Committee; and,

- The City's Building Industry Liaison Team ("B.I.L.T."), which includes a representative from the Durham Region Home Builders' Association ("D.R.H.B.A.").

Comments received from the presentations made to C.L.T., the joint Development Services Committee and Community Services Committee and B.I.L.T. were taken into consideration in I.B.I.'s preparation of the final report and recommendations for the Parking Study.

4.3 Public Information Centres

Two Public Information Centres (P.I.C.s) were held as part of the Parking Study. Both P.I.C.s were advertised in the Oshawa This Week and Oshawa Express newspapers. Both P.I.C.s were also advertised on the City's website and communicated through its Corporate Twitter and Facebook social media accounts.

The first P.I.C. (P.I.C. 1) was held at the Civic Auditorium on April 3, 2019 for the purpose of presenting information regarding the scope of the Parking Study and to gather input, direction and ideas on opportunities and challenges from the public and stakeholders at an early stage.

A second P.I.C. (P.I.C. 2) was held digitally via a Microsoft Teams meeting on October 15, 2020, to obtain public and stakeholder feedback on the draft preliminary findings of the Parking Study.

The City also created a study webpage and prepared an online survey in order to further engage the public and seek feedback on the draft preliminary findings of the Parking Study.

A transcript of P.I.C. 2 and a summary of the responses received by the City of Oshawa Corporate Communications branch during the Phase 2 public consultation can be viewed in full in Attachment 2 (see Appendix E) to this Report.

Comments received as part of the P.I.C.s were taken into consideration in I.B.I.'s preparation of the final report and recommendations for the Parking Study.

4.4 Comments Received on Final Parking Study Report

The final Parking Study report was presented to City Council on February 17, 2021 and provided to B.I.L.T. on May 13, 2021.

Comments raised by B.I.L.T., including D.R.H.B.A. members are noted below together with staff's response.

4.4.1 Consider Reduced Parking Rates in Additional Areas

Comment:

In addition to reducing minimum residential parking rates in Intensification Areas, the City of Oshawa should consider reducing minimum residential parking rates in other areas where intensification is planned including transit corridors. In addition, during P.I.C. 2,

certain developers with site specific development proposals suggested that areas designated as Special Development Area (e.g. the Oshawa Harbour Special Development Area) or Sub-Central Area (e.g. at Cedar Street and Wentworth Street) also be considered for reduced minimum residential parking rates.

Staff Response:

I.B.I. considered the comment regarding Local and Regional Corridors and advised that if the corridors provide similar levels of alternative transportation options, and have similarly low single occupancy vehicle mode share, then reduced parking rates can be considered.

Staff's opinion is that the same rationale would apply to Special Development Areas or Central Areas, being that if a Special Development Area or Central Area (including Sub-Central Areas and Community Central Areas) provides similar levels of alternative transportation options, and have similarly low single occupancy vehicle mode share, then it is appropriate to consider reduced parking rates.

However, any area not assessed by I.B.I. as part of the Parking Study will have to be assessed prior to recommending any reduced parking rates on an area-wide basis. The assessment would need to be undertaken in a similar manner as I.B.I.'s assessment. This would include reviewing historical information, undertaking a comparative analysis of other municipalities, undertaking parking surveys and confirming existing and planned transit routes.

4.4.2 Transition Rule for Developments in relation to Zoning Changes

Comment:

A comment was made that the City of Oshawa should consider adding a transition rule in the Zoning By-law to exempt certain planned development from any new zoning regulations that would necessitate the provision of more off-street parking than currently required, should the City adopt amendments to Zoning By-law 60-94 that would increase the amount of off-street parking required.

Staff Response:

It is the intention of staff to recommend that a transition rule be included in the Zoning By-law should revised parking rates and regulations be implemented. This is a common practice when changing provisions in a Zoning By-law to avoid undue hardship on developments that are in process, designed, sometimes sold, but not yet constructed.

Some municipalities exempt developments at certain stages of approval and others simply provide a date as to when the exemption expires.

A draft of the Oshawa transition rule can be found in Section 5.1.8.3.

The transition rule will be the subject of further discussion through a subsequent public process to amend the Zoning By-law to adopt new recommended parking requirements

which as per Attachment 4 to this Report, would be undertaken in the short term (1 to 2 years).

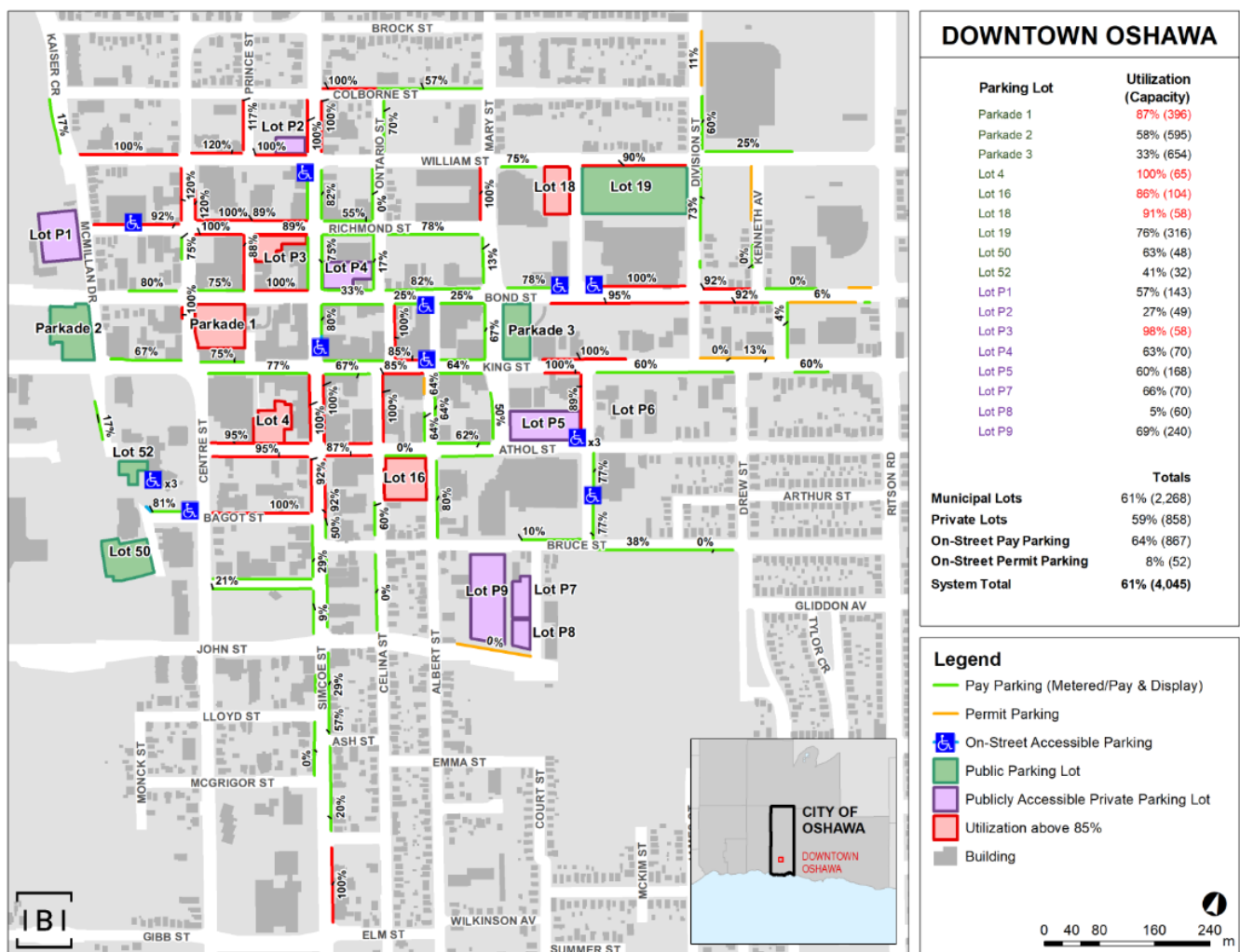
5.0 Analysis

5.1 Key Findings of the Parking Study

5.1.1 Existing Municipal Parking Operations in the Downtown Oshawa Urban Growth Centre

A parking utilization analysis was conducted using the seasonally adjusted parking demand data to identify locations where parking operates at or near capacity. Parking systems are considered “effectively full” at an occupancy of approximately 85 to 90%, depending on parking lot size and other characteristics. This represents the point where finding a space is challenging for drivers, resulting in an increased likelihood of a driver having to search for an available parking space.

Figure 1: Oshawa Weekday Parking Utilization Map



Source: I.B.I. Parking Study

I.B.I. undertook surveys on February 9th, 20th and 23rd, 2019 to ascertain parking utilization in Downtown Oshawa.

Given that a peak parking utilization of 60% was observed, the overall Oshawa parking system is considered sufficient to accommodate the existing parking demand.

While the overall parking demand is well below the 85% effective capacity threshold, there are some parking facilities that were observed to operate at or near effective capacity.

Based on the observed operations, it is likely valid that some users perceive a shortage in parking with occasional difficulty in finding an available space at some of the busier parking facilities. However, sufficient parking opportunities were observed to be available within acceptable walking distance to accommodate any excess demand.

Given that the system wide parking occupancy is below the 85 to 90% effective capacity threshold, and that parking opportunities remain available near facilities operating above effective capacity, the existing parking supply in the D.O.U.G.C. is considered sufficient to accommodate the existing parking demand.

5.1.2 Future Municipal Parking Operations in the Downtown Oshawa Urban Growth Centre

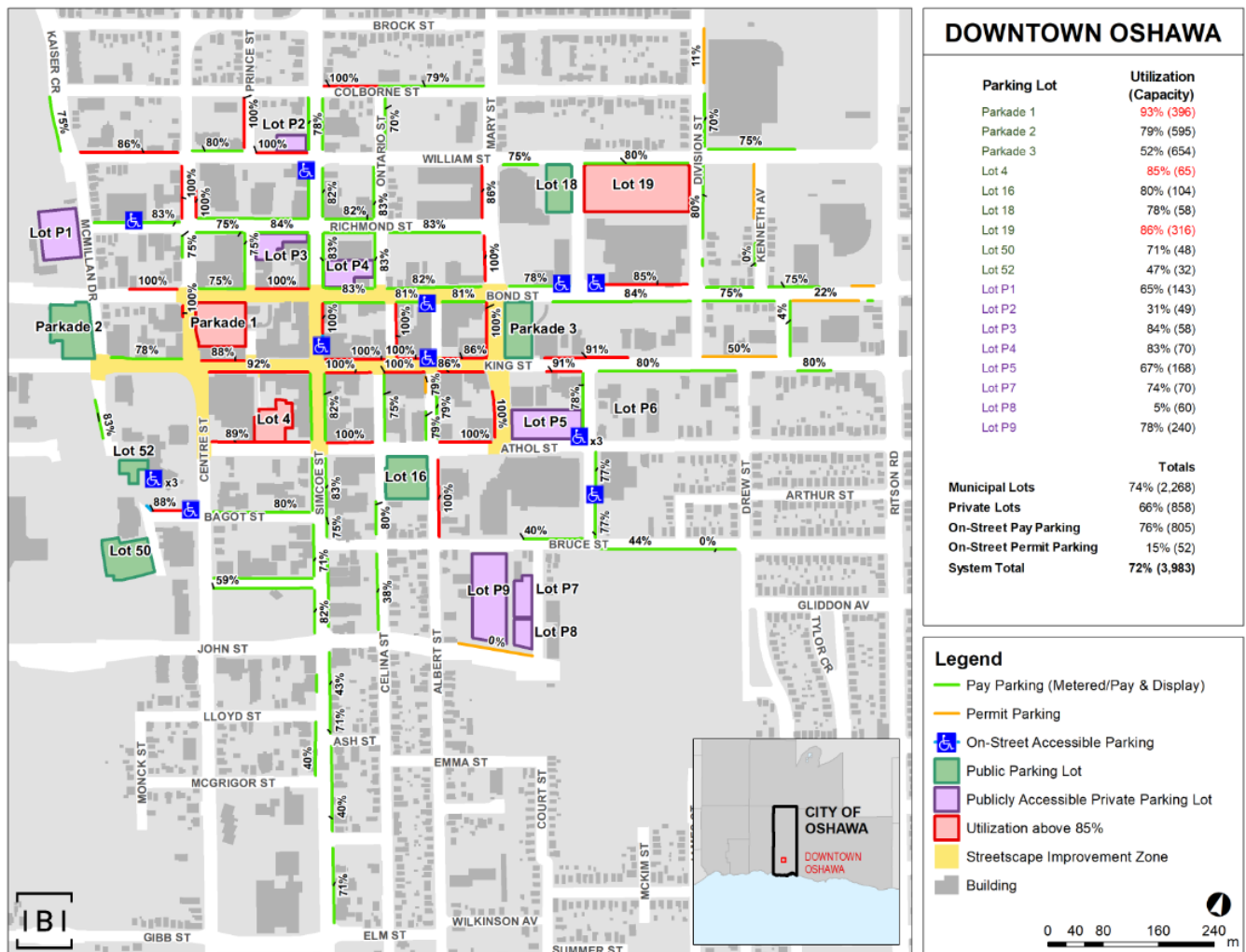
The future performance of the D.O.U.G.C. parking system has been estimated by consolidating the existing parking supply and demand changes based on anticipated future development and anticipated parking supply losses due to the re-allocation of parking spaces to other uses (cycling or transit improvements, streetscape/sidewalk improvements, temporary patios, etc.).

To evaluate whether operations are projected to be acceptable, parking facilities operating above effective capacity were identified, and the available parking facilities within an acceptable walking distance were examined. If sufficient capacity was identified nearby to accommodate any excess parking demand, then operations were considered acceptable. Parking operational issues were identified if the parking system did not have available parking in proximity to facilities operating near or at capacity. Parking demand was capped at each facility's supply. If demand was projected to exceed capacity, the excess supply was reallocated to a nearby parking facility with available capacity.

The assessment of Oshawa's projected 2031 parking operations revealed the following:

- During the period of peak demand, the overall D.O.U.G.C. parking system is projected to operate below capacity (72% utilization);
- The municipal off-street parking system is projected to operate at 74% utilization, with Lots 4 and 19 and Parkade 1 operating above effective capacity; and,
- The private off-street parking system is anticipated to operate with available capacity (66% utilization). All off-street parking facilities are projected to remain below effective capacity.

Figure 2: Anticipated 2031 D.O.U.G.C. Parking Demand Map



Source: I.B.I. Parking Study

I.B.I. recommends that the City focus its efforts towards better distributing parking demand throughout the D.O.U.G.C. parking system. With a better distributed demand, the number of users that perceive a shortage in parking can be managed. Strategies aimed at improving the distribution of parking demand include wayfinding technologies, variable parking prices, parking user restrictions, parking time restrictions, and redistributing permit sales. The City could consider developing a parking wayfinding strategy as a next step.

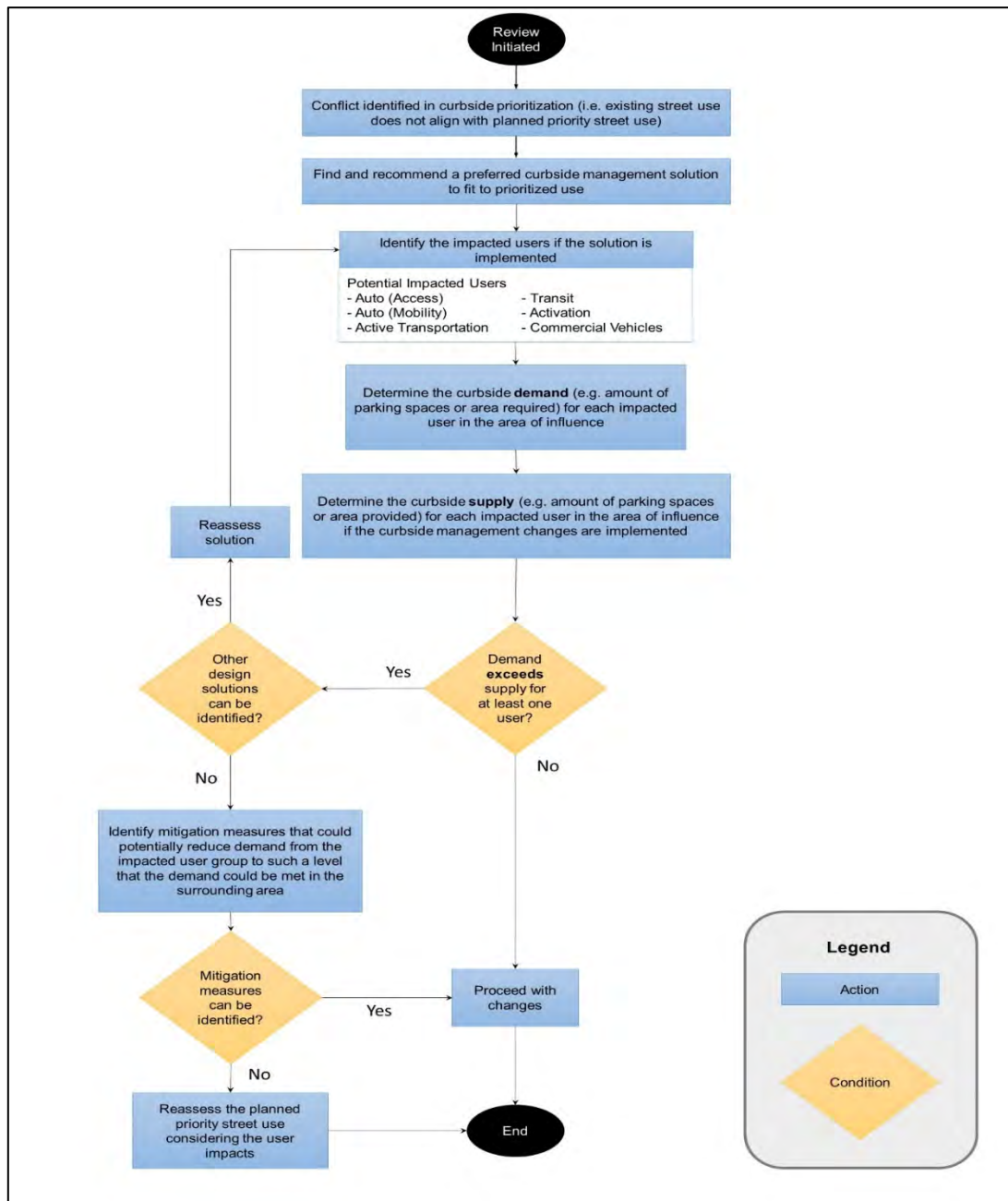
5.1.3 Curbside Demand Management Framework

In order to address competing uses at the curbside lanes and ensure efficient use of public space, a decision-making framework was developed. The proposed framework achieves this by identifying locations where the existing priority curb use and the planned priority curb use are not aligned. By identifying exactly where these misalignments occur, changes to existing curb use can be recommended to better serve the stated priority use in a given location.

In the proposed framework, existing priority use is determined by assessing the current design and use of the street, while future priority use is assigned based on recommendations from applicable Transportation Master Plans (T.M.P.s), Active Transportation Master Plans (A.T.M.P.s) or other strategic planning documents.

Once a conflict between an existing and a future use has been identified, the framework describes the process by which the impacts on users can be assessed and the proposed project modified to suit user needs. The framework is shown as a flowchart in Figure 3 below:

Figure 3: Decision Making Framework Flowchart



In the proposed framework, a curb space prioritization review is initiated by any event that includes the assessment of road or curb use (i.e. adjustment to on-street parking facilities, resident complaints, transportation management plan, etc.).

The first step is to identify which use is currently being prioritized and which use is planned to be prioritized in a given location. The existing prioritized use is identified based on the current infrastructure in place and the utilization of that infrastructure, whereas the future prioritized use is identified based on planned projects, corridor improvements, or other changes recommended in I.T.M.P.s, A.T.M.P.s or other strategic planning documents.

For both existing and future prioritized uses there are six user groups that can be affected. These consist of the following:

- Auto (Mobility) – Refers to drivers and passengers who may be impacted by the effective removal of travel lanes should the curb lane be dedicated for another use, especially during peak periods. Impacts on this user group can be quantified in terms of road capacity.
- Auto (Access) – Refers to drivers and passengers looking to stop, stand, or park a vehicle who may be impacted by the removal of curbside access facilities. Impacts on this user group can be quantified in terms of parking, stopping, and standing space supply.
- Transit;
- Activation (e.g. on-street patios and wider sidewalks, etc.);
- Active Transportation; and,
- Commercial Vehicles (e.g. delivery trucks in Loading/Unloading Zones).

Once a conflict between existing and future prioritized uses is identified, the impacts of the recommended modification are then quantified (i.e. kilometres of new protected cycling facilities, number of on-street parking spaces removed, etc.) in order to provide the full context to key decision makers. If the future demand for any impacted user group is greater than the remaining supply, the project is recommended for modification to attempt to minimize this impact. If the project cannot be modified further without voiding the original intention, mitigation measures to help reduce the impact's severity are to then be identified. In the event that no additional mitigation measures can be identified and the impact to users is deemed to be unacceptable based on supply and demand estimates, the planned re-prioritization of that segment may be revisited.

5.1.4 City-wide Parking Policy Framework

An analysis was undertaken by I.B.I. to develop a parking policy framework and define the relationship between parking and various transportation demand management strategies.

A parking policy framework was developed to provide the City with a recommended methodology that can be used for future parking policy, strategy, and standard updates.

The following guiding principles are recommended for the City of Oshawa to help staff and/or Council make parking-related decisions:

- Align parking improvements with the guiding principles, and support the policies and strategies outlined by Oshawa's other planning documents (Oshawa Official Plan, Integrated Transportation Master Plan, Active Transportation Master Plan, etc.);
- Meet future parking needs while promoting and facilitating alternative modes of transportation such as walking, carpooling, cycling, and transit;
- Cater on-street parking towards short term parking users, while directing long term parking users to off-street facilities;
- Implement financial practices and strategies aimed at financially stable and self-sufficient parking operations;
- Minimize surface parking in Intensification Areas. Where required, locate surface parking in the rear of the development and implement tree canopies and vegetation to manage the urban heat island effect and protect against climate change;
- Promote above-grade and underground parking structures that are integrated with the urban fabric in a discreet manner that complements the surrounding area's character. Above-grade structures should aim to have alternative uses on the ground floor or be located behind active street-facing façades. Green roofs should be encouraged;
- Strive for municipal parking operations that contribute to an active and attractive D.O.U.G.C., and are user-friendly and easy to navigate.
- Encourage innovative parking strategies such as shared parking, unbundled parking, off-site parking, area specific parking requirements, and parking maximums in Intensification Areas;
- Consider parking requirement reductions where it is demonstrated that the reduced parking supply will be sufficient to meet the development's parking needs. Strategies proven to reduce a development's parking demand include increased bicycle parking, being located adjacent to rapid transit, provision of on-site carshare services, and shared parking for mixed-use developments; and,
- Adopt a parking policy framework which will support a growing city and can adapt to changing parking preferences.

While future parking operations are projected based on current planning knowledge, Oshawa's exact growth cannot be predicted 100% precisely. To maintain up-to-date and modern parking practices, existing policies and standards must be periodically revisited and updated.

A parking policy framework was developed by I.B.I. to provide the City with a recommended methodology that can be used for future parking policy, strategy, and standard updates.

The parking policy best practices review is intended to identify parking policies that have successfully been implemented in other municipalities, and to consider these policies for Oshawa. To complete the best practices review, the following steps are recommended:

- Develop a list of 8 to 10 comparator municipalities;
- Once the comparator municipalities have been established, Oshawa staff should review each municipality's Official Plan and Zoning By-law to identify parking policy best practices;
- In addition to the planning documents of comparator municipalities, Oshawa staff are recommended to review new and emerging best practices; and,
- With a consolidated list of parking policy best practices developed, City staff can evaluate each policy for adoption in Oshawa. Given the desired direction of parking operations, City staff can select which parking policies are considered appropriate.

The best practices review is intended to capture policies related to all aspects of parking including, but not limited to, enforcement, regulations and on-street permits.

5.1.5 Transportation Demand Management

A primary goal of land use planning is to facilitate the development of more compact, walkable neighbourhoods featuring a mix of complimentary land uses, and thereby reduce the need for driving. The achievement of this goal is supported by transportation demand management (T.D.M.) initiatives, which are used by municipalities to influence travel behaviour by improving and promoting modes of transportation alternative to single occupancy vehicles. This improves transportation system efficiency and helps manage parking demand by decreasing the volume of single occupancy vehicles on roads and in parking lots.

The way in which the City of Oshawa grows will have a profound impact on how residents, workers and visitors will travel in the future, including to and from the D.O.U.G.C. Many municipalities are beginning to require the developers of large projects to demonstrate how they will help minimize vehicle travel and parking demand, particularly in Intensification Areas. This can include hard infrastructure (e.g. secure bike parking, cyclist facilities, and carpool parking spaces) and soft infrastructure and services (e.g. hosting a carshare vehicle site, offering discounted transit passes, and having membership in a transportation management association like Smart Commute).

Requirements for these plans are typically integrated into the development approval process for a municipality and their implementation is a condition of approval.

I.B.I. recommends that the City establish a framework for reducing the Zoning By-law parking requirements based on the T.D.M. strategies that are proposed to be included in a development. Using the guidelines presented in the final report of the Parking Study, I.B.I. recommends that the City develop a T.D.M. checklist that summarizes the accepted strategies and their predefined parking requirement reduction. The T.D.M. strategies and

the resulting checklist would help inform the decision making process since approval from the Committee of Adjustment or City Council would still be required.

5.1.6 Bicycle Parking

The provision of adequate bicycle parking, and associated shower and change facilities, are important elements in the promotion of bicycle use as a viable alternative transportation mode. The absence of these supportive facilities is a deterrent to more widespread bicycle travel across Oshawa. More bicycle trips will typically reduce the number or growth of vehicle trips, and tend to lead to a more sustainable pattern of urban travel. As a method of promoting cycling, a number of municipalities have begun to institute minimum parking requirements for bicycle facilities.

Bicycle parking standards that require both long term and short term bicycle parking are considered best practice, as are bicycle standards developed specifically for implementation in Intensification Areas (as opposed to a single City-wide set of standards).

Intensification Areas assessed through the City's Parking Study consist of Intensification Corridors (i.e. areas along Regional and Local Corridors specifically targeted in the Oshawa Official Plan for intensification), planned Transportation Hubs and the D.O.U.G.C. Figure 4 in Section 5.1.8 shows the extent of Oshawa's Intensification Areas.

As a starting point, the City could consider adopting the bicycle parking requirements outlined in Table 1 below as guidelines developers could follow.

Table 1: Recommended Bicycle Parking Standards

Land Use	Parking Type	Intensification Area	Rest of City
Commercial including restaurants	Short-term (i.e. clients/customers)	0.25 spaces/100 m ² gross floor area ("G.F.A.")	0.20 spaces/100 m ² G.F.A.
Commercial including restaurants	Long-term (i.e. employees/staff)	0.10 spaces/100 m ² G.F.A.	0.08 spaces/100 m ² G.F.A.
Office (other than medical)	Short-term (i.e. clients/customers)	0.15 spaces/100 m ² G.F.A.	0.10 spaces/100 m ² G.F.A.
Office (other than medical)	Long-term (i.e. employees/staff)	0.13 spaces/100 m ² G.F.A.	0.10 spaces/100 m ² G.F.A.
Medical Office	Short-term (i.e. patients)	0.12 spaces/100 m ² G.F.A.	0.10 spaces/100 m ² G.F.A.
Medical Office	Long-term (i.e. employees/staff)	0.10 spaces/100 m ² G.F.A.	0.08 spaces/100 m ² G.F.A.

Land Use	Parking Type	Intensification Area	Rest of City
Multi-unit Residential (apartment building, block townhouses)	Short-term (i.e. visitors)	0.10 spaces/unit	0.07 spaces/unit
Multi-unit Residential (apartment building, block townhouses)	Long-term (i.e. residents)	0.68 spaces/unit	0.55 spaces/unit

Note: Multi-unit residential developments are buildings with three (3) or more residential dwelling units.

To support cycling as a mode of transportation, some municipalities allow developers to reduce the vehicle parking requirement in exchange for the provision of bicycle parking spaces in excess of those specified by the zoning by-law. Typically, 1 to 5 bicycle parking spaces can be substituted for a vehicle parking space, up to a maximum of 10 to 25% of total required vehicular parking spaces. I.B.I. recommends that the City adopt a bicycle parking T.D.M. strategy whereby for every five (5) bicycle parking spaces provided beyond the required minimum, the number of vehicular parking spaces that would otherwise need to be provided may be reduced by one (1) space, up to a maximum vehicle parking space reduction of 10%.

It is important to note that the vehicle parking requirement reductions are based on bicycle parking spaces provided in excess of the minimum requirements outlined in Table 1 above. It is also important to note that in no circumstances will the required vehicular parking be reduced to zero.

I.B.I. recommends that the City adopt the bicycle parking requirements outlined in Table 1 above and consider requiring any excess bicycle spaces to be split by proportioning the short and long term bicycle spaces requirements outlined in Table 1.

The promotion and development of associated cycling facilities will help achieve the intent of this T.D.M. measure to its full potential.

5.1.7 Special Event Parking Strategy

The City of Oshawa regularly hosts special events in the Tribute Communities Centre located within the D.O.U.G.C. including concerts, Oshawa Generals hockey games, and convocation events for post-secondary institutions. These special events are expected to generate a localized peak in parking demand. I.B.I. examined the existing parking

operations during a special event, and recommends the following special event parking strategy.

- Special events during pay parking operations: maintain existing pay parking practices; and,
- Special events during periods of free parking (after 6:00 p.m. on weekdays or on weekends):
 - Off-Street Parking: Maintain existing practices (\$5.00 flat rate at Parkade 3 and Lot 16).
 - On-Street Parking: Maintain free parking and adopt a 2 hour maximum parking time limit at all parking spaces controlled by a pay parking device (currently 3 hours during periods of free parking). This will be applied at all periods of free parking, even when special events are not occurring.

The parking strategy recommended by I.B.I. maintains consistency with existing off-street practices. The intent of reducing the maximum parking time limit from 3 hours to 2 hours during periods of free parking is to direct special event attendees into the off-street parking facilities. A typical special event is longer than 2 hours. Therefore, attendees would not be able to park on-street without risking a violation. This should keep on-street parking available for local establishment patrons and free of charge, which maintains consistency with regular free parking operations. Note that Parkade 3, a 200 metre (656 ft.) walk away from the Tribute Communities Centre, is anticipated to have sufficient capacity to accommodate the special event parking demand currently using on-street parking spaces.

Proactive special event enforcement is recommended to ensure compliance.

Staff do not support this recommendation for the following key reasons:

- Parkade 3 has been at capacity during some special events; and,
- Enforcement would be required over the entire duration of the special event.

5.1.8 Residential Parking Requirements in Zoning By-law 60-94

In Oshawa, Zoning By-law 60-94 dictates the off-street parking requirements that developers must adhere to when constructing new developments. The standards outline requirements for items such as parking supply, parking space dimensions, aisle widths, and parking space location.

With respect to parking supply, the best practice is to set requirements at a point where sufficient supply is provided on-site to attempt to prevent parking demand spilling into the surrounding neighbourhood, without providing an oversupply. Setting appropriate parking requirements requires an understanding of typical parking patterns of the various land uses and parking patterns local to Oshawa.

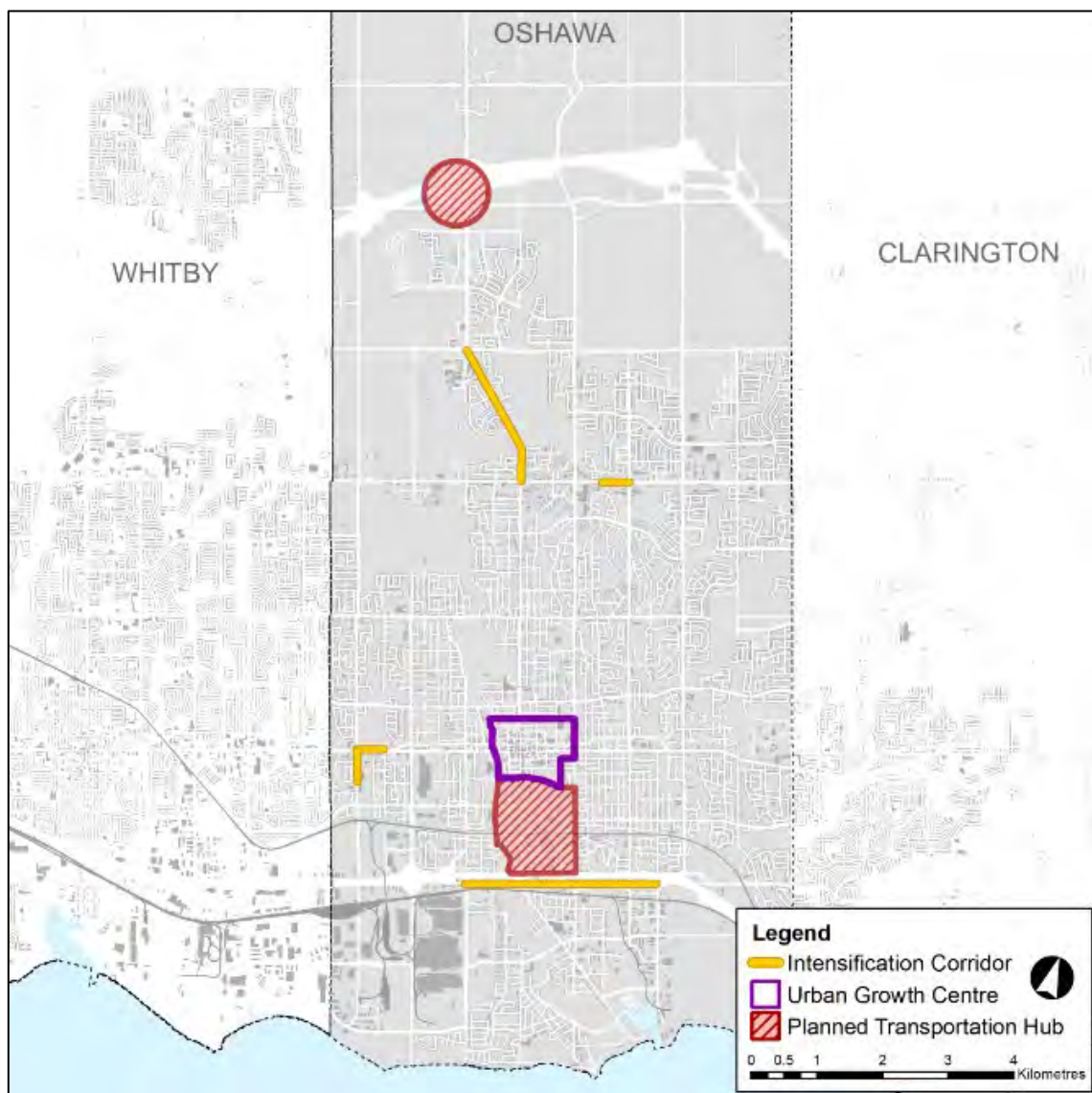
Oshawa currently has one set of parking requirements for the entire City (except for a portion of the D.O.U.G.C). When reviewing the parking requirements of the comparator

municipalities, it is noted that many municipalities have a second set of parking requirements for Intensification Areas.

Intensification Areas assessed through the City's Parking Study consist of Intensification Corridors (i.e. areas along Regional and Local Corridors specifically targeted in the Oshawa Official Plan for intensification), planned Transportation Hubs and the D.O.U.G.C. Figure 4 below shows the extent of Oshawa's Intensification Areas.

Given the higher population and employment density targets in these areas as well as the existing and/or planned transit infrastructure and transit-oriented development, a development located in the D.O.U.G.C., an Intensification Corridor or a Transportation Hub is anticipated to generate a lower level of parking demand than a similar development located elsewhere in the City.

Figure 4: Oshawa Intensification Areas



Oshawa's parking standards are envisioned to be designed in the following manner:

- Intensification Areas: reduced parking requirements tailored to areas targeted for walkability, transit infrastructure and high employment and population density. In Oshawa, the Parking Study focuses on Intensification Areas consisting of the D.O.U.G.C., Transportation Hubs and Intensification Corridors; and,
- Rest of the City: general City-wide parking requirements similar to the current requirements.

5.1.8.1 Recommended Residential Parking Requirements

New residential parking requirements are proposed in this section based on an in-depth review of Oshawa's existing parking requirements, comparator municipality parking requirements, parking requirements established by the Institute of Transportation Engineers (I.T.E.) Parking Generation Manual 5th Edition, parking requirements established by the Urban Land Institute (U.L.I.) Dimensions of Parking 5th Edition, parking demand spot surveys, and parking demand surveys completed as part of development-specific parking justification studies.

Oshawa's existing and proposed residential parking requirements are summarized in Attachment 4. However, with respect to the proposed residential parking requirements, it is important to note that within that portion of the D.O.U.G.C. currently functioning as a parking exemption area (see Figure 5 in Section 5.1.8.2 of this Report), the regulations recommended to remain in place for this parking exemption area, as outlined in Section 5.1.8.2 of this Report, shall take precedence.

Staff Comments

Staff do not recommend advancing any changes to the residential parking requirements in Intensification Areas at this time. Rather, it is more appropriate to consider such changes at a later date, for a number of reasons. For instance, Oshawa will still largely remain an auto-oriented City until major transit infrastructure such as the Oshawa-to-Bowmanville GO Train Extension and Bus Rapid Transit on King Street West and Bond Street West are in place. In addition, in recent years, this City has approved a number of high density residential developments with parking reductions (i.e. in the Simcoe Street North corridor, 100 Bond Street East and 70 King Street East). In the case of 100 Bond Street East, the development was approved by Council on the basis of, in part, the submission of a parking study in support of the proposal and the reduction in parking. After the development was finished, the developer approached the City and was granted permission by Council for up to 85 parking spaces in the Mary Street parking garage based on demand.

It is appropriate that staff have the opportunity to monitor these developments and assess them to see if the amount of parking they have provided is adequate.

As per the Residential Parking Requirement Summary outlined in Table 2 above, staff agree with the majority but not all of the recommendations from I.B.I. in relation to the Zoning By-law. Subsequent reports and a public process will be undertaken to consider

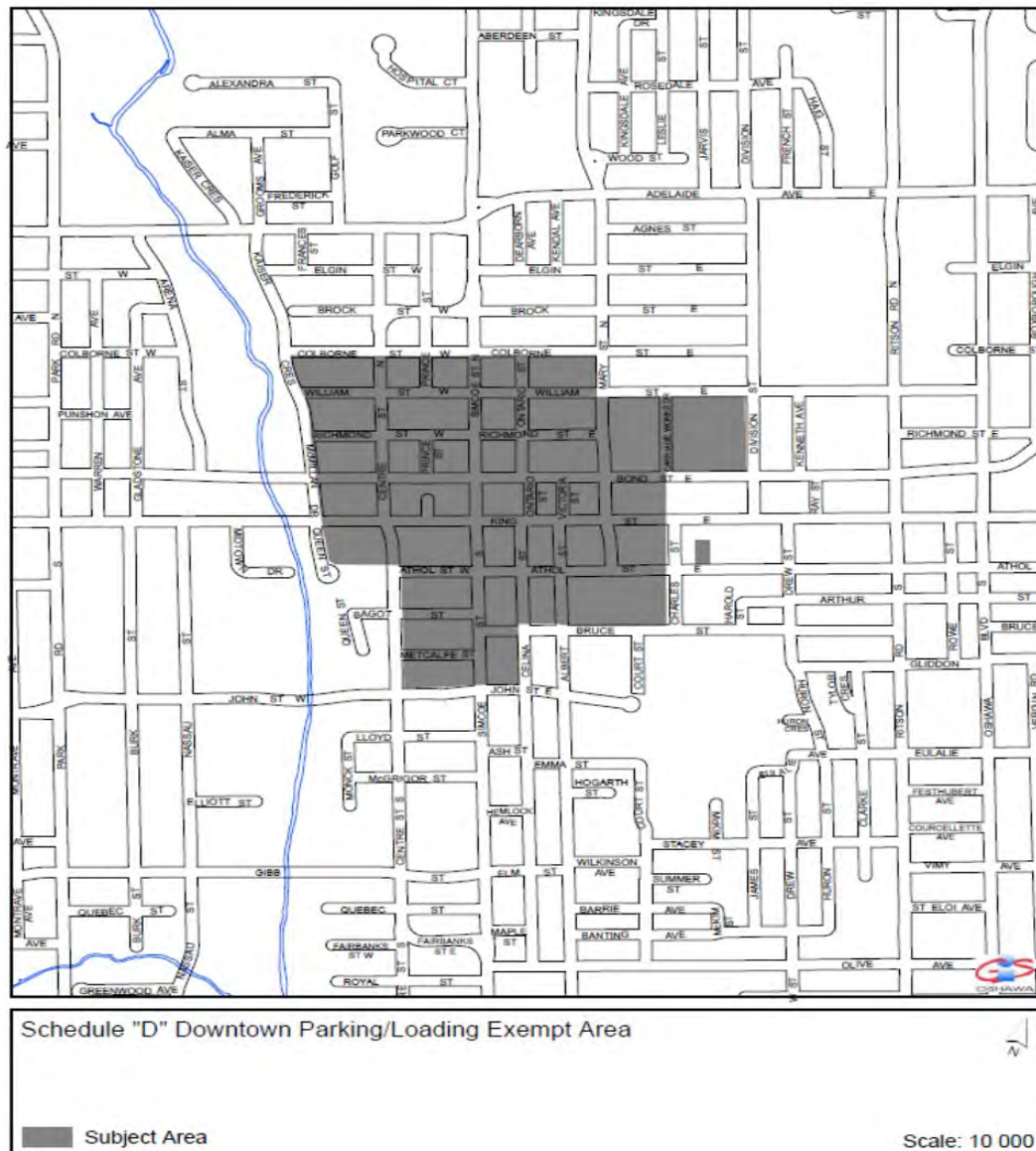
amendments to the Zoning By-law, including a Planning Act public meeting. At this time staff are simply identifying where staff opinion differs from that of I.B.I.

5.1.8.2 Exemption Area

Parking exemption areas are intended to promote new developments in targeted areas. However, care must be taken to ensure that the municipal parking system can accommodate the growth in parking demand with minimal private parking supply increases.

Non-residential uses and some residential uses are currently exempt from providing parking in a portion of the D.O.U.G.C. Within this same area, there is also currently a reduced parking requirement for apartment buildings, senior citizen apartment buildings and flats. Figure 5 below shows the boundaries of the downtown parking exempt area.

Figure 5: Downtown Parking Exempt Area



Given that no parking supply issues are forecasted within the 2031 time horizon, the exemption area can be supported by the existing municipal parking system. I.B.I. recommends that the City collect parking supply and demand data every 2 to 3 years to monitor parking utilization. When the system-wide parking utilization is observed to approach effective capacity (85% utilization), Oshawa should reconsider removing the exemption.

Staff Comments

Staff recommend that the exemption area remain in effect and that parking rates in the Zoning By-law for certain residential uses in the exemption area be updated. The following regulations would remain place:

- No parking spaces are required for non-residential uses;
- One parking space shall be provided for each dwelling unit located in an apartment building or in any other building containing three (3) or more dwelling units, provided that for a senior citizens apartment building containing three (3) or more dwelling units, only 0.5 parking spaces per unit shall be required to be provided; and,
- No parking spaces are required for the first 10 flats in a building and 1 parking space shall be provided for each flat that exceeds the 10 flats in the building.

5.1.8.3 Transition Rule

Staff recommend that a transition rule be implemented in response to comments from the D.R.H.B.A. It is common practice to introduce a transition policy when making significant amendments to the Zoning By-law that affect active development applications. Staff recommend that the transition rule accommodate the following:

- A one (1) year period of time be set after the date of the implementing by-law during which any complete building permit received will not have to comply with the new parking standards; and,
- Where the existing parking standards being replaced are more onerous than the new parking standards being implemented, proponents of new development will have the option of complying with the new standards.

5.1.9 Financial Operations

An analysis was undertaken by I.B.I. to examine the historical financial performance of Oshawa's parking system and to develop a preferred parking price scenario aimed at achieving long term financial sustainability.

An examination of the historical financial performance of Oshawa's parking operations indicates that financial sustainability was achieved over the 5 year review period, largely due to the substantial surplus in 2014. However, if it were not for the surplus in 2014, it is expected that the parking system would have operated at a loss due to large investments in capital projects.

The operational goal is not to maximize revenue, but rather to set parking prices at a point that manages parking demand while meeting Oshawa's parking needs. Based on this objective, Oshawa is recommended to consider adopting a parking price plan which would increase parking permit prices by 10% every 5 years and increase transient parking prices by \$0.25 every 5 years (i.e., Scenario 2 as prepared by I.B.I.).

By implementing this parking price plan the net position at the end of the forecast period (2031) is anticipated to be approximately \$1,039,255, which provides funding for unexpected parking-related expenses. By the year 2031, permit pricing will have increased by 33% and transient prices by \$0.75. Staff note that these increases are comparable with inflation. Staff recommend that any consideration of advancing a parking price plan be deferred to the City's new Council in 2023 due to COVID-19 hardships and the current need to attract businesses and visitors to the downtown.

5.1.10 Cash-in-Lieu of Parking

The feasibility of implementing a Cash-in-Lieu of Parking (C.I.L.) program in the City of Oshawa to help fund the construction of future parking infrastructure was reviewed by I.B.I. The purpose of C.I.L. is to grant developers with an exemption from meeting the Zoning By-law parking requirements in exchange for a payment. The payment collected is then used by the municipality to construct a strategically located parking facility intended to supplement the exempt spaces.

An analysis was undertaken by I.B.I. to examine the feasibility of a C.I.L. program in the D.O.U.G.C. The analysis used current parking requirements and development forecasts to estimate program uptake, which was then combined with the proposed C.I.L. rate to understand the potential revenue that the program could generate. The program's potential revenue was then compared with the construction and land costs for parking facilities to evaluate the program's feasibility.

A C.I.L. program in Oshawa is not considered to be feasible under the current policy framework. Based on the projected residential growth in the D.O.U.G.C. and the potential uptake of the C.I.L. program, insufficient funds would be collected to finance an above-grade parking structure or an underground parking garage. To generate sufficient revenue to fund a structured parking facility, the C.I.L. fee would need to be significantly higher than the fees required in comparator municipalities and would likely be high enough to discourage program participation by developers.

5.2 Staff Recommendations

Attachment 3 to this Report includes a list of Prioritized Recommendations with respect to the Parking Study and related staff comments where appropriate.

Based on the Parking Study Report, it is recommended, among other matters, that:

- City Council endorse the final report and appendices for the City of Oshawa Parking Study dated January 22, 2021 prepared by I.B.I., subject to the comments and recommendations of City staff in this Report; and,

- That staff be authorized to implement the Prioritized Recommendations of the final report for the City of Oshawa Parking Study as outlined in Attachment 3.

6.0 Financial Implications

It is recommended that the financial implications associated with the recommendations of the Parking Study Report be addressed through the annual budget process to Council or through future staff reports on certain items, as appropriate.

7.0 Relationship to the Oshawa Strategic Plan

The Parking Study Report is intended to advance the Economic Prosperity and Financial Stewardship, Social Equity, Cultural Vitality, Environmental Responsibility and Accountable Leadership goals identified in the Oshawa Strategic Plan.



Ron Diskey, Commissioner,
Community Services Department



Warren Munro, HBA, RPP, Commissioner
Development Services Department

Prioritized List of the Recommendations of the City of Oshawa Parking Study

Priority	Recommendation	Staff Comments and Recommendation	Department Responsible
Short Term (1 – 2 years)	Add a designated parking section to the Official Plan	Staff agree with this recommendation and will advance through the Planning Act Public Meeting Report.	Development Services
Short Term (1 – 2 years)	Adopt the Scenario 2 parking price plan	Staff agree with this recommendation, but should defer this matter to the new 2023 Council and report back.	Community Services
Short Term (1 – 2 years)	Promote the upper levels of Parkades 1 and 3 as permit parking spaces	Staff agree with this recommendation and will review on an ongoing basis based on demand.	Community Services
Short Term (1 – 2 years)	Adopt the recommended parking vision statements and guiding principles	Staff agree with this recommendation in principle.	Community Services and Development Services
Short Term (1 – 2 years)	Implement recommended special event parking strategy	Staff disagree with this recommendation.	Community Services
Short Term (1 – 2 years)	Develop a T.D.M. checklist using the recommended T.D.M. strategies	Staff agree with this recommendation.	Development Services
Short Term (1 – 2 years)	Adopt the recommended bicycle parking requirements	Staff agree with this recommendation and will implement the bicycle parking requirements outlined in Table 1 as part of the development review process.	Development Services
Short Term (1 – 2 years)	Adopt the recommended residential parking requirements	Staff agree to advance this recommendation through the Planning Act process using the staff recommended rates (see Attachment 4).	Development Services

Priority	Recommendation	Staff Comments and Recommendation	Department Responsible
Short Term (1 – 2 years)	Develop non-residential parking requirements	Staff agree with this recommendation and will report back to the Development Services Committee. Staff note that advancing this recommendation will likely require the City to retain a consultant and would appropriately be considered as a long term item.	Development Services
Medium Term (3– 5 years)	Complete a parking wayfinding strategy to better distribute parking demand	Staff agree with this recommendation and will report to the Community Services Committee.	Community Services
Medium Term (3– 5 years)	Re-evaluate an on-street residential permit parking program	Staff agree with this recommendation and will report back to the Community Services Committee.	Community Services
Long Term (6 – 10 years)	Update parking policies using the developed framework (every 5 years over the long term)	Staff agree with this recommendation and will report to the Development Services Committee and/or Community Services Committee as necessary.	Development Services/ Community Services
Long Term (6 – 10 years)	Monitor parking demand through regular parking utilization surveys (every 2 to 3 years over the long term)	Staff agree with this recommendation.	Community Services
Long Term (6 – 10 years)	Apply recommended parking triggers to identify appropriate strategies using the parking utilization survey findings	Staff agree with this recommendation.	Community Services
Long Term (6 – 10 years)	Release additional parking permits for facilities with available capacity using the parking utilization survey findings	Staff agree with this recommendation.	Community Services

Priority	Recommendation	Staff Comments and Recommendation	Department Responsible
Long Term (6 – 10 years)	Adjust variable parking prices to better distribute parking demand using the parking utilization survey findings	Staff recommend that the potential adjustment of variable parking prices be investigated, and that staff report back to the Community Services Committee on this matter.	Community Services
Long Term (6 – 10 years)	Maintain U.G.C. parking exemption zone, while re-evaluating the parking system's ability to support the zone using the parking utilization survey findings	Staff agree with this recommendation, but note that it is appropriate to advance in the short term and evaluate on an on-going basis.	Community Services
Long Term (6 – 10 years)	Apply curbside decision-making framework when curbside regulation revisions are needed	Staff agree with this recommendation, but note that it is appropriate to advance in the short term and apply on an on-going basis.	Community Services and Development Services

Summary of Existing and Proposed Residential Parking Requirements

Land Use*	Existing Minimum Requirement (Spaces or Dimensions)	I.B.I. recommendation for Intensification Areas**– Minimum Requirement (Spaces or Dimensions)	I.B.I. recommendation for Rest of City - Proposed Minimum Requirement (Spaces or Dimensions)	Staff Comments and Recommendations
Single Detached Dwelling, Semi-Detached Dwelling, Street Townhouse Dwelling and Street Back-to-Back Townhouse Dwelling	2.00 per unit	No change	No change	Staff agree with the recommendations from I.B.I.
Duplex	1.00 per unit	No change	No change	Staff agree with the recommendations from I.B.I.
Block and Block Back-to-Back Townhouse	Condominium: 1.65 per unit for residents plus 0.35 per unit for visitors Rental: 1.25 per dwelling unit for residents plus 0.35 per dwelling unit for visitors	0.80 per unit for residents plus 0.20 per unit for visitors	1.65 per unit for residents plus 0.35 per unit for visitors	Intensification Areas: Staff do not agree with the minimum number of parking spaces recommended by I.B.I. to be required for Intensification Areas and recommend deferring any changes for the reasons outlined in Section 5.1.8.1. Staff agree with the recommendation from

Land Use*	Existing Minimum Requirement (Spaces or Dimensions)	I.B.I. recommendation for Intensification Areas**– Minimum Requirement (Spaces or Dimensions)	I.B.I. recommendation for Rest of City - Proposed Minimum Requirement (Spaces or Dimensions)	Staff Comments and Recommendations
				I.B.I. regarding the minimum parking rate in the rest of the City and also recommend that the rate be applied to Intensification Areas other than the Exempt Area in the D.O.U.G.C. until such time as this matter can be appropriately be considered, as discussed in Section 5.1.8.1.
Accessory Apartment	1.00 per unit (plus the residential requirement for the single detached dwelling or semi-detached dwelling)	No change	No change	Staff agree with the recommendations from I.B.I. Ontario Regulation 299/19 (Additional Residential Units) under the Planning Act does not allow a municipality to require more than one (1) parking space for an accessory apartment.
Apartment Building (including Stacked Townhouses)	Condominium: 1.45 per unit for residents plus 0.3 per unit for visitors	0.50 per unit plus 0.25 per bedroom after the first bedroom, plus 0.25 per unit for visitors	1.00 per unit plus 0.25 per bedroom after the first bedroom, plus 0.25 per unit for visitors	Staff agree with the recommendation from I.B.I. to abandon the separate rates for

Land Use*	Existing Minimum Requirement (Spaces or Dimensions)	I.B.I. recommendation for Intensification Areas**– Minimum Requirement (Spaces or Dimensions)	I.B.I. recommendation for Rest of City - Proposed Minimum Requirement (Spaces or Dimensions)	Staff Comments and Recommendations
	<p>Rental: 1.00 per unit for residents plus 0.33 per unit for visitors</p> <p>Exempt Area in the Downtown: 1 per unit after the first three (3) units</p>	<p>I.B.I. recommends that separate rates for condominiums and rentals be abandoned</p> <p>I.B.I. recommends that required parking be calculated based on a per bedroom basis</p>	<p>I.B.I. recommends that separate rates for condominiums and rentals be abandoned</p> <p>I.B.I. recommends that required parking be calculated based on a per bedroom basis</p>	<p>condominium apartment buildings and rental apartment buildings.</p> <p>Staff do not agree with the recommendation from I.B.I. regarding the minimum parking rate in Intensification Areas and recommend deferring any changes for the reasons outlined in Section 5.1.8.1.</p> <p>Staff agree with the recommendation from I.B.I. regarding the minimum parking rate in the rest of the City and also recommend that the rate be applied to Intensification Areas other than the Exempt Area in the D.O.U.G.C. until such time as this matter can be appropriately considered, as</p>

Land Use*	Existing Minimum Requirement (Spaces or Dimensions)	I.B.I. recommendation for Intensification Areas**– Minimum Requirement (Spaces or Dimensions)	I.B.I. recommendation for Rest of City - Proposed Minimum Requirement (Spaces or Dimensions)	Staff Comments and Recommendations
				discussed in Section 5.8.1.
Bed and Breakfast	2.00 plus 1.00 per traveler bedroom	No change	No change	Staff agree with the recommendations from I.B.I.
Group Home	1.00 per 3 residents	No change	No change	Staff agree with the recommendations from I.B.I.
Lodging House	0.5 spaces for every lodging unit plus 1 parking space if the lodging house also contains a separate dwelling unit	No change	No change	Staff agree with the recommendations from I.B.I.
Senior Citizens Apartment Building	0.50 per unit	0.27 per unit for residents 0.03 per unit for visitors	0.45 per unit for residents plus 0.05 per unit for visitors	Staff do not agree with the proposed recommendation from I.B.I. for the proposed parking rate in Intensification Areas. Staff agree with the recommendation from I.B.I. for the rest of the City and also recommend that the rate be applied to

Land Use*	Existing Minimum Requirement (Spaces or Dimensions)	I.B.I. recommendation for Intensification Areas**– Minimum Requirement (Spaces or Dimensions)	I.B.I. recommendation for Rest of City - Proposed Minimum Requirement (Spaces or Dimensions)	Staff Comments and Recommendations
				Intensification Areas other than the Downtown parking Exempt Area in the D.O.U.G.C.
Nursing Home, Long Term Care Facility or Crisis Care Residence	1.00 per 4 beds	No change	No change	Staff agree with the recommendations from I.B.I.
Retirement Home	0.38 per suite	0.30 per suite for residents 0.15 per suite for visitors	0.30 per suite for residents 0.15 per suite for visitors	Staff agree with the recommendation.
Student Housing (new land use – see Attachment 5 for definition)	Currently Student Housing is considered to be an Apartment Building or Townhouse as the context applies	0.20 per bed for residents 0.05 per bed for visitors	0.20 per bed for residents plus 0.05 per bed for visitors	Staff agree with the recommendations from I.B.I. However, the proposed definition needs to be refined through a subsequent public process to amend the Zoning By-law. In addition, a regulation requiring student housing to be located within a certain distance from a University or College campus, or within a defined geographical area

Land Use*	Existing Minimum Requirement (Spaces or Dimensions)	I.B.I. recommendation for Intensification Areas**– Minimum Requirement (Spaces or Dimensions)	I.B.I. recommendation for Rest of City - Proposed Minimum Requirement (Spaces or Dimensions)	Staff Comments and Recommendations
				surrounding a post-secondary institution, also needs to be considered.
University Residence (by definition, this use needs to be owned and operated by a post-secondary institution)	0.50 per bed	0.20 per bed for residents plus 0.05 per bed for visitors	0.20 per bed for residents plus 0.05 per bed for visitors	Staff agree with the recommendations from I.B.I.
Flat or dwelling unit other than those listed in this table	1.00 per unit	No change	No change	Staff agree with the recommendations from I.B.I.
Private Garage Parking Space Dimensions (Single Detached Dwelling, Semi-Detached Dwelling, Street Townhouse Dwelling and Street Back-to-Back Townhouse Dwelling)	2.75m wide by 5.75m long	3.0m wide by 6.2m long	3.0m wide by 6.2m long	Staff agree with the recommendations from I.B.I., and note that the recommended dimensions are not subject to encroachment by other features, such as steps or utility-related equipment.
Private Garage Parking Space Dimensions (Block Back-to-Back Townhouse, Stacked Townhouse)	2.6m wide by 5.4m long	3.0m wide by 6.2m long	3.0m wide by 6.2m long	Staff agree with the recommendations from I.B.I. and note that the recommended dimensions are not subject to encroachment

Land Use*	Existing Minimum Requirement (Spaces or Dimensions)	I.B.I. recommendation for Intensification Areas** – Minimum Requirement (Spaces or Dimensions)	I.B.I. recommendation for Rest of City - Proposed Minimum Requirement (Spaces or Dimensions)	Staff Comments and Recommendations
				by other features, such as steps or utility-related equipment.
Driveway Parking Space Dimensions (Single Detached, Semi-Detached, Street Townhouse and Street Back-to-Back Townhouses)	2.75m wide by 5.75m long	No change	No change	<p>Staff do not agree with the recommendations from I.B.I. and instead recommend that the minimum parking space dimensions be reduced to 2.6m wide by 5.4m long, which is identical to the existing parking space dimensions required for parking spaces for apartments, commercial, institutional and industrial uses.</p> <p>Spaces of such a size, located in a driveway and not inside a building, are generally not constrained to the extent that access/egress in and out of vehicles is adversely affected on a routine basis. Staff note that the minimum length</p>

Land Use*	Existing Minimum Requirement (Spaces or Dimensions)	I.B.I. recommendation for Intensification Areas**– Minimum Requirement (Spaces or Dimensions)	I.B.I. recommendation for Rest of City - Proposed Minimum Requirement (Spaces or Dimensions)	Staff Comments and Recommendations
				of a driveway between the street line and private garage will remain unchanged at 6.0m.
Permitted Parking Space Locations for Apartment Buildings and Block Back-to-Back Townhouses	Any interior side yard or rear yard and any front yard or exterior side yard for block townhouses directly in front of a private garage, provided that no part of any parking area is located closer than 3.0m to any street line	No change	No change	Staff agree with the recommendations from I.B.I.

*The definitions for residential land uses are found in Attachment 5 to this Report.

**Intensification Areas consist of the D.O.U.G.C., Transportation Hubs and Intensification Corridors.

Residential Land Use Definitions

“ACCESSORY APARTMENT” means a self-contained dwelling unit, within a single detached dwelling or semi-detached dwelling.

“APARTMENT BUILDING” means a building or part of a building containing three or more dwelling units, including stacked townhouses, but does not include flats, block townhouses or street townhouse buildings. For the purpose of this definition “Dwelling Unit” means a unit consisting of one or more rooms, which unit contains toilet and cooking facilities.

“BED AND BREAKFAST ESTABLISHMENT” means a single detached or farm dwelling in which not more than three bedrooms are made available for the temporary accommodation of travellers, to whom meals may be furnished, but does not include a hotel or lodging house.

“BLOCK TOWNHOUSE” means a townhouse served by a private driveway or aisle, but does not include a Street Townhouse Building. For the purpose of this definition “Dwelling Unit” means a unit consisting of one or more rooms, which unit contains toilet and cooking facilities.

“CRISIS CARE RESIDENCE” means an establishment that provides a means of immediate, temporary accommodation and assistance for a short-term period, which is generally less than one week for the majority of the residents and includes a hostel.

“DUPLEX” means the whole of a building, which was not originally constructed as a single detached dwelling, that consists of two dwelling units, one of which has at least fifty percent (50%) of its gross floor area located wholly or partially above the other and each of which has an independent entrance either directly from the outside or through a common vestibule or hallway.

“FLAT” means a dwelling unit with the following characteristics:

- (a) It is located within a building not exceeding four storeys in height, which building contains commercial uses on the first floor;
- (b) If located on the first floor a Flat must be located behind the non-residential uses located at the front of the building adjacent to the street line;
- (c) It is completely separated from Commercial Uses; and,
- (d) It has an independent entrance either directly from the outside or through a common vestibule or hallway.

For the purposes of this definition, “storey” refers to storeys other than basements and the “first floor” is the floor, other than a basement, closest to the ground level.

For the purpose of this definition “Dwelling Unit” means a unit consisting of one or more nit contains toilet and cooking facilities.

“GROUP HOME” means a dwelling unit housing three to ten persons, exclusive of staff, who by reason of their emotional, mental, social or physical condition or legal status require a group living arrangement for their wellbeing, and who live under responsible supervision, with the group home licensed or approved for funding under Provincial Statutes.

“LODGING HOUSE” means a building or a part of a building, containing three to ten lodging units, which does not appear to function as a dwelling unit, although one may be included with the lodging units. It includes, without limitation, a rooming house and a boarding house, a fraternity or sorority house. It does not include a hotel, a crisis care residence, a hospital, a group home, a correctional group home, a bed and breakfast establishment, a nursing home, a flat, an apartment building or a block townhouse. A lodging house may involve shared cooking or washroom facilities. Meals may or may not be provided to residents. Common areas, such as living rooms, may or may not be provided.

“LODGING UNIT” means one or more rooms within a lodging house used or designed to be used for sleeping accommodations. Lodging units may contain cooking or washroom facilities, but not both.

“LONG TERM CARE FACILITY” means a building or part of a building established and maintained under the Long Term Care Homes Act.

“NURSING HOME” means a building or part of a building in which rooms or lodging are provided in conjunction with the provision of meals, personal care, nursing services and medical care and treatment, but does not include a hospital.

“RETIREMENT HOME” means a residence providing accommodation primarily for persons or couples of 65 years of age or over where each living unit has a private bedroom, a private washroom and separate entrance from a common hall but where common facilities for the preparation and consumption of food are provided, and where common lounges, recreation rooms and medical care facilities may also be provided.

“SEMI-DETACHED DWELLING” means one of the two dwelling units constructed in a semi-detached building.

“SENIOR CITIZENS APARTMENT BUILDING” means an apartment building designed and intended for the accommodation of persons 65 years of age or over, which is owned and managed by a public housing authority or an incorporated non-profit organization or a charitable institution.

“SINGLE DETACHED DWELLING” means a building which is freestanding, separate and detached from other main buildings or main structures and which contains only a dwelling unit, but does not include a mobile home.

“STREET TOWNHOUSE BUILDING” means a Townhouse with each Dwelling Unit having lot frontage and direct vehicular access to an improved street that is maintained by a municipality. Notwithstanding any other provision of this By-law, for the purpose of this definition Improved Street shall have the meaning defined in Section 2 of the Zoning By-law and not the meaning defined in Article 5.13.

“STREET TOWNHOUSE DWELLING” means one of the dwelling units originally constructed in a street townhouse building.

“UNIVERSITY RESIDENCE” means a building or part of a building that is owned, leased or operated by a university or community college, that contains residential accommodation for students, employees or persons in short-term residence at such university or community college, whether or not shared cooking facilities are provided in the building.

Proposed new land use and definition:

“STUDENT HOUSING” means a building or part of a building that is owned, leased or operated by a private entity, that contains residential accommodation for students, employees or persons in short-term residence at such university or community college, whether or not shared cooking facilities are provided in the building.