

Schedule "A" to By-law 74-2025

Amendment 233

to the

City of Oshawa Official Plan

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Note: Parts I, III and IV do not constitute the legal parts of this amendment but serve only to provide background information.

Part I: Introduction

Purpose

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

1. Delineate the boundary of two (2) new Protected Major Transit Station Areas ("P.M.T.S.A."), hereafter referred to as the Central Oshawa P.M.T.S.A. and the Thornton's Corners P.M.T.S.A., thereby ensuring conformity with Envision Durham which was approved in part, with modifications, by the Province on September 3, 2024. The Province's approval of Envision Durham included approval of the boundaries of the Central Oshawa P.M.T.S.A. and the Thornton's Corners P.M.T.S.A.;
2. Identify an overall expanded suite of authorized land uses, and increased height and density in new built form, in P.M.T.S.A.s, inclusive of the Central Oshawa Protected Major Transit Station Area and the Thornton's Corner's Protected Major Transit Station Area;
3. Identify an overall minimum gross density target in the Thornton's Corners P.M.T.S.A. of 150 people and jobs per hectare, consistent with the target applied to P.M.T.S.A.s through Envision Durham (2024);
4. Identify an overall minimum gross density target in the Central Oshawa P.M.T.S.A. of 175 people and jobs per hectare, an increase to the 150 people and jobs per hectare target applied to the Central Oshawa P.M.T.S.A. through Envision Durham (2024);
5. Identify appropriate minimum and maximum densities, appropriate built form, and the related locational criteria for lands within the Central Oshawa Protected Major Transit Station Area and Thornton's Corners Protected Major Transit Station Area;
6. Create a new "Central Oshawa P.M.T.S.A." designation for the Central Oshawa 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;
7. Adding policy language and a new Appendix "A", Residential Density Classifications, of the Central Oshawa Protected Major Transit Station Area, to provide additional refinement of the locational criteria to be used as a guide in evaluating the appropriateness of the location of residential densities within the Central Oshawa P.M.T.S.A. designation;
8. Remove the Central Oshawa P.M.T.S.A. from the Downtown Main Central Area by amending the Main Central Area Boundary;
9. Permit higher density residential and mixed-use developments in the Thornton's Corners P.M.T.S.A. by redesignating certain lands from Special Purpose Commercial to Planned Commercial Centre;

10. Update the language of various policies to correlate with the creation of P.M.T.S.A.s within Envision Durham (2024);
11. Remove parking minimums in P.M.T.S.A.s as required under Provincial legislation;
12. Restrict auto-oriented and land extensive uses in P.M.T.S.A.s as required by Envision Durham (2024); and,
13. 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 4 and 6 through 8 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 and also shown on Exhibit "D" attached to this Amendment.

The subject lands to which the matters outlined under Items 3 and 9 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 to their full extent is shown on Exhibit "D" attached to this Amendment.

The subject lands to which the matters outlined under Items 1, 2, 5 and 10 through 13 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" attached to this Amendment:
 - (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" attached to this Amendment:
 - (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; and,
 - (ii) Certain lands east of Ritson Road South, north of Highway 401 and south of the Canadian Pacific Kansas City mainline; and,
 - (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" attached to this Amendment.
2. Amending Schedule 'A-2', Corridors and Intensification Areas, as shown in part on Exhibit "B" attached to this Amendment 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; and,
 - (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" attached to this Amendment.
3. Amending Schedule 'B-1', Transit Priority Network, as shown in part on Exhibits "C" and "D" attached to this Amendment, 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" attached to this Amendment;

- (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.

The locational criteria of Table 2: Residential Density Classification divides the Thornton’s Corners Protected Major Station Area, as depicted in Schedule ‘B-1’, into two defined areas, each with its own residential range, as follows:

Locational Criteria	Net Residential Density (units per hectare)
Thornton’s Corners Protected Major Station Area, east of Stevenson Road South	60 to 85 (24 to 34 u/ac.)
Thornton’s Corners Protected Major Station Area, west of Stevenson Road South	85 to 500 (34 to 202 u/ac.)

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;
- (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; and,
- (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:

- (a) 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;

- (b) 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
- (c) 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 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 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
Low Density Residential	Up to 30 units per hectare (12 u/ac.)	Single Detached Semi-Detached Duplex	(i) Generally located as follows: ▪ In the interior of residential neighbourhoods on local or collector roads; or, ▪ Along arterial roads subject to the policies of this Plan. (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
Medium Density I Residential	30 to 60 units per hectare (12 to 24 u/ac.)	Single Detached Semi-Detached Duplex Townhouses	(i) Generally located as follows: - At the periphery of neighbourhoods in proximity to arterial and collector roads; or, Or located Within the Main Central Areas, Sub-Central Areas, Community Central Areas, Local Central Areas or Regional and Local Corridors; or, Or generally located 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, - 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. (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
Medium Density II Residential	60 to 85 units per hectare (24 to 34 u/ac.)	Townhouses Low Rise Apartments and Medium Rise Apartments	(i) Generally located as follows: ▪ At the periphery of neighbourhoods along arterial roads; or, ▪ 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, ▪ Or generally located 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, ▪ 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, ▪ Within the Thornton's Corners P.M.T.S.A., east of Stevenson Road South. (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
High Density I Residential	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.) 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.)	Low Rise and Medium Rise Apartments	(i) Generally located as follows: - At the periphery of neighbourhoods along arterial roads; or, - 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, - 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, - Within the Thornton's Corners P.M.T.S.A., west of Stevenson Road South. (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.
High Density II Residential	Within the Downtown Oshawa Urban Growth Centre: 150 to 1,000 units per hectare (60 to 404 u/ac.) 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:	Medium Rise and High Rise Apartments	(i) Generally located as follows: - Within the Downtown Oshawa Urban Growth Centre; or, - In proximity to arterial roads within the Main Central Areas, Sub-Central Areas, Community Central Areas; or, - Within Intensification Areas along Regional Corridors; or, - In the Central Oshawa P.M.T.S.A. within Areas "C", "D" and "E" on Appendix "A", Residential Density Classification, of the Central

Density Type	Net Residential Density	General Representative Housing Type/Form	General Representative Locational Criteria
	300 to 1,000 units per hectare (121 to 404 u/ac.) Within the Central Oshawa P.M.T.S.A. Area "D" on Appendix "A", Residential Density Classification, to the Central Oshawa Protected Major Transit Station Area: 300 to 700 units per hectare (121 to 283 u/ac.) 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.) 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.: 150 to 300 units per hectare (60 to 120 u/ac.)		Oshawa Protected Major Transit Station Area; or, Within the Thornton's Corners P.M.T.S.A., west of Stevenson Road South. (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.

- 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

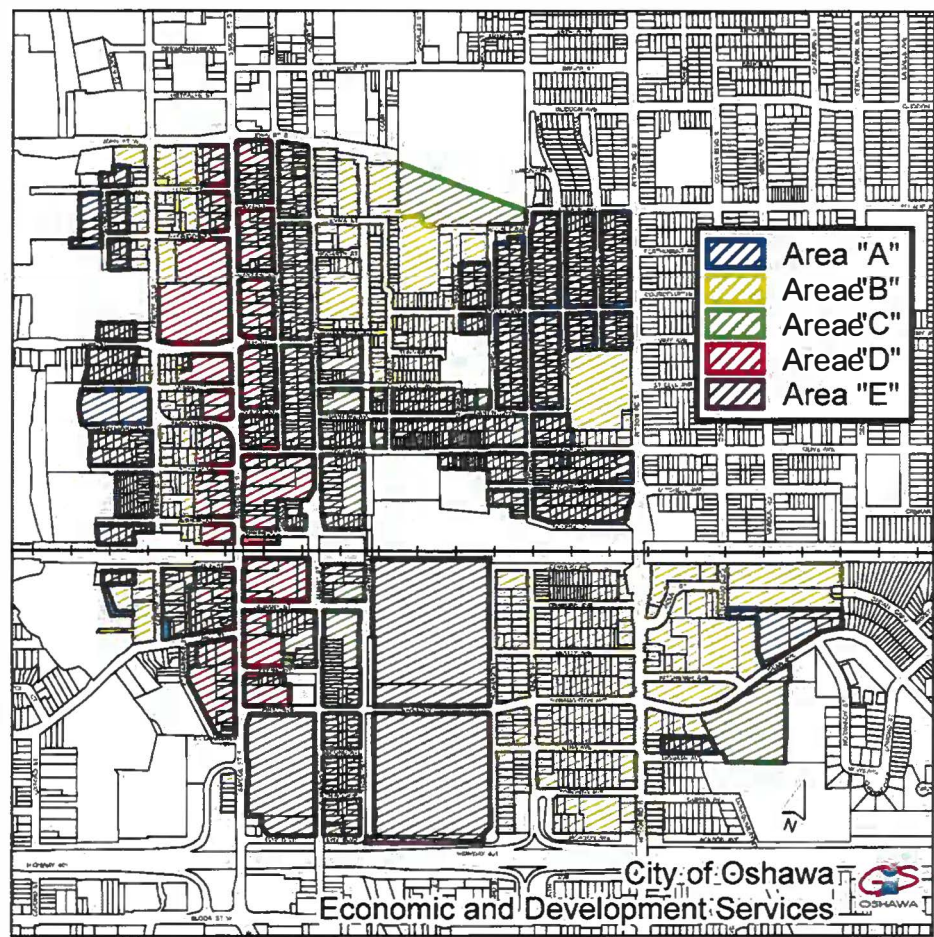
GO East Extension to Bowmanville and centered by the future planned Central Oshawa Station at 500 Howard Street.

- 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 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:

Appendix "A" Classification	Net Residential Density (Units per Hectare)
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 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 Pursuant to 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);
- 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."; and,

- Amend the final paragraph to remove the words "pursuant to a Master Land Use and Urban Design Plan undertaken in accordance with Policy 2.1.8.2".

26. Amending Policy 8.6.2.9 to replace the words "along the Simcoe Street North corridor and for areas that coincide with the planned Windfields Transportation Hub" with the words "and along the Simcoe Street North corridor".

27. Amending Policy 8.6.3.1 to replace the words "and contain part of the planned Windfields Transportation Hub" with a comma.

28. Amending Policy 8.6.3.5 to remove the final sentence "Where the planned Windfields Transportation Hub coincides with lands within the Windfields Main Central Area, this urban design study will address the relevant components of the Master Land Use and Urban Design Plan to be prepared for the Transportation Hub in accordance with Policy 2.1.8.2 of the Part I Plan."

29. Amending Policy 8.6.11.10 to remove the final sentence "The appropriate development of those portions of the Windfields Main Central Area that coincide with the planned Windfields Transportation Hub surrounding the commuter station shall be addressed as part of the comprehensive urban design study required for the Windfields Main Central Area in accordance with Policy 8.6.3.5."

30. Amending Policy 8.6.15.6 as follows:

- Add the word "and" at the end of Item (a);
- Delete the text "and" at the end of Item (b) and replace it with a period; and,
- Remove Item (c) in its entirety.

31. Amending Policy 8.6.15.7 to remove the final sentence "Where the Windfields Transportation Hub coincides with lands that are the subject of either the Simcoe Street North corridor north of Britannia Avenue or the Windfields Main Central Area, the components of the Master Land Use and Urban Design Plan identified in Policy 2.1.8.4 shall be addressed as part of the relevant urban design studies and implementing guidelines required in accordance with subsections (a) and (b) of Policy 8.6.15.6 of the Windfields Part II Plan."

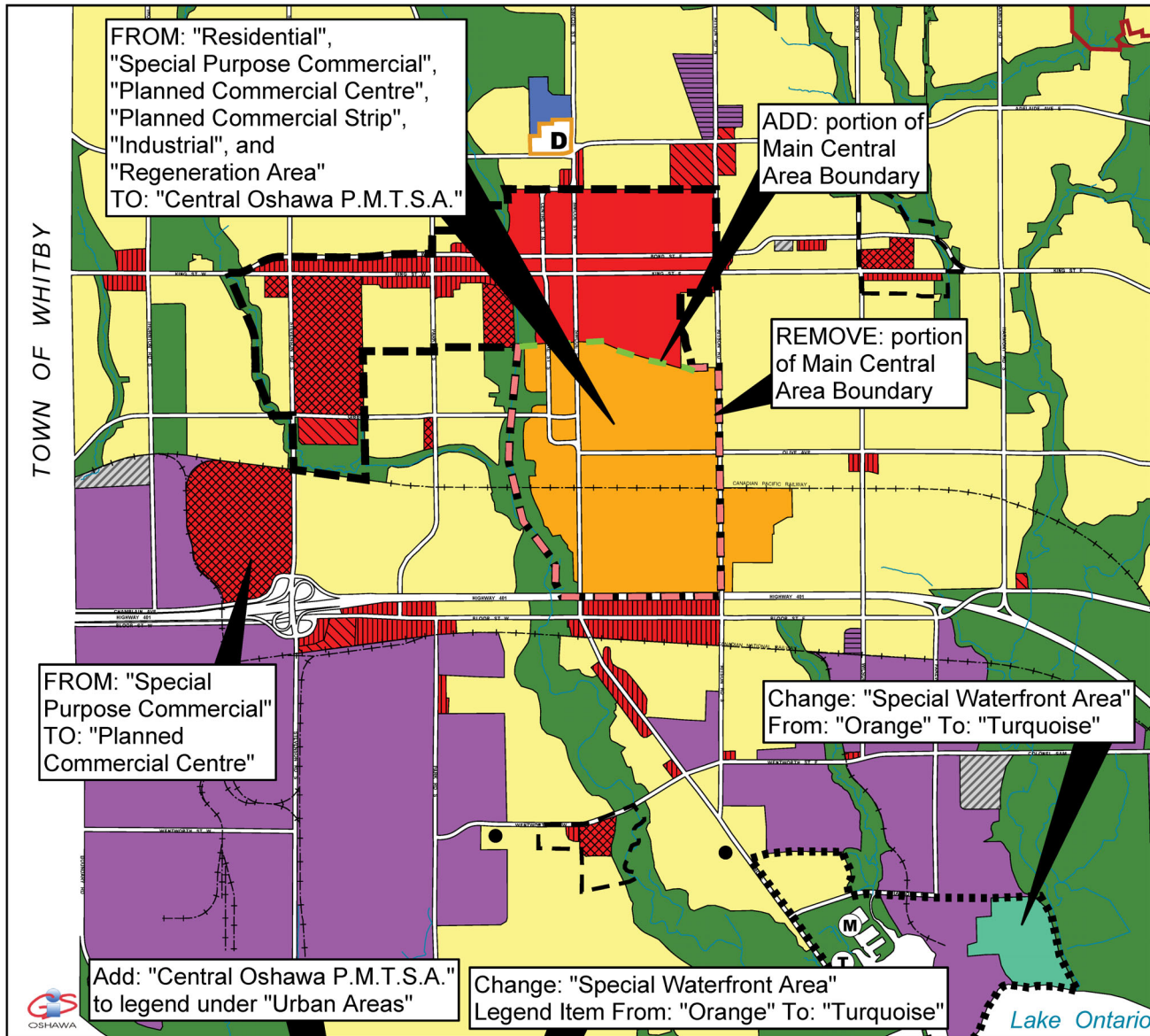
Part III: Implementation

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

Part IV: Interpretation

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

Title: 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

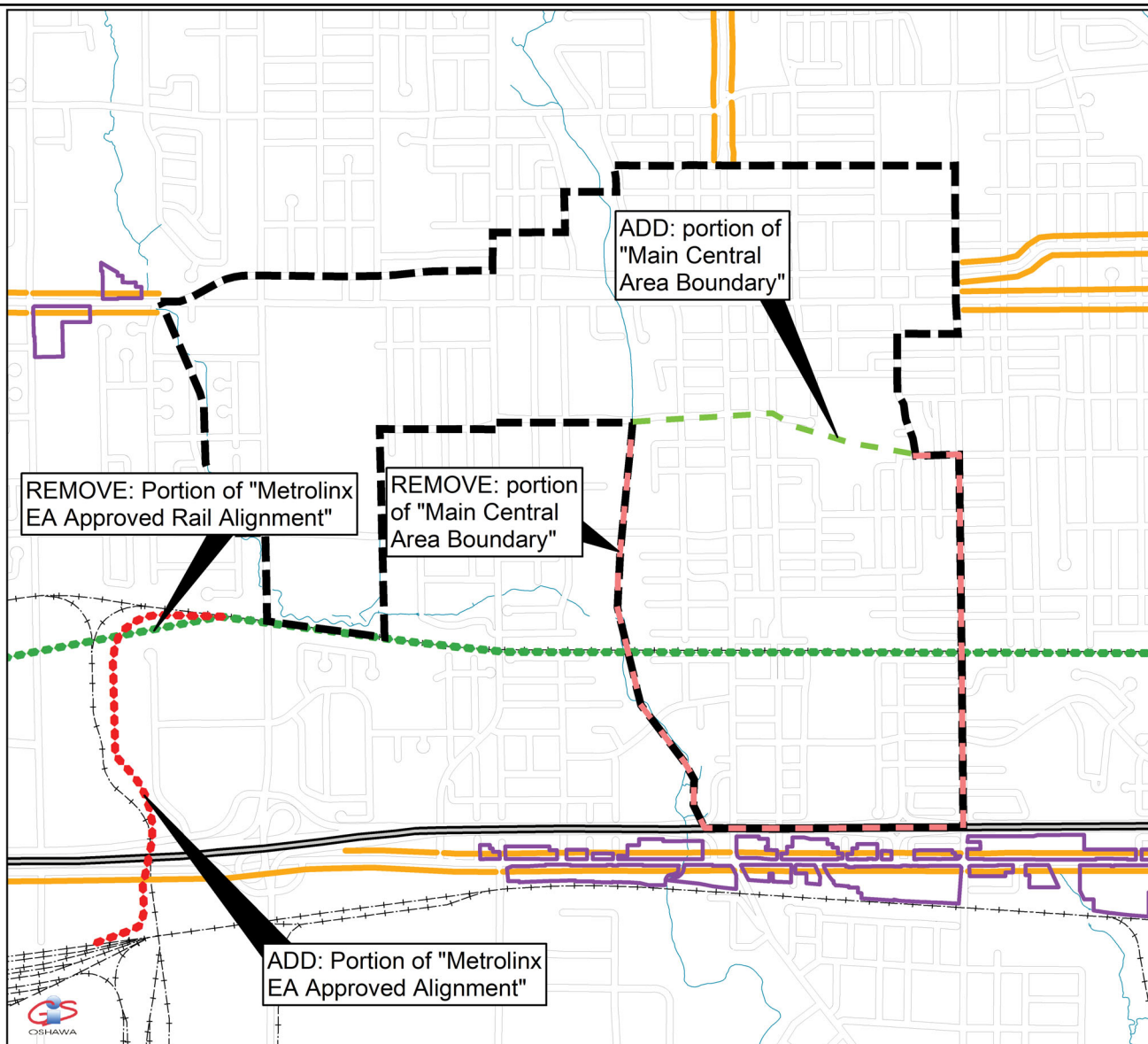
Economic and Development Services

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 |

Title: Exhibit "B"

Subject: Amendments to Schedule 'A-2' Corridors and Intensification Areas - South Half



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

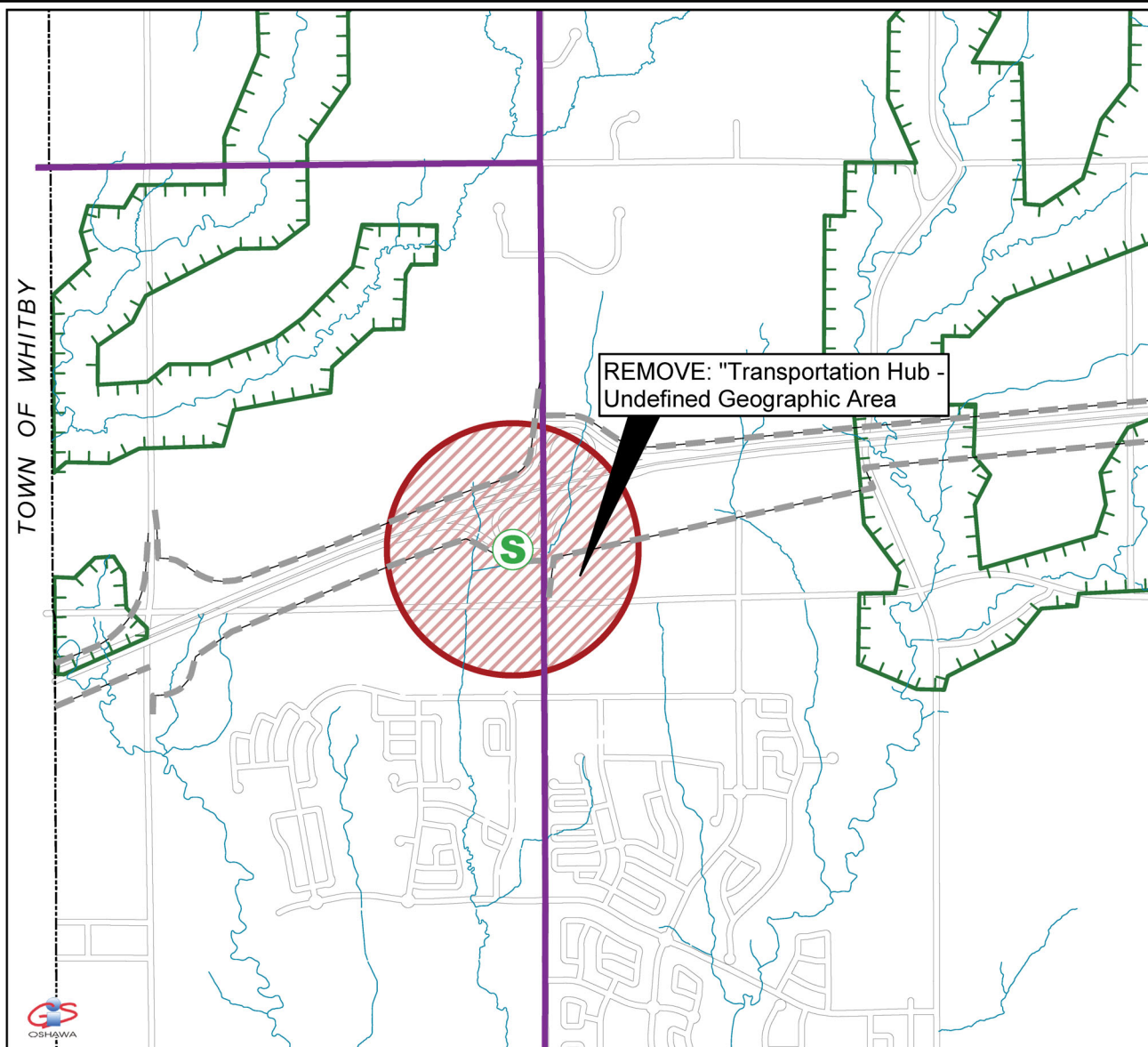
Notes:

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

Title: Exhibit "C"
 Subject: Amendments to Schedule 'B-1' Transit Priority Network - North Half



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

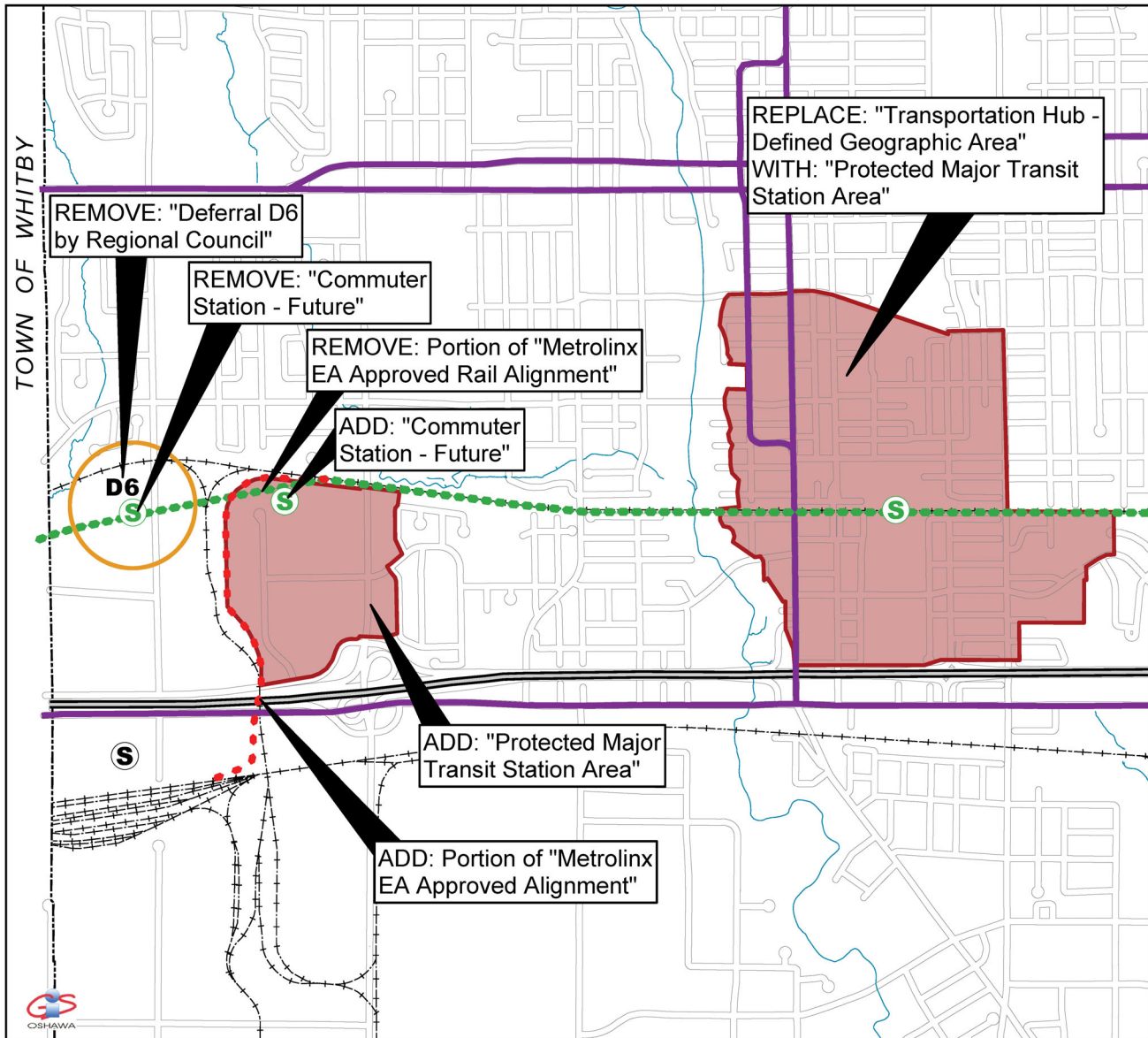
Commuter Station - Future

Transportation Hub - Undefined Geographic Area

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

Title: Exhibit "D"
Subject: Amendments to Schedule 'B-1' Transit Priority Network - South Half

City of Oshawa
Economic and Development Services



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
- Provincial Highway 401
- Rail Line
- Deferred by Regional Council
- Metrolinx EA Approved Rail Alignment
- Commuter Station - Existing
- Commuter Station - Future
- 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"