

City of Oshawa
GROWTH MANAGEMENT STUDY (G.M.S.)
Background Discussion Paper

Appendix A, July, 2025

Appendix A

Appendix A contains additional summary information regarding the O.O.P. municipal structure, land use designations and relevant municipal initiatives. The O.O.P. includes the Major Urban Area and the Rural Area. The B.D.P. organizes these components into two categories: structural elements; and, land use designations. These land use elements and designations are currently shown without this distinction on the O.O.P. Schedules with associated policies provided under O.O.P. Section 2 Land Use Policies. The Project Team has applied this organizing concept for the purposes of the B.D.P. and this Appendix, recognizing that mapped structural elements, including overlays and conceptual features, apply atop and in addition to underlying designations. Structural elements tend to be longer lasting and more stable than land use designations which evolve more readily over time as land development progresses, through City-initiated O.O.P. amendments, as well as a result of O.P. Reviews.

City Structure

A Major Urban Area Structure

A1 Built Boundary, Built-up Area & Greenfield Area

O.O.P. Section 1.5 establishes that the Major Urban Area is further organized into Greenfield Areas and the Built-up Area. The border delineating the Built-up Area is identified as the Built Boundary[1].

A2 Central Areas

Central Areas are shown as overlay boundaries and conceptual nodes on O.O.P. Schedule A (Land Use) and O.O.P. Schedule A-2 (Corridors and Intensification Areas) with associated policies provided in O.O.P. Sections 2.1.1 to 2.1.4. The O.O.P. establishes several Central Areas within the Major Urban Area, including two Main Central Areas, two Sub-Central Areas, three Community Central Areas and various Local Central Areas.

Central Areas are designated for intensive urban development. The size of Central Areas within the City is determined based on their form and function for the Major Urban Area. As the main concentration of development in the City, Central Areas should offer a variety of shopping, personal and business services, office spaces, institutional facilities, community amenities, cultural and recreational uses, and transportation infrastructure, alongside diverse higher density residential housing types, including affordable housing and assisted housing options. The density of these uses depends on the location of the Central Area.

[1] Per Sections 1.6 and 1.7 of the Plan, the Built-up Area refers generally to Settlement Area lands considered to have already been developed for urban purposes by the Ministry of Municipal Affairs and Housing. The Greenfield area refers to Settlement Area lands located outside of the Built-up Area.

Main Central Areas

The two Main Central Areas within the Major Urban Area are shown as overlays on Schedule A Land Use and Schedule A-2 Corridors and Intensification Areas and include the Downtown Main Central Area and the Windfields Main Central Area. The Downtown Main Central Area is generally located north of Highway 401 between Ritson Road and Stevenson Road in the south part of the Major Urban Area, generally centred around the intersection of Simcoe Street and King Street. The Windfields Main Central Area is located around the intersection of Simcoe Street and Winchester Road in the north.

The Downtown Main Central Area includes both the Downtown Oshawa U.G.C. and the planned Central Oshawa Transportation Hub, as shown on O.O.P. Schedule B-1 (Transit Priority Network). This area provides for mixed-use development with major office, commercial, institutional, recreational, cultural, entertainment, and higher density residential projects. Lands within the Downtown Oshawa U.G.C. are planned for a minimum density of 200 residents and jobs combined per hectare and an overall Floor Space Index of 3.0. Areas outside the Downtown Oshawa U.G.C. will also provide a range of a range of uses and high-density development but to a lesser extent with a density target of 75 units per gross hectare and a Floor Space Index of 2.5.

The Windfields Main Central Area partially overlaps with the undefined boundaries of the Windfields Transportation Hub as shown on Schedule B-1 (Transit Priority Network) which is centred on a future transit station at the Simcoe Street North/Highway 407 East interchange. This area is intended to achieve density target of 75 units per gross hectare and an overall Floor Space Index of 2.5.

The Downtown Main Central Area and Windfields Main Central Area serve different functions. The Downtown Main Central Area aims for diverse, high-density mixed-use developments, with the Central Oshawa Transportation Hub planned for slightly lower density but still mixed-use. The Windfields Main Central Area focuses on transit-oriented development, maintaining a similar density to the Central Oshawa Transportation Hub.

Sub-Central Areas

Sub-Central Areas are shown as an overlay boundary and planned to support the Major Urban Area, functioning like Main Central Areas with a mix of uses and compact development, but on a smaller scale. These areas are intended to achieve an overall long-term target of at least 30 residential units per gross hectare and a Floor Space Index of 2.0.

Community Central Areas

Community Central Areas are shown as overlay boundaries and intended to support surrounding residential communities. They are intended to develop and operate similarly to Sub-Central Areas but on a smaller scale. These areas are intended to achieve an overall

long-term target of at least 24 residential units per gross hectare and a Floor Space Index of 1.5.

Local Central Areas

Local Central Areas are conceptually shown as nodes and planned to support the day-to-day needs of the residents in the surrounding residential neighbourhoods and should develop and function similarly to the Community Central Areas but at a smaller scale. These areas are intended to achieve an overall long-term target of at least 24 residential units per gross hectare and a Floor Space Index 1.0.

A3 Regeneration Area

Regeneration Areas are an overlay shown atop certain Industrial designated areas. Section 2.4.1.3 of the Plan indicates that these are areas in transition that have been identified through a comprehensive review, with lands and/or buildings that are underutilized, derelict, vacant, in need of revitalization or which would be more appropriately and efficiently used for non-industrial land uses. These lands remain subject to the policies of the Industrial designation pending studies to support their redesignation.

A4 Special Development Area

Section 2.14 states that Special Development Areas overlay may be applied to areas with unique character or function. Such areas generally contain more than one land use designation and require additional policies beyond those specified in the land use designations.

The only application of this overlay is the Oshawa Harbour Special Development Area. This area is planned for economic development including industrial, residential, commercial, cultural, tourist, recreational and other uses and is intended to achieve an overall density target of 60 residential units per gross hectare and a Floor Space Index of 2.0.

A5 Recreational, Tourist, and Marina Nodes

Recreational and Tourist Nodes and Marinas are conceptually shown as point features without defined boundaries on Schedule A Land Use. Currently, the Recreational, Tourist, and Marina Nodes are located within the Oshawa Harbour Special Development Area. Section 2.11 provides specific policies for each node.

The Recreational Node is planned to provide a major recreational activity centre, including easy access to active transportation facilities such as trails and paths, and may include a waterpark, arts and crafts market, cultural heritage centre, natural and built shade structures, boating and docking facilities and other open space and recreation uses.

The Tourist Node is planned to be developed as a destination centre for residents and visitors and may include a museum, restaurant, club, retail store, studio, hotel, professional offices, boating and docking facilities and other open space and recreation uses.

The Marina Node is planned to be developed to provide recreational boating facilities and may include a marina with associated boating and docking facilities and accessory uses, and/or public and private boat launches.

The Nodes do not have an assigned Floor Space Index for development.

A6 Corridors and Intensification Areas

Corridors and Intensification Areas are additional overlays shown on Schedule A-2 Corridors and Intensification Areas of the O.O.P and described in Sections 2.1.5 and 2.1.6. The Corridors shown on the Schedules align with the boundaries of respective streets while the Intensification Areas, which all partially overlap with Corridors, extend beyond the frontage of the Corridors and generally reflect the boundaries of the abutting properties.

The Corridors, which correspond to arterial roads, are comprised of Regional Corridors and Local Corridors and reinforce connections between other structural elements of the City, such as the Downtown Main Central Area, Windfields Main Central Area and centres in abutting municipalities. The Corridors are planned to facilitate higher-density transit-supportive development with a mix of uses.

Regional Corridors and Intensification Areas

Regional Corridors, which include arterial roads such as Simcoe Street and Bloor Street, are planned and developed with a higher density mix of uses that is transit supportive. Proposed development within Regional Corridors should plan to complement higher order transit services, walking and cycling with an emphasis on pedestrian-oriented design, and integration of principles that are transit-supportive. Accordingly, Intensification Areas along Regional Corridors are planned to support a density target of at least 60 residential units per gross hectare and a Floor Space Index of 2.5.

Local Corridors and Intensification Areas

The only Local Corridor in Oshawa is Conlin Road in the northern portion of the Major Urban Area. Local Corridors shall similarly be planned and developed with a higher density mix of uses that is transit supportive. Local Corridors function similar to Regional Corridors, however, at a lesser scale. Accordingly, Intensification Areas along Local Corridors are planned to support a density target of at least 30 residential units per gross hectare and a Floor Space Index of 2.0.

A7 Transportation Hubs and Commuter Stations

Commuter Stations

Commuter Stations are conceptually shown as a nodal overlay on O.O.P. Schedule B-1 (Transit Priority Network) and represent existing and future commuter stations. While lands around some of the commuter stations will feature a Transportation Hub overlay, with an associated set of policies, lands around all commuter stations will consist of a mix of land uses at higher densities in compact, intensive forms to facilitate the provision and use of transit.

Commuter Stations includes those served by heavy rail and those served by other types of transit.

Transportation Hubs

As discussed in the B.D.P., O.P.A. 233 is awaiting Provincial approval. This O.P.A. will implement P.M.T.S.As in the O.O.P., replacing references to Transportation Hubs. Accordingly, the following content describing Transportation Hubs as they appear in the current O.O.P. is provided for reference purposes.

Transportation Hubs are conceptually shown as an overlay on O.O.P. Schedule B-1 (Transit Priority Network) and represent two future Commuter Stations that are focal points for the transportation system and planned for a transit-supportive mix of uses.

The two Transportation Hubs are focused on the future central Oshawa GO Commuter Station along the Canadian Pacific Kansas City Southern (C.P.K.C.) mainline midway between Simcoe Street South and Ritson Road South, referred to as the Central Oshawa Transportation Hub, and at the interchange of Simcoe Street North and Highway 407 East, referred to as the Windfields Transportation Hub.

The Central Oshawa Transportation Hub is located within the Downtown Main Central Area and generally encompasses the southeast part of the Main Central Area. Along with complementing the Downtown Main Central Area, this Transportation Hub provides a unique opportunity to create a vibrant district that serves as the origin, destination or transfer point for a significant portion of trips within the regional transportation system.

The Windfields Transportation Hub is a planned mobility hub, centered on a future transitway station within the southwest quadrant of the Highway 407 East/Simcoe Street North interchange. This Transportation Hub should be developed to serve areas designated as Industrial in the vicinity of the interchange as well as parts of the Windfields Planning Area which is planned for a mix of uses including residential uses.

The Central Oshawa Transportation Hub functions to complement the Downtown Main Central Area with a reduced focus for development which includes major office, retail, business, personal and administrative services, residential, institutional, recreational, cultural and entertainment uses. Accordingly, this area should plan to support an overall Floor Space Index of 2.5 for development.

The Transportation Hubs do not have an assigned Floor Space Index for development.

Land Use Designations

B Major Urban Area Land Use Designations

Land use designations are shown on O.O.P. Schedule A Land Use. O.O.P. policies provide the overall intent of each designation as well as associated permitted uses, and development standards.

B1 Residential

The Residential designation is primarily intended to accommodate residential dwellings with a limited range of additional non-residential uses including community uses such as schools, places of worship, daycares, community gardens, parks and open space, Convenience Commercial Centres, office, and retail. Additional use-specific standards and criteria are also included in the O.O.P.

Five density classifications are outlined in the O.O.P. and are referenced in regards to multiple land use designations and are not included on O.O.P. Schedule A Land Use. These five density classifications provided in Table 1 below are provided in the O.O.P. as a guideline to determine the appropriate location for new development proposals.

Table 1: Residential Density Classification, Oshawa Official Plan

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	• Generally located in the interior of residential neighbourhoods on local or collector roads, or along arterial roads subject to the policies of this Plan. • Generally located in such a manner that the scale, form and impacts of this type of housing are generally compatible with adjacent land uses.
Medium Density I Residential	30 to 60 units per hectare (12 to 24 u/ac.)	Single Detached Semi-Detached Duplex Townhouses	• Generally located at the periphery of neighbourhoods in proximity to arterial and collector roads, or located within the Main Central Areas, Sub-Central Areas, Community Central Areas, Local Central Areas or Regional and Local Corridors, 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. • 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	• Generally located at the periphery of neighbourhoods along arterial roads, or within or at the periphery of the Downtown Oshawa U.G.C., 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 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. • 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 I Residential	85 to 150 units per hectare (34 to 60 u/ac.)	Low Rise and Medium Rise Apartments	• Generally located at the periphery of neighbourhoods along arterial roads, or within or at the periphery of the Downtown Oshawa U.G.C., or in proximity to arterial roads within the Main Central Areas, Sub-Central Areas Community Central Areas or along Regional Corridors. • 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 II Residential	Within the Downtown Oshawa U.G.C.: 150 to 1,000 units per hectare (60 to 404 u/ac.) Locations other than within the Downtown Oshawa U.G.C.: 150 to 300 units per hectare (60 to 120 u/ac.)	Medium Rise and High Rise Apartments	• Generally located within the Downtown Oshawa U.G.C., or in proximity to arterial roads within the Main Central Areas, Sub-Central Areas Community Central Areas or within Intensification Areas along Regional Corridors. • Generally located in such a manner that the scale, form and impacts of this type of housing are generally compatible with adjacent land uses.

B2 Commercial

Commercial designations generally align with the Central Areas and Regional and Local Corridor components of the urban structure consisting of: Downtown Oshawa U.G.C., Planned Commercial Centre, Special Purpose Commercial and Planned Commercial Strip. In addition, Convenience Commercial Centres are designated in Part II Plans where applicable. Collectively, the designations provide for a full range of commercial facilities of varying size, form and function to accommodate the needs of existing and future residents. While these land use designations are contained within the Commercial category in the O.O.P., they include both commercial and mixed use.

Downtown Oshawa Urban Growth Centre (U.G.C.)

The Downtown Oshawa U.G.C. is planned for a high intensity of commercial, employment, and residential uses. The Downtown Oshawa U.G.C. serves as a major employment centre with high employee densities and is intended to be the main area for retail, office, service, cultural, recreational, entertainment, and institutional uses, supporting active transportation and higher transit services. The Downtown Oshawa U.G.C. is also envisioned to function as a residential neighbourhood with a large and diverse population and offering a range of housing types in a predominantly compact, intensive urban form.

The City prioritizes developing the Downtown Oshawa U.G.C. as a regional retail and service centre. Commercial uses, public services, and other City-wide or regional market services are encouraged, and medium and high density residential and mixed-use development are permitted.

Planned Commercial Centre

The Planned Commercial Centre areas are intended to be developed as shopping centres within Central Areas. This designation permits commercial uses that are related to the type and function of respective shopping centres, parks and recreational uses, as well as medium and high-density residential uses, mixed-use developments and community uses such as day care centres, places of worship and libraries.

Five density classifications are outlined in to help determine the appropriate location for new Commercial Centre developments, as shown in Table 2.

Table 2: Classification of Shopping Centres

Type	Characteristic Tenants	General Range of Site Area	Approximate Support Population	General Range in Gross Leasable Floor Space for the Retailing of Goods and Services
Regional	Two or more full-line department stores, one or more junior department stores, large supermarket, specialty stores, retail and personal service stores, offices	12- 20 ha or more (29.7 – 49.4 ac.)	150,000 or more people	40,000-185,000 m^2 (430,570 – 1,991,000 sq. ft.)
Sub-Regional	One or more full-line department stores, one or more junior department stores, large supermarket, specialty stores, retail and personal service stores, offices.	6- 12 ha (14.8 – 29.7)	75,000 – 150, 000 people	14,000 – 40,000 m^2 (150,700 – 430, 570 sq. ft.)
Community	One or more junior department, discount or chain variety stores, large supermarket, retail and personal service stores, offices.	2.5 – 6 ha (6.2 – 4.8 ac.)	30,000- 75,000 people	6,000-14,000 m^2 (64,585 – 150,700 sq. ft.)
Neighbourhood	Supermarket, retail and personal service stores.	0.4 – 2.5 ha (1 – 6.2 ac.)	2,500 – 30,000 people	750-6,000 m^2 (8,075 – 64,585 sq. ft.)
Specialty	Superstore or large discount stores and some retail and personal service stores; factory outlet centre containing factory retail outlets for manufactured goods; theme centre based on a historical, architectural or fashion theme.	Site area is related to the type of centre and associated trade area.	Required support population is dependent upon type of centre.	Size is dependent upon type of centre and related trade area population.

Special Purpose Commercial

Areas designated as Special Purpose Commercial are intended to address the specialized, occasional needs of residents by providing services and facilities that typically require extensive land parcels and significant traffic exposure. This designation permits commercial activities such as recreational clubs, automotive sales and services, dining establishments, motels, hotels, building supply yards, furniture and major appliance sales, along with other similar uses. Furthermore, financial institutions, professional offices, and personal service providers may be permitted, provided these uses do not compromise the primary function of the Special Purpose Commercial area.

Planned Commercial Strip

Areas designated as Planned Commercial Strip are encouraged to consolidate into nodes for commercial uses to be developed in a way where good urban design principles can create common internal pedestrian and vehicular circulation. Where possible, traffic should enter and exit through collector roads or existing local roads, with access to main roads limited to these routes. This designation permits commercial uses which require direct access or exposure afforded by frontage on an arterial road. Additionally, limited office development and limited retail and personal service uses whose floor space does not exceed 1,400 sq. m. may be permitted provided that such uses are compatible with their surroundings and do not affect the function of Central Areas and Corridors. Mixed commercial-residential and residential developments without commercial components are also permitted subject to inclusion of appropriate policies in the Zoning By-law and other relevant policies of O.O.P.

Convenience Commercial Centre

The Convenience Commercial Centre designation is intended to provide local convenience shopping facilities to the residents of the surrounding neighbourhood and may include limited office development, limited retail and personal service uses of a convenience nature, and limited restaurant uses. Convenience Commercial Centres may also be permitted in a Residential designation.

B3 Institutional

Areas designated as Institutional are intended for public, quasi-public and private institutional establishments of a City-wide or Regional significance, such as colleges, hospitals, large religious institutions and accessory uses. Areas designated as Institutional to accommodate such establishments shall only be permitted within the Major Urban Area.

B4 Industrial

The Industrial designation accommodates Industrial uses that require access to highway, rail and/or shipping facilities, separation from sensitive land uses, and/or which benefit from locating in proximity to similar uses. The designation permits manufacturing, warehousing and storage, assembly, processing including reclaiming and recycling, research and development

facilities, corporate offices, utility functions and transportation terminals, subject to the relevant policies of this Plan.

The O.O.P. further classifies the Industrial designation into Prestige, Select, General and Special Industrial uses.

Prestige Industrial

Prestige Industrial uses are generally located along Provincial Highways and in key strategic areas of the City, including along freeways, Regional Corridors, Local Corridors, and adjacent to Type A arterial roads. Permitted uses include corporate offices, business parks, light industrial uses such as light manufacturing, processing of semi-manufactured goods, assembly of manufactured goods, warehousing, wholesale distribution centres, industrially oriented offices, data processing centres, commercial or technical schools or training centres, and research and development facilities. Fraternal and athletic clubs and commercial uses such as offices other than corporate or industrially oriented offices, banks, and restaurants may also be permitted subject to appropriate zoning provisions.

Select Industrial

Select Industrial uses are generally located along Provincial Highways, arterial roads, and in areas characterized by a mix of industrial and commercial uses. Permitted uses include all Prestige Industrial uses, as well as banquet halls and places of assembly, truck and light machinery rental, sales and servicing, automotive repair and servicing shops, and certain specialized commercial uses including plumbing, electrical, and building supply shops. Vehicle service stations, accessory sales outlets, merchandise service shops, and recreational uses may also be permitted subject to appropriate zoning provisions.

General Industrial

General Industrial uses are generally located in industrial areas containing similar or related types of industrial uses and in isolated, older industrial areas throughout the City. Permitted uses include light, medium, and heavy industrial uses such as manufacturing, processing and assembly, automobile and truck assembly and manufacturing, metal stamping, warehousing, wholesale distribution centres, cleaning or dyeing plants, underground bulk liquid storage, building or contracting yards, industrially oriented offices, transport terminals including railway yards, recycling depots, and recycling operations. Accessory sales outlets, recreational uses, truck and machinery rental, sales and servicing, and equipment repair and servicing shops may also be permitted.

Special Industrial

Special Industrial uses are generally located on lands east and northeast of the Oshawa Harbour, including lands at 1050 and 1123 Farewell Street and in the interior of the industrial area north of Harbour Road. Permitted uses include all General Industrial uses, as well as bulk liquid and material storage facilities, concrete and paving establishments, salvage and

automotive wrecking yards, and incinerating plants. Accessory sales outlets, recreational uses, truck and machinery rental, sales and servicing, and equipment repair and servicing shops may also be permitted.

B5 Airport

The Airport designation is intended for aviation-related uses including industrial, commercial, transportation and institutional uses that utilize the airport facilities or that benefit from close proximity to such facilities. In addition, certain non-aviation uses that serve the airport area and recreational uses may be allowed subject to City and Transport Canada approval.

Notably, development or redevelopment near the Oshawa Executive Airport must consider the airport's ongoing viability. Projects must comply with Noise Exposure Projection requirements, height regulations under the Federal Aeronautics Act, and any other relevant federal or provincial rules.

Special Waterfront Area

Areas designated as Special Waterfront Area are intended to ensure that waterfront lands with their locational characteristics and natural environmental and historic features be used in a manner which takes full advantage of such features and the associated land use opportunities.

The designation permits prestige industrial, and office uses; cultural and community uses; and open space and recreation uses. Other provisions are outlined in O.O.P. Section 2.15.

B6 Utilities

Areas designated as Utilities are intended for water supply plants, water pollution control plants, and Hydro One Networks Inc./Ontario Power Generation Inc. major electric power transformer stations.

C Rural Area Structure

Structural elements in the Rural Area are shown on O.O.P. Schedule A Land Use.

C1 Rural Settlements

Rural Settlements consist of areas designated as Existing Estate Residential Subdivision, Hamlet ORM – Rural Settlement Area, and Estate Residential. Development in Rural Settlements will carefully consider the natural, built and cultural environments.

C2 Farm Related Residential

In areas designated as Prime Agricultural, a second farm-related dwelling on the existing farm parcel for persons employed on the farm may be permitted, provided that a severance to create a separate parcel is not required. Further, single family residential dwellings may be permitted on an existing lot subject to provisions outlined in O.O.P. Policy 2.8.2.3.

O.O.P. Policies 2.8.2.4 and 2.8.2.5 stipulate that a severance of a farm dwelling may be permitted through an O.P. Amendment where: the farm is rendered surplus due to its

acquisition by a farmer for expansion of an existing farming enterprise. Additional provisions are outlined in O.O.P. policies 2.8.2.4 and 2.8.2.5.

C3 Non-Farm Residential

The Non-Farm residential designation refers to a single-family residential dwelling unrelated to a farm operation. Limited Non-Farm residential development may be permitted through:

- Infilling outside of the Major Urban Area, where permitted by the Zoning By-law, outside of key natural heritage or key hydrologic features and minimum Vegetation Protection Zones; or,
- Within the Prime Agricultural, Prime Agricultural ORM – Countryside or Open Space and Recreation ORM – Countryside designations through severance of a farm dwelling rendered surplus due to expansion of an existing farming enterprise.

Other provisions also apply, including that the non-farm residential development is located on a public road that is maintained year-round, but not adjacent to a provincial highway or major arterial road; the development can demonstrate that nearby farming operations would not be negatively affected; the development would not create more than three new lots; it must be serviced through a private well and waste disposal system; and finally, they must comply with provincial distance requirements.

D Rural Area Land Use Designations

D1 Estate Residential

Estate Residential should be predominantly used for large lot residential development occurring by registered plan of subdivision. Other provisions that apply to Estate Residential include the requirement of individual lots to have a private well and waste disposal system that meets environmental standards and be connected to an internal road system without direct access to main roads.

D2 Prime Agricultural

The Prime Agricultural land use designation is intended to preserve quality farmland in order to protect a non-renewable resource, encourage agricultural operations and support community food security. Prime Agricultural lands should also be protected as a significant element of the overall regional economy and a secure source of food and for long-term use for agriculture. O.O.P. Policy 2.8.2.6 stipulates that new land parcels on Prime Agricultural lands can only be created for farming purposes and must be at least 40 hectares in size.

D3 Prime Agricultural ORM – Natural Linkage

The Prime Agricultural ORM – Natural Linkage land use designation should be maintained and where possible, improve or restore, the ecological integrity of the Moraine, the open space linkages between key natural heritage features and key hydrologic features and stream corridors. The Prime Agricultural ORM – Natural Linkage areas are intended to be used predominantly for agricultural and secondary agricultural uses. Additionally, this designation

may also be used for fish, wildlife and forest management, conservation projects, flood and erosion control projects, and low intensity recreation uses.

D4 Prime Agricultural ORM – Countryside

The Prime Agricultural ORM – Countryside land use designation is intended to encourage agricultural uses and maintain, and where possible improve or restore, the ecological integrity of the Oak Ridges Moraine. The Prime Agricultural ORM – Countryside areas are intended to be used predominantly for agricultural and secondary agricultural uses. Additionally, this designation may also be used for fish, wildlife and forest management, conservation projects, and flood and erosion control projects.

D5 Hamlet ORM - Rural Settlement Area

The Hamlet of Raglan is designated as Hamlet ORM – Rural Settlement Area on O.O.P. Schedule A-1 Land Use: Oak Ridges Moraine, signifying that the Hamlet is entirely within the O.R.M.C.P. Area. These lands are intended to be used predominantly for single detached dwellings. Limited small-scale commercial and industrial uses serving the Hamlet and the surrounding agricultural area, home occupation uses, parks, recreational uses, fraternal organizations and community uses, such as places of worship and schools, may be permitted.

D6 Mineral Aggregate Extraction – ORM

The Mineral Aggregate Extraction land use designation shown O.O.P. Schedule A-1 Land Use: Oak Ridges Moraine are intended to be used for mineral aggregate extraction and uses accessory to mineral aggregate operations. Those operations involve the extraction of mineral aggregates, such as crushing, screening, washing and stockpiling of mineral aggregates provided such uses are compatible with adjacent land uses. This designation permits the orderly and efficient extraction of mineral aggregate resources while minimizing the negative environmental, social and aesthetic impacts of mineral aggregate extraction.

E Greenland System - Open Space & Recreation

O.O.P. Section 2.6 requires the City to create a comprehensive plan for an open space and recreation system that includes both recreational activities and environmental protection. This plan aims to develop Greenland areas as a continuous, interconnected network extending from the Oak Ridges Moraine to Lake Ontario.

Areas designated as Open Space and Recreation on O.O.P. Schedule A Land Use include components of the Natural Heritage System, valley lands, conservation areas, marshes, scenic vistas, the Lake Ontario waterfront, and City level parks. Community and neighbourhood parks and minor open spaces are not necessarily designated as Open Space and Recreation but are subject to the policies of this Section. Within the Major Urban Area, this designation permits recreation, conservation, reforestation, cemeteries, allotment gardens, community gardens, nursery gardening, existing golf courses, and campgrounds.

Outside of the Major Urban Area, Open Space and Recreation lands may permit agricultural activities, including nursery gardening and community gardens. Limited non-agricultural uses,

such as agri-businesses, recreational facilities, commercial kennels, landscape industries, cemeteries, day care centres, nursing homes, schools, fairgrounds, and some non-farm residences may be permitted, provided they meet compatibility, servicing, environmental protection criteria, and Provincial policies. Cemeteries, schools, day care centres, and major recreational facilities may be permitted under stringent conditions that ensure compatibility with surrounding uses, environmental protection, and adherence to servicing standards. Agri-businesses, commercial kennels, and landscape industry operations are also considered permissible, provided they meet the established criteria regarding scale, location, and ecological impact.

The Lake Ontario waterfront is designated for recreation and conservation purposes, including the Waterfront Trail. The Second Marsh is recognized as a significant wetland resource. Development or redevelopment adjacent to or within these areas may require site plan agreements to secure public access, landscaping, and infrastructure improvements. Any development or site alteration must address erosion hazards, ecological function, and scenic views.

Parks are classified into Neighbourhood, Community, City, and Regional Parks, each with defined functions, facilities, and service areas. Park locations and functions are also detailed in Part II Plans. Design policies emphasize accessibility, connectivity, and compatibility with adjacent uses.

F Special Study Areas

Where necessary, the O.O.P. Special Study Areas can be applied to areas on Schedule A Land Use which require further study in order to identify appropriate designations. This designation is not currently in use.

Relevant Municipal Initiatives

The following key planning and/or City initiatives are underway or were recently completed:

Bloor-Simcoe Intensification Study & Interim Control By-law

The City initiated a study focused on the Bloor Street and Simcoe Street South corridors to investigate options for more housing through intensification. The Study reviewed current land use rules, identified potential intensification sites, and provided policy and zoning recommendation for unlocking increased development potential. The Bloor Street portion investigated the area between Highway 401 and the Canadian National Railway, from Park Road South to Farewell Street. The Simcoe Street South area portion investigated between Highway 401 and Wentworth Street West, from the Oshawa Creek Valley to certain nearby commercial, institutional, and residential lands.

2024 Development Charges Background Study

The 2024 Development Charges Background Study for the City of Oshawa was undertaken under the *Development Charges Act, 1997* and adopted in June 2024. The Study was

undertaken to update the fees that developers must pay to help cover the cost of new infrastructure and services needed due to growth. It generated forecasts for population and job growth, outlined the capital costs for services like roads, fire protection, parks, libraries, and stormwater management, and addressed how the costs would be shared between residential and non-residential development. The study also reflected recent legislative changes, resulting from the *More Homes for Everyone Act, 2022*, and the *Cutting Red Tape to Build More Homes Act, 2024*.

Integrated M.T.S.A. Study for Central Oshawa

The Integrated M.T.S.A. Study for Central Oshawa is a planning initiative to guide future development around the new Central Oshawa GO Station at 500 Howard Street. Its purpose is to create a detailed land use and urban design plan, along with a transportation master plan, to support transit-oriented development, meet provincial growth targets, improve safety and accessibility, and protect the environment. The Study also aims to ensure that new development integrates well with surrounding neighborhoods and promotes walking, cycling, and transit use.

Council authorized the initiation of Stage 4 of the Study on June 24, 2024. The City hosted Public Information Centre #3 to present the preferred land use plan, updated design guidelines, and transportation options. The final steps include issuing a Notice of Study Completion. Once finalized, the Study will help shape zoning and infrastructure decisions in the Central Oshawa area.

Simcoe Street Rapid Transit Visioning Study

The Simcoe Street Rapid Transit Visioning Study is a Regional initiative to explore the future of rapid transit along the Simcoe Street corridor, stretching from Highway 407 East in the north to the proposed Central Oshawa (Ritson) GO Station, located midway between Simcoe Street South and Ritson Road South, south of the C.P.K.C. mainline, in the south. On January 15, 2025, Regional Council considered a report on the preferred Aerial Cable Car Transit option and directed staff to conduct further study and consultation before moving forward with later stages of the study including the Impact Assessment and Transit Project Assessment Process. As part of community engagement for the study, a Visioning Study was completed to gain insights from residents and four public information centres were held between September 2022 and October 2023. Further community engagement will occur and public input is being gathered through events and online platforms. Once a preferred rapid transit option is selected, further phases on the study will include technical studies as required by Ontario regulations, design, procurement, and continued consultation. The Study will also consider the future transit planning initiatives by Metrolinx and other regional and municipal agencies. The Study is an important step in shaping how Simcoe Street evolves as a key transit corridor in Oshawa.

Technical Documents

The following technical documents will also be reviewed as part of the G.M.S.:

- City of Oshawa Water & Wastewater Master Servicing Plan;
- Durham Region Water & Wastewater Master Servicing Plan;
- City of Oshawa Engineering Design Criteria Manual;
- Water and Wastewater – Integrated Columbus Part II Planning Act and MCEA Act Study, (Wood, 2019);
- City of Oshawa Water and Wastewater Hydraulic Model Report; and,
- Durham Region Water and Wastewater Hydraulic Model Report.