

**Growth Management Study Comment and Response Table**

<b>Subject</b>	<b>Comment</b>	<b>Staff Response</b>
Settlement area boundary requests	<p>A number of settlement area boundary requests have been received for various properties, with property owners requesting that their lands be included within Oshawa's Major Urban Area boundary.</p> <p>There was also support for including all lands identified as "2051 Urban Expansion Areas" in Envision Durham within Oshawa's Major Urban Area boundary.</p>	<p>Noted. All of Oshawa's whitebelt lands identified in Envision Durham as "2051 Urban Expansion Areas" are recommended to be included within Oshawa's Major Urban Area boundary.</p>
Farewell/Harbour Industrial Area	<p>There is support for maintaining the Farewell/Harbour Industrial Area as a protected Employment Area.</p>	<p>Noted. The Employment Lands Strategy (the "E.L.S.") recommends that the entirety of the Farewell/Harbour Industrial Area remain as a protected Employment Area.</p>
Land use compatibility	<p>It is recommended that the updated Oshawa Official Plan (the "O.O.P.") contain comprehensive and well-integrated land use compatibility policies to ensure that land use compatibility is a priority in consideration of new sensitive development. As well, consideration of land use compatibility should not be limited to only development/redevelopment within a 300-metre radius (which is required under the Provincial Planning Statement, 2024).</p>	<p>The P.P.S. requires that planning authorities maintain land use compatibility between sensitive land uses and Employment Areas.</p> <p>As part of the Official Plan Review process, staff will be reviewing all required land use compatibility policies and updating the O.O.P. as necessary, to ensure conformity with the Provincial Planning Statement, 2024 (the "P.P.S."). Where applicable, City staff will continue to assess development proposals using the Province's D-6 Land Use Compatibility Guidelines.</p>

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Phasing criteria	It is recommended to include phasing criteria related to environmental impacts.	<p>Environmental impacts are not included in the phasing plan as a standalone criterion. However, environmental considerations do fall under the umbrella of the “complete communities” criterion. The concept of complete communities reflects the City’s broader planning objectives, which include creating compact, well-connected neighbourhoods that provide a range of housing options, employment opportunities, and access to everyday amenities such as parks, open spaces, and public service facilities. By emphasizing proximity to services, integration of multi-modal transportation options, and access to green spaces, the complete communities criterion supports patterns of development that reduce reliance on private vehicles, encourage active transportation, and protect and integrate natural and open space systems. As a result, many environmental considerations - such as reduced transportation-related emissions, efficient land use, and access to and preservation of green space - are inherently addressed within this criterion.</p>

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Phasing implementation	A concern was raised regarding how development phasing will be effectively implemented and enforced, particularly in the context of privately initiated boundary expansion requests, which are now permitted without requiring a municipal comprehensive review.	<p>The P.P.S. outlines certain considerations for a planning authority when allowing settlement area boundary expansions, including whether or not there is sufficient capacity in existing or planned infrastructure and public service facilities, the evaluation of alternative locations which avoid prime agricultural areas and whether or not the new or expanded settlement area provides for the phased progression of urban development. The O.O.P. will be amended to ensure that these considerations are included at the municipal level. As well, the Growth Phasing and Urban Expansion Options Report recommends that the City implement the growth phasing framework established through the Growth Management Strategy. The phasing framework will be used as a guiding tool to inform development approvals, infrastructure planning, capital budgeting, and the coordination of growth-related financial tools to ensure orderly, contiguous, and fiscally responsible development. The phasing framework provides an assessment of Designated Growth Area (“D.G.A.”) Community Areas within the City and suggests which lands be included in either Phase 1 (mid-2025 to mid-2041) or Phase 2 (mid-2041 to mid-2056).</p> <p>Lastly, owing to the fact that Oshawa’s whitebelt lands are planned to be built out by 2056, any future expansion requests would be subject to the restrictions of the Greenbelt Plan.</p>

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Environmental monitoring	It was suggested that consideration be given to requiring full-year monitoring of environmental features and hazards in accordance with established guidelines (owing to the fact that recent amendments to Environmental Assessments through Bill 197 have narrowed the scope of projects subject to review, potentially limiting comprehensive environmental oversight).	Noted. This is not currently within the scope of the Growth Management Study.
Natural hazards and safe access	It was recommended that “safe access” mapping to identify suitable areas for safe and sustainable intensification be prepared.	Noted. City staff work closely with the Central Lake Ontario Conservation Authority to identify flood-prone and hazard lands. It should also be noted that new development is prohibited where safe access is not achievable, such as in components of the Two Zone Flood Plain Management Policy Area for the Goodman and Oshawa Creeks.
Floodplain and stormwater management	Coordination between intensification planning and capital works is encouraged to prioritize areas with sufficient or upgraded infrastructure capacity.	Noted. Planning staff work closely with City of Oshawa Engineering staff and the Region of Durham’s Works Department to coordinate intensification planning with infrastructure planning and capital works programs. This collaboration helps ensure that planned growth aligns with the timing and capacity of municipal servicing and infrastructure investments. As well, both City staff and Region of Durham staff were consulted on these matters through the Growth Management Study.

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Servicing capacity	Intensification should be directed to areas with adequate existing servicing or areas planned for short-term servicing, including sufficient water, stormwater, and sanitary capacity to accommodate growth without adverse impacts on public safety or the environment.	Noted. As outlined in the Intensification Strategy, the City will prioritize intensification areas to accommodate residential growth, including consideration of servicing requirements. Planning for intensification will continue to be coordinated with infrastructure planning to ensure that adequate water, sanitary, and stormwater capacity is available or planned. Servicing needs will be evaluated for future development within intensification areas to ensure growth can be accommodated without adverse impacts on public safety or the environment.
Risk assessments	In some locations, additional risk assessments may be required to identify and mitigate potential impacts related to flooding, erosion, or infrastructure constraints.	Noted. The O.O.P. contains policies that require further environmental studies and assessments, where applicable, for new development. As well, new infrastructure projects (e.g. roads and servicing) are typically subject to environmental assessment processes in accordance with the Environmental Assessment Act.
Avoidance of flood and erosion hazards	It was recommended that intensification and development be directed away from flood and erosion hazards. Lands affected by natural hazards should be treated as non-developable for residential purposes.	The current O.O.P. contains policies that protect the Natural Heritage System, including hazard lands, from development and incompatible land uses. These policies are intended to be retained in the O.O.P.
Infrastructure coordination	In historically flood-prone areas, the City is encouraged to partner with Durham Region to engage various agencies in exploring infrastructure improvements.	Noted.

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Cumulative stormwater impacts	Areas targeted for intensification should undergo thorough assessment to ensure flooding conditions are not worsened.	Noted. The O.O.P. contains several policies that help address flooding and related natural hazards. These policies focus on preventing development in flood-prone areas, protecting natural systems that manage water, and requiring appropriate infrastructure and studies during development. These policies have recently been applied to the Thornton's Corners and Central Oshawa Protected Major Transit Station Areas ("P.M.T.S.A.s"), two key intensification areas which are currently the focus of a City-initiated comprehensive Stormwater Management study, including a Downstream Impact Analysis.
Employment Area calculations	It is not clear how the surplus of Employment Area lands was calculated, when there is no inventory or separate assessment of the quantum of Employment Lands available.	Section 4.3 "Employment Land Needs" outlines how the surplus of employment land was determined. More specifically, Chapter 4 of the E.L.S. identifies the total quantum of employment lands available. A map of the City's employment lands is provided as an appendix to the E.L.S.

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<p>Employment Area conversion request</p>	<p>A property owner requested that their lands be removed from the Employment Area designation. These lands are located in the Oshawa South Employment Area, specifically located north of Highway 401, on the east and west side of Thornton Road South. The property owners are of the opinion that industrial uses are not the most appropriate future use of the site and that there are land use compatibility concerns, owing to the subject lands' proximity to the nearby Thornton's Corners P.M.T.S.A. The property owners believe the lands should be treated as part of a mixed-use node that supports both residential and non-industrial employment growth.</p>	<p>Staff do not support the removal of the subject lands from the Employment Area designation. These lands are located within the Oshawa South Employment Area and form part of a broader employment cluster intended to accommodate Employment Area uses. Maintaining these lands for employment purposes is important to support the City's long-term economic development objectives and to ensure an adequate supply of designated Employment Area lands. Given the very limited surplus of Employment Area lands within the City, it is important that these lands be protected for employment uses.</p> <p>As well, removing the Employment Area designation could potentially lead to the future conversion of these lands to residential uses, a scenario that staff do not support at this time, particularly in considering matters of appropriate connectivity/accessibility.</p> <p>Lastly, an additional key consideration is the site's proximity to a major goods movement corridor. This strategic location enhances its suitability for Employment Area uses. As such, this provides further justification for retaining the Employment Area designation. Accordingly, the Employment Area designation should be maintained.</p> <p>It should also be noted that planning for Oshawa's future extends beyond the 2056 horizon. As the City will have no further opportunity to expand its municipal boundaries, the long-term land supply beyond 2056 will effectively be fixed. In this context, the P.P.S. permits municipalities to plan for Employment Areas beyond the standard 30-year planning horizon, recognizing their strategic importance.</p>

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Employment Area flexibility	There is concern that there is an over-designation of Employment Areas and an under-recognition of flexibility outside of Employment Areas.	Chapter 3 of the E.L.S. outlines the detailed criteria and guiding principles used to evaluate Employment Areas. Each Employment Area was reviewed for potential removal using evaluation criteria that align with the P.P.S. Additional detail on the principles and criteria applied is provided in Sections 3.3 and 3.4 of the E.L.S. Further, the P.P.S. affords planning authorities flexibility outside of designated Employment Areas to plan for other employment-oriented land uses, in accordance with Policy 2.8.1.4. It is not the City's intent that the O.O.P. unduly restrict flexibility outside of Employment Areas, provided the policy is consistent with provincial direction.
Employment Area designations	There is concern related to the screening of existing industrial designations against the new P.P.S. designation of Employment Area.	A detailed assessment of current Employment Area uses, as referenced in Section 3.2 of the E.L.S., has been carried out. Lands within each Employment Area were examined for possible removal based on evaluation criteria consistent with the P.P.S. Further explanation of the principles and criteria applied can be found in Sections 3.3 and 3.4 of the E.L.S.
Transparency	There is concern related to the lack of transparency and detail in determining the E.L.S.	The E.L.S. has been revised to provide additional information and detail regarding the employment land calculations and assumptions.

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Regional supply and demand dynamics	There are concerns that the E.L.S. employs uniform assumptions across all Employment Areas when assessing future demand and determining which lands to retain, while also overlooking regional market considerations.	Oshawa is a critical component of the Region's industrial base, supported by long-standing manufacturing and logistics operations and strong access to regional transportation corridors. Demand for industrial and goods-producing employment is expected to remain a primary driver of the City's economic growth. The employment forecasts reflect this sustained and regionally significant role. Each Employment Area has a unique role to play in the City, with an ability to attract a range of employment uses. The Employment Area density utilized in the E.L.S. considers the vacant land potential across these Employment Areas and uses a blended, City-wide density.
Employment forecasts	There are concerns related to how the employment forecasts were calculated.	Section 4.2 of the E.L.S. has been revised to provide additional information and detail regarding the employment forecasts and allocations. As stated in the various Oshawa G.M.S. reports, the Envision Durham forecasts to 2051 have been adopted in this exercise and extended to 2056.
Alignment of the three G.M.S. technical documents	There is concern that the three G.M.S. technical documents (Land Needs Assessment, E.L.S. and the Intensification Strategy) do not fully align with one another.	These documents have been formally reviewed in response to this comment. It has been determined that the reports are consistent and contain no major discrepancies.
Phasing request	It was requested that certain whitebelt lands located west of the Columbus Part II Planning Area be advanced through the planning approvals and development process.	The lands in question are located within the "2051 Urban Expansion Areas" identified in Envision Durham. As a result, these lands are recommended to be included within Oshawa's Major Urban Area boundary. These lands are also identified as Phase 1 lands in the Growth Phasing and Urban Expansion Options Report, meaning that they are intended to advance and develop prior to mid-2041.

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Population forecasts	It was suggested that the City apply the methodology outlined in the Projection Methodology Guideline (“P.M.G.”) to determine the proportion of the growth that will be allocated to Oshawa, and that staff re-evaluate the proportion of overall population growth.	This has been reviewed. The P.M.G. identifies Provincial projections as those issued by the Ministry of Finance, which are significantly lower than the projections used in Envision Durham. As a result, applying the Provincial projections would yield a lower growth outlook for the City than the current forecast. It is the Consultant Teams’ opinion that the Envision Durham forecasts (based on the Provincial Growth Plan at the time) remain appropriate.
Housing forecasts	It was suggested to redo the housing forecasts by applying the approach as set out in the provincial P.M.G.	The analysis looks at headship rates at the total housing level, which is in accordance with the P.M.G. The current housing forecast by structure type considers units in the development approvals process, affordability needs, housing tenure, etc. While new housing development forecast between 2021 and 2056 represents a shift towards more medium- and high-density housing, the overall housing base by 2056 in the City will still be heavily oriented towards ground-related housing forms, given the existing housing base in the City.

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Intensification target	It was recommended that a unit target based on annual unit growth be used rather than an arbitrary intensification percentage (i.e. 50%). More specifically, intensification should be expressed as a target by unit type, not a proportion or % of future growth.	<p>The use of a percentage-based intensification target is consistent with the policy framework established in Envision Durham and has historically been used by the City to measure intensification.</p> <p>An intensification percentage provides a clear measure of the proportion of overall growth that is directed to the built-up area, which is consistent with the intent of the P.P.S. to prioritize compact development and the efficient use of existing infrastructure. This approach focuses on the location of growth rather than specific unit types, allowing flexibility in how housing is delivered while still ensuring that a significant share of development occurs through intensification.</p>
Part II planning	It was requested for the City to commence Part II planning for specific whitebelt lands in Oshawa.	<p>Undertaking Part II planning is not within the scope of the Growth Management Study or the Official Plan Review. The whitebelt lands identified as “2051 Urban Expansion Areas” in Envision Durham must first be added to Oshawa’s Major Urban Area boundary through the Official Plan Review process. Once these lands are added to the Major Urban Area boundary, staff can then begin to consider next steps, including Part II planning.</p> <p>The City may coordinate with landowners to prioritize advancement of Part II Plans (where required and when appropriate) for Phase 1 lands ahead of Phase 2 lands.</p>

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Density target	<p>It was requested that the City continue applying the 50 people and jobs combined per hectare density target for D.G.A.s (vs. the newly proposed 63 people and jobs combined per hectare target identified in the Land Needs Assessment). The Land Needs Assessment (“L.N.A.”) assumes that future lands will be developed at densities higher than that which has occurred recently in the D.G.A.</p> <p>Land need should be updated to reflect land required by unit type, not using a blended density.</p>	<p>The L.N.A. recommends to include a minimum density target of 63 people and jobs combined per gross hectare for Oshawa’s D.G.A., which represents a more accurate estimate of densities in the Oshawa D.G.A. and one that is reflected in the development applications the City has processed since the Kedron Part II Plan was established – compared to the existing target of 50 people and jobs combined per gross hectare. Establishing a higher density target of 63 people and jobs combined per gross hectare also reflects the City’s intent to plan more proactively for compact growth, consistent with the broader provincial objectives of efficient land use and reducing urban sprawl. The proposed target of 63 people and jobs combined per hectare better reflects anticipated growth patterns and the City’s commitment to make efficient use of land and infrastructure, and promote transit-supportive, complete communities.</p>
Intensification considerations	<p>It was recommended to consider urban growth options that are within the existing built-up area, with a focus on compact built form, proximity to existing transit corridors, and preserving lands currently designated for urban expansion.</p>	<p>Noted. An Intensification Strategy has been prepared as part of the Growth Management Study. The Intensification Strategy evaluates the City’s capacity to accommodate future housing and employment growth through intensification, identifies strategic intensification areas, and recommends policy direction to guide complete community development to 2056, which includes consideration for transit-supportive communities in the context of existing and planned transit. The Intensification Strategy also recommends the City maintain a 50% intensification target, which is the target currently prescribed in Envision Durham.</p>

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Employment Area removal	There is support for the removal of an Employment Area designation along Colonel Sam Drive, provided that the flexible existing as-of-right uses are maintained and continue to be permitted.	Noted. The E.L.S. recommends that these lands be redesignated to reflect their unique land use context. The E.L.S. also recommends that the City consider applying a new business-related designation to these lands that permits major office and a range of commercial and service-oriented uses that support adjacent employment uses within the broader Employment Area. A new land use designation would reflect existing uses, while also maintaining the existing flexibility.
Phasing request	It was requested that certain lands located along Wilson Road North (2940 Wilson Road North) be included in an earlier phase of development (e.g. in Phase 1).	The subject lands are recommended for Phase 2, whereby the lands are anticipated to proceed with development after mid-2041. Based on the criteria identified in the Growth Phasing and Urban Expansion Options Report, this area would serve as a detached growth location, would need more investment and growth to become a self-sufficient neighbourhood, and has limited integration with the planned transportation network.
Intensification area	It was recommended that the Simcoe Rapid Transit Corridor be considered in full as an intensification area within the Intensification Strategy.	The Intensification Strategy identifies the Simcoe Street North Corridor as a smaller, but strategically important intensification area located along Simcoe Street North, north of Taunton Road. The intent was to illustrate the Simcoe Street North Corridor only within the City's built boundary.
Affordable housing	Oshawa is encouraged to adopt a 35% affordable housing target in Strategic Growth Areas. It is also requested that the Region be consulted on any proposed changes to Strategic Growth Areas, in order to incorporate this information into ongoing growth monitoring and forecasting activities.	Noted. The L.N.A. recommends to set a minimum target of at least 35% of all new residential units to be affordable to low-and moderate-income households within Strategic Growth Areas.

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Built boundary	Staff are encouraged to use the delineated built boundary identified in Envision Durham as the built-up area boundary.	Noted. The L.N.A. recommends using the existing delineated built boundary identified in Envision Durham as Oshawa's built-up area boundary.
Population forecasts	It is suggested that area-specific forecasts be considered as targets to assist with phasing development and to help with the monitoring and implementation of intensification targets.	Noted. The City does not currently maintain area-specific forecasts. Preparation of such a forecast is outside of the scope of the Growth Management Study. The City will continue to monitor growth and intensification through existing monitoring practices.
Employment Area buffers	It was suggested that the proposed assessment criteria in the E.L.S. refer to Policy 2.8.1.3 of the P.P.S. regarding lands within 300 metres of Employment Areas.	The E.L.S. recommends that the updated O.O.P. require that development within 300 metres of Employment Areas must avoid or mitigate potential impacts on the long-term economic viability of employment uses within existing or planned Employment Areas, which is consistent with Policy 2.8.1.3 of the P.P.S. Also, where applicable, City staff will continue to assess development proposals using the Province's D-6 Land Use Compatibility Guidelines.
Employment density targets	It was suggested to include clear targets for employment density within intensification areas, including Strategic Growth Areas, in order to more easily plan for non-residential growth, and to encourage planning for non-residential uses in these areas.	Employment density considerations are embedded within the broader people and jobs per hectare targets. Given that individual S.G.A.s vary in form and function, the appropriate balance between population and employment will be established through detailed local area planning.

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Intensification target	There is concern that the 50% intensification target is too high and unachievable, and is also higher than the historical intensification rate. It is suggested to lower this target to better reflect current and future market conditions.	The 50% intensification target is consistent with Envision Durham. As well, this target reflects both historical trends and the continued role of the built-up area as the strategic focus for higher-density housing, as well as the City's D.G.A. in supporting a wide range of housing types. Of note, the City's D.G.A. is forecast to have a surplus of 105 hectares by 2056 and after this land is absorbed, there is no further greenfield expansion potential in the City. Continuing to strive for an intensification rate of 50% will make more efficient use of the City's existing land and infrastructure.
Intensification Strategy	The Intensification Strategy does not include a detailed assessment of the market for high density apartments and the Growth Management Study fails to provide a sufficient analysis with regard to future demand by unit type to support its intensification projections.	The L.N.A. and Intensification Strategy both consider the market demand for housing across all structure types. This assessment is provided across both the D.G.A. and built-up area. The opportunities for ground-oriented dwellings within the built-up area are shrinking, and it will continue to place greater emphasis on the delivery of high-density housing options. While the high-density condominium market is currently slow (as is the Ontario housing market generally), these studies take a long-term lens on housing development, examining potential trends and demand for housing types over the next 30 years. High-density apartments will continue to play a vital role in providing ownership and, particularly, rental opportunities across a range of age and demographic groups.

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Vacant lands	The L.N.A. assumes that all vacant lands can be developed, which is not realistic.	The L.N.A. has been revised to provide additional information and detail regarding a land vacancy adjustment. For example, there is new information which indicates that some lands will remain vacant over the forecast horizon due to physical, environmental, servicing or market constraints.
L.N.A.	Land needs were determined at a very high level based on land densities and did not assess the actual demand by structure and type of unit.	The land needs analysis uses Method 1 identified in the P.M.G. and is consistent with the methodological approach adopted in Envision Durham. While undertaking the analysis, housing demand and supply by structure type have been considered to arrive at the combined people and jobs density targets presented in the report.
2051 Urban Expansion Areas	It is unclear what the L.N.A. is recommending with regard to the 2051 Urban Expansion Areas (e.g. there is confusing language which states “to include the 2051 Urban Expansion Areas identified in Envision Durham”).	The L.N.A recommends to include all of the 2051 Urban Expansion Area lands as identified in Envision Durham into Oshawa’s Major Urban Area boundary.
E.L.S.	There is a lack of information regarding how parcels were classified in the E.L.S. as developable, underutilized, or selected for removal.	Section 3, “City of Oshawa Employment Area Profile and Removals”, of the E.L.S. provides detail regarding how existing employment lands were identified and how certain lands were evaluated for Employment Area removals. As well, Section 4, “Employment Land Needs, 2056”, details how lands were classified as developed, underutilized or vacant. Lastly, the E.L.S. has been revised to provide additional detail regarding the classification of lands.

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Employment patterns	There is concern that the employment projections in the E.L.S. do not reflect recent employment patterns in Oshawa, where recent growth has been in health care, education, professional services etc. and other sectors that do not rely on protected Employment Areas.	<p>Staff recognize that recent employment growth in Oshawa has occurred in sectors such as health care, education, and professional and business services, many of which are not typically located within protected Employment Areas. However, Provincial policy requires municipalities to plan for and protect Employment Areas to accommodate employment uses that rely on these lands, such as manufacturing, logistics, and other industrial-related activities.</p> <p>At the same time, staff recognize that many emerging and service-based employment sectors may be more appropriately located outside of protected Employment Areas. These uses will continue to be permitted in other land use designations, including commercial areas, the Urban Growth Centre, and potentially new land use designations that are intended to support major office, institutional, and other employment-generating uses. This approach ensures that the City continues to protect lands needed for traditional employment uses while also providing opportunities for a broader range of employment sectors to locate and grow in appropriate areas across the city.</p>
Employment forecast	There is concern that there is a lack of detail regarding how the E.L.S. allocates forecast employment growth between community area jobs and jobs located within designated Employment Areas.	Section 4.2.2 of the E.L.S. has been revised to provide additional information and detail regarding the employment forecast allocations.

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Infrastructure	There is concern that the existing infrastructure may not be able to handle the level of intensification anticipated over the next thirty years.	<p>The City works closely with the Region, who is responsible for water and wastewater servicing, to plan for and deliver the infrastructure required to support growth. Through ongoing coordination and long-term planning, the Region assesses system capacity and identifies upgrades needed to accommodate anticipated intensification over the coming decades.</p> <p>In addition, through the development approvals process, the City reviews proposed developments to ensure that appropriate infrastructure is in place or planned to support the development. Where necessary, infrastructure improvements or servicing solutions are required as part of the approval process to ensure that growth occurs in a coordinated and sustainable manner.</p>
Commercial development	A question was raised regarding how the City can support the retention of existing large-scale commercial facilities (e.g. Oshawa Centre).	<p>The City supports the continued viability of existing large-scale commercial facilities through planning policies that permit a range of commercial uses and, where appropriate, opportunities for redevelopment for a mix of uses, including residential, or adaptive reuse over time. This approach provides flexibility for property owners to respond to changing market conditions while maintaining the function of these sites as important commercial destinations within the community.</p>

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Residential unit distribution	Clarification was requested on the current distribution of residential unit types in the City (single-detached, semi-detached, and apartment units) and the vacancy rate for each.	<p>The City publishes an annual housing monitoring report which overviews various housing related information for the City. Table 1 of the 2025 Housing Monitoring Report provides an overview of the housing unit distribution by type:</p> <ul style="list-style-type: none"> <li>Single detached – 37,536 units</li> <li>Semi-detached – 5,524 units</li> <li>Town house – 8,668 units</li> <li>Apartment – 23,288 units</li> </ul> <p>However, the City does not track the specific vacancy rates for each specific type of unit. Rather, the City monitors the rental vacancy rate for private apartments, which was 4.1% as of October 2025.</p>
Settlement area boundary request	There is a request for the property located at 4311 Ritson Road North to be included in Oshawa's Major Urban Area boundary. It is also requested that this land be included in Phase 1 (with regard to phasing of development).	All of Oshawa's whitebelt lands identified in Envision Durham as "2051 Urban Expansion Areas" are recommended to be included within Oshawa's Major Urban Area boundary. This does not include land located north of Howden Road, which is within the Greenbelt Protected Countryside Area boundary. Any land within the Greenbelt boundary is not recommended to be included within Oshawa's Major Urban Area, nor is any additional land needed in Oshawa other than what has already been identified through Envision Durham to accommodate future growth to 2056.