

1 STUDY PURPOSE

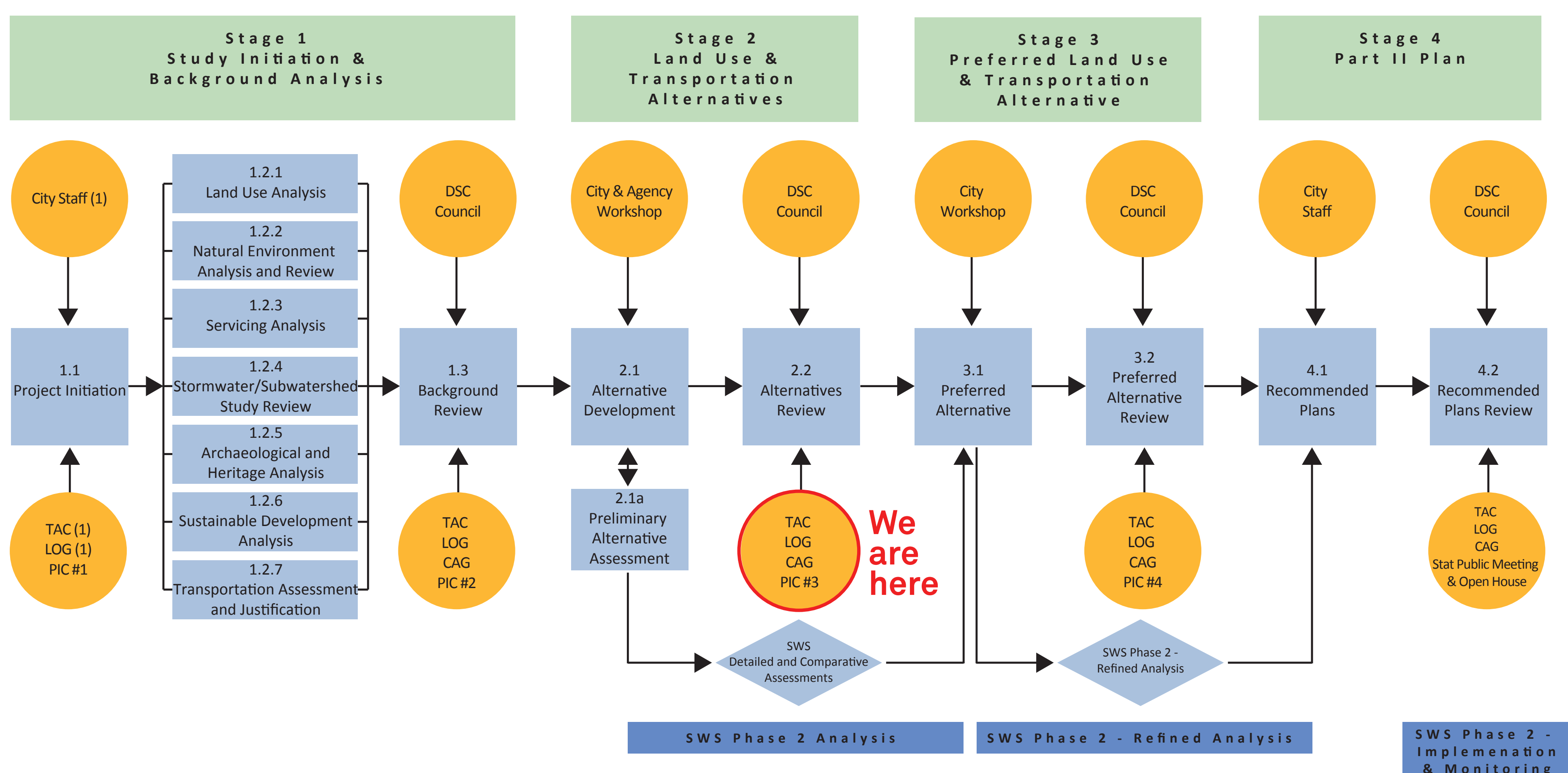
Study Purpose

The City of Oshawa has initiated an Integrated Planning Act and Municipal Class Environmental Assessment Act Study for the Columbus community focusing on the Columbus Part II Planning Area. The results of the Study will help guide future growth and development within the Columbus Part II Planning Area. The Study will take into consideration the unique historical context and cultural heritage of the area, land use, scale of development, transportation and servicing infrastructure, and the protection and enhancement of environmental and natural features.

The specific objectives of the Study are to:

- Facilitate the future development of the Columbus Part II Planning Area;
- Achieve minimum population and job density targets identified in Provincial policies;
- Ensure that development conforms to the Region of Durham Official Plan and the City of Oshawa Official Plan;
- Emphasize sustainable development and the protection and enhancement of environmental and natural features;
- Protect lands along the Highway 407 East corridor for future employment uses;
- Advance development that is compliant with the requirements of the Municipal Class Environmental Assessment process; and
- Ensure development occurs in a manner that is sensitive to the historic Columbus community.

The Study Schedule



* Schedule is subject to change.



2 WHAT WE'VE HEARD

Key themes and comments include the following:

- Concern over the future of Simcoe Street North (e.g. whether or not it will be widened)
- Concern over traffic, specifically along Simcoe Street North and the need to enforce speed limits
- Residents want Columbus to retain its “small town” charm
- Residents want the existing community to be protected
- Concern that future development will be too dense
- Concern that future development will look just like other greenfield developments
- The natural environment needs to be protected and maintained
- The lack of reliable internet service in Columbus

Frequently Asked Questions

Question 1: Are the existing Columbus residents permitted to stay on private services once development starts in Columbus?

Answer: Residents are allowed to stay on private services if they want. If residents do want to connect to municipal services, Regional frontage and connection charges are typically owed by the residents and they must pay for any work required on private property to bring pipes into the house. The Regional frontage and connection charges are available on the Region's website and are subject to change every year.

Question 2: If residents remain on private services, what will be done to ensure that their wells are not impacted by new development?

Answer: Deep drilled wells are rarely impacted by development, however, shallow, dug, marginally performing wells can be impacted by development. If well impacts do occur, the Region's solution to this, through the Well Interference Policy, is to provide a watermain connection and waive the normal frontage and connection costs. The homeowner will still need to pay for any work required on private property to bring the pipes into the house.



3 WHAT WE'VE HEARD

Question 3: Will Simcoe Street North be widened to 4 lanes, and if so, when?

Answer: The Region's Transportation Master Plan (T.M.P.) identified a need for Simcoe Street North to be widened to 4 lanes between Winchester Road and Howden Road as a "beyond 2031" project. There is no specific schedule for this project to date. The "beyond 2031" scenario in the T.M.P. reflects a build-out of the Region's designated urban areas, so it can be expected that the need for additional lanes on Simcoe Street North will correspond with build-out of the Columbus area.

Question 4: What traffic calming measures is the Region amenable to along Simcoe Street North through Columbus?

Answer: Examples of potential measures include: enhanced pavement markings and signage, gateway features at village entries and enhanced streetscape features (e.g. planters, trees, street furniture, etc.). As the road is reconstructed, other potential measures could be considered such as median islands, slightly narrower lanes, and reduced intersection curb radii.

Question 5: What is the status of the deferred lands in Columbus?

Answer: On October 21, 2019, the Local Planning Appeal Tribunal (L.P.A.T.) issued a decision on the deferred lands in Columbus and determined that the deferred lands are to be included within the Major Urban Area boundary.

Question 6: What will be the future population of Columbus?

Answer: Each alternative land use and road plan has a proposed minimum and maximum future population at build-out by the year 2041. It is estimated that the population could range from 21,000 to 32,000.

Question 7: How will the City ensure that the existing community of Columbus is "protected"?

Answer: All three proposed alternative land use and road plans identify the existing community as a Special Policy Area to regulate development in a manner that is sensitive to and complementary to the existing Columbus community, taking into consideration land use compatibility, scale of development and urban design.



4 VISION & GUIDING PRINCIPLES

Proposed Vision

Columbus will be a vibrant, healthy, and complete urban community that is focused on the historic four corners at the intersection of Columbus Road and Simcoe Street North and the approaches to the intersection.

Future growth will be sensitive to the Community's historical context and cultural heritage, considering land use compatibility, scale of development, and urban design.

The Natural Heritage System, and a system of parks, open spaces and trails, will provide the framework for the balanced, sustainable development of the community including interconnected neighbourhoods.



Proposed Guiding Principles

The following guiding principles are proposed:

1. Vibrant and Complete Community
2. Healthy and Sustainable
3. Connected with Mobility Choice
4. Balanced and Liveable
5. Green and Resilient



5 RESIDENTIAL & MIXED USE

Low Density Residential

- May include single detached dwellings, semi-detached dwellings, and duplexes
- Permitted at a net residential density of 26 to 35 units per net hectare

Medium Density Residential I

- May include single detached dwellings, semi-detached dwellings, duplexes, and street and back to back townhouses
- Permitted at a net residential density between 35 to 60 units per net hectare

Medium Density Residential II

- May include townhouses and low-rise apartments
- Permitted at a net residential density between 60 to 85 units per net hectare

High Density Residential I

- May include low-rise and medium rise apartments
- Permitted at a net residential density between 85 to 150 units per net hectare

Mixed Use

- A vertical or horizontal configuration of uses
- Permitted at a net residential density between 60 and 85 units per net hectare
- The location of commercial uses to be carefully evaluated to confirm market demand and a design and location that will ensure pedestrian and vehicular traffic, which are critical for long term success



6 SPECIAL POLICY AREA

The existing Columbus community is recognized as a Special Policy Area. The purpose of the Special Policy Area is to regulate development in a manner that is sensitive to and complementary to the existing Columbus community. Future growth in the Special Policy Area shall occur in a manner that is sensitive to the community's historical context and cultural heritage, considering land use compatibility, scale of development, and urban design.

Policies may relate to:

- The scale and form of infill development; and
- Key landmarks and cultural heritage resources that should be protected.



7 COMMUNITY & EMPLOYMENT USES

Community Parks

- Provide a range of outdoor and indoor recreational opportunities
- Accommodate active sports and recreational activities but may also include areas for passive recreation (e.g. seating areas)
- Approximate size between 8 to 12 hectares



Community Hubs

- Central access point for range of social and/or health services along with cultural, recreational and green spaces
- Gathering point for the community



Schools

- Permitted in residential areas
- Where appropriate, schools should be located adjacent to neighbourhood or community parks for shared use

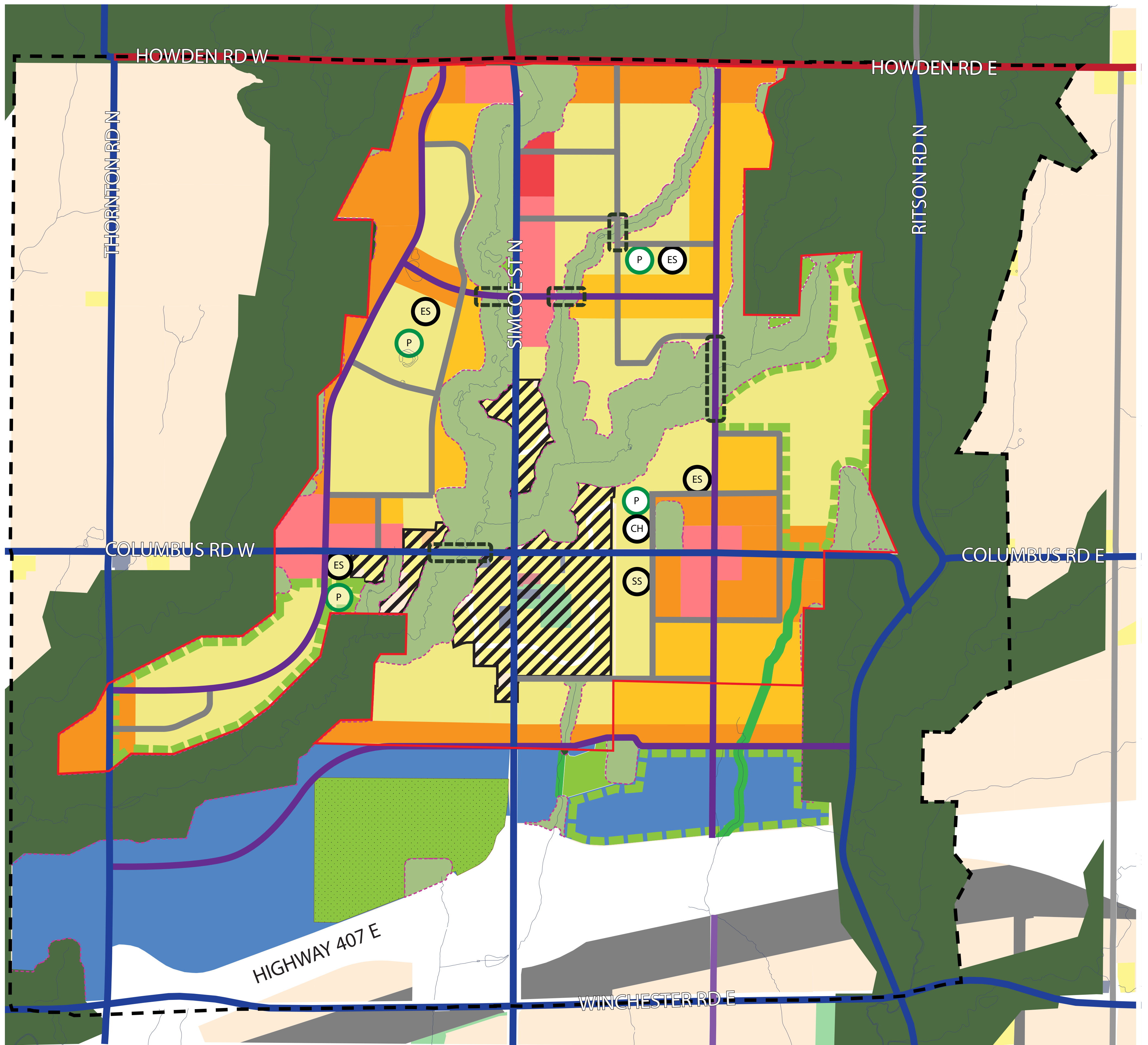


Employment

- Include a variety of forms and types including offices, warehouses and industrial buildings
- Should provide a sensitive transition to neighbourhoods and natural areas



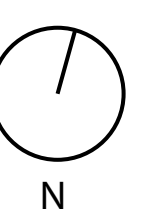
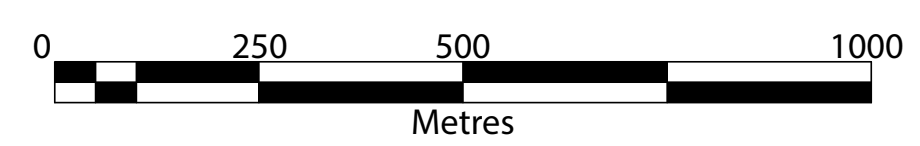
8 ALTERNATIVE 1



- Land Use**
- Columbus Special Policy Area
 - Low Density Residential
 - Medium Density Residential I
 - Medium Density Residential II
 - High Density Residential I
 - Mixed Use
 - Prime Agricultural
 - Employment
 - Community Park Location Option

- Road Network**
- Existing Type A Arterial Road
 - Existing Type B Arterial Road
 - Existing Type C Arterial Road
 - Proposed Type C Arterial Road
 - Proposed Collector Road
 - NHS Crossing
- Natural Heritage System**
- Greenbelt Plan Protected Countryside
 - C.S.W.S. Natural Heritage System
 - Vegetation Protection Zone (Phase 1)
 - Proposed Linkage Area
 - Proposed Enhancement Area
 - MTO SAR Compensation Lands

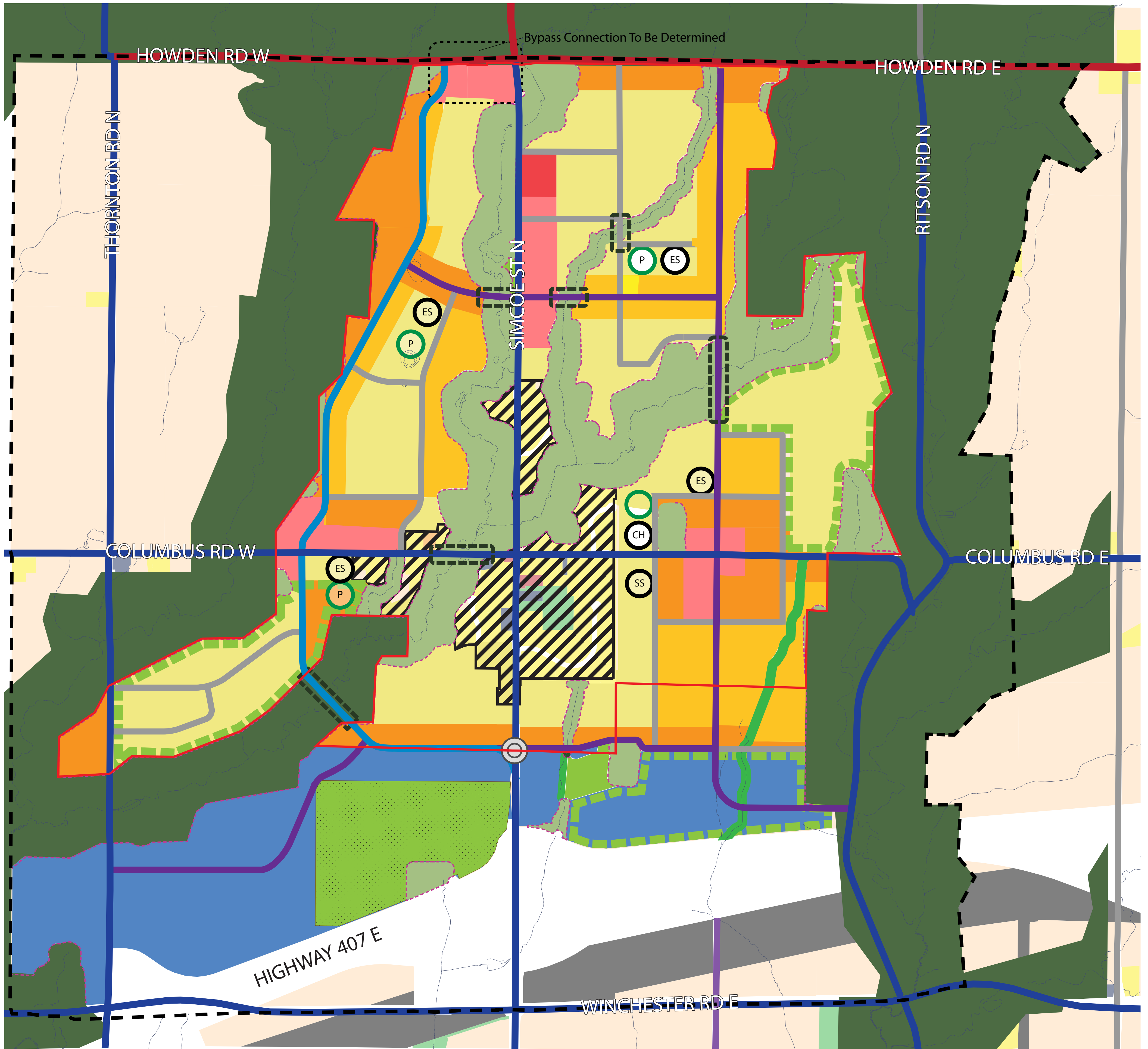
- Columbus Study Area Boundary
- Columbus Part II Plan Area
- Water Bodies
- Watercourse/Drainage Feature (C.S.W.S.)



Alternative 1 Population and Jobs for Columbus Part II Plan Area by year 2041: 22,000- 32,000



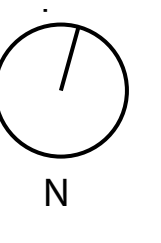
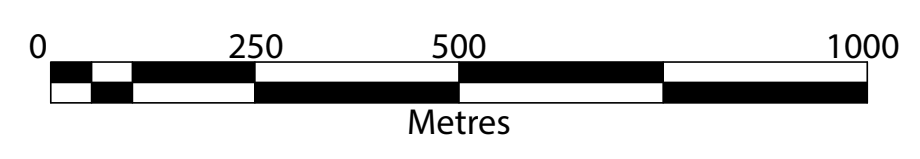
9 ALTERNATIVE 2



- Land Use**
- Columbus Special Policy Area
 - Low Density Residential
 - Medium Density Residential I
 - Medium Density Residential II
 - High Density Residential I
 - Mixed Use
 - Prime Agricultural
 - Employment
 - Community Park Location Option

- Road Network**
- Existing Type A Arterial Road
 - Existing Type B Arterial Road
 - Existing Type C Arterial Road
 - Proposed Type B Arterial Road
 - Proposed Type C Arterial Road
 - Proposed Collector Road
 - NHS Crossing
 - Potential Roundabout
- Natural Heritage System**
- Greenbelt Plan Protected Countryside
 - C.S.W.S. Natural Heritage System
 - Vegetation Protection Zone (Phase 1)
 - Proposed Linkage Area
 - Proposed Enhancement Area
 - MTO SAR Compensation Lands

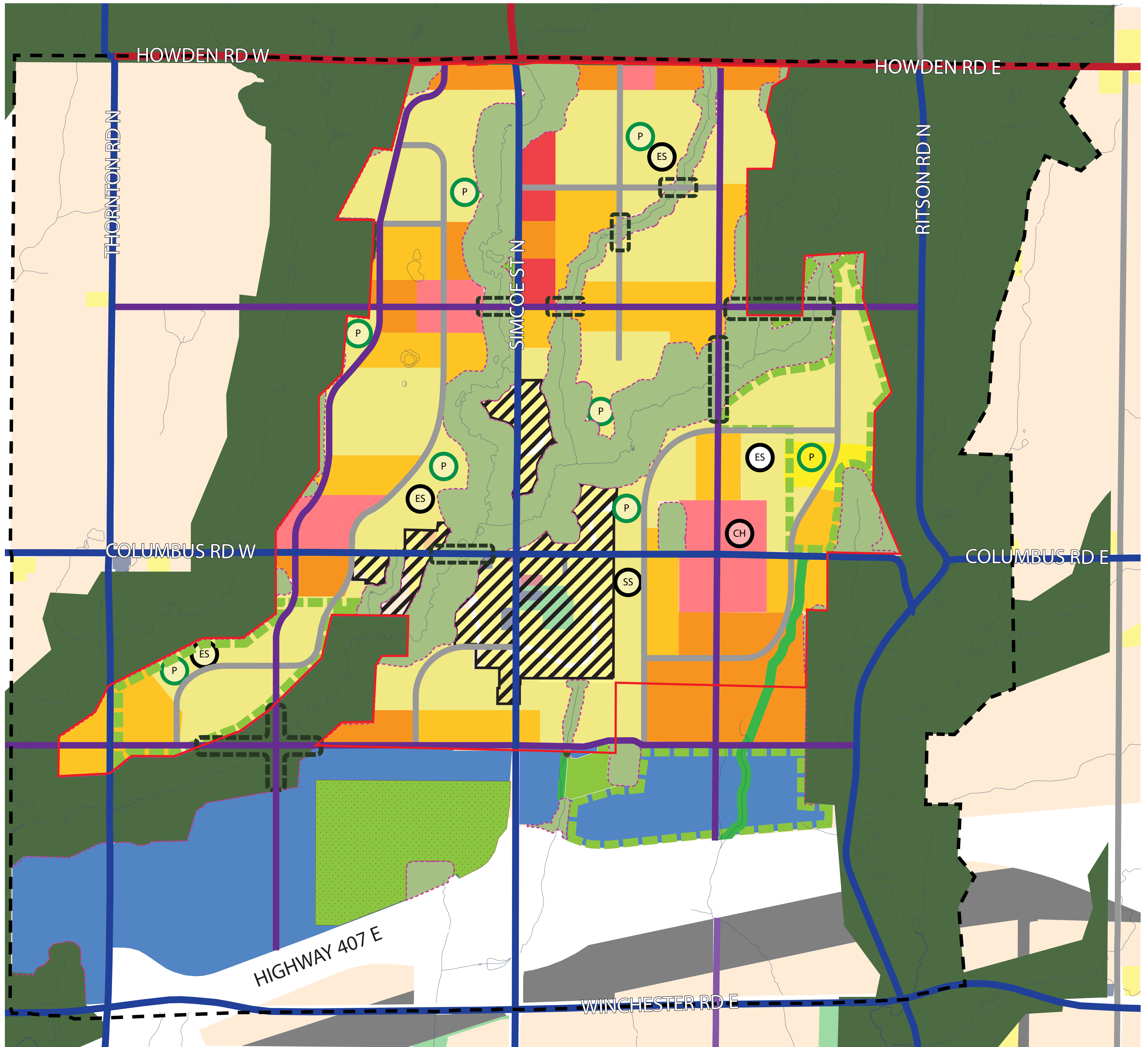
- Columbus Study Area Boundary
- Columbus Part II Plan Area
- Water Bodies
- Watercourse/Drainage Feature (C.S.W.S.)



Alternative 2 Population and Jobs for Columbus Part II Plan Area by year 2041: 22,000- 32,000



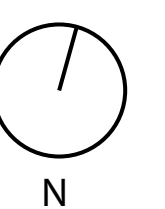
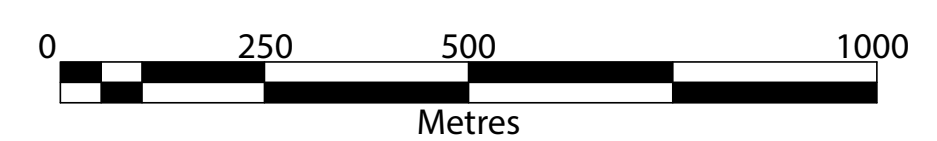
10 ALTERNATIVE 3



- Area**
- Low Density Residential
 - Medium Density Residential I
 - Medium Density Residential II
 - High Density Residential I
 - Mixed Use
 - Prime Agricultural
 - Employment
 - Community Park Location Option

- Road Network**
- Existing Type A Arterial Road
 - Existing Type B Arterial Road
 - Existing Type C Arterial Road
 - Proposed Type C Arterial Road
 - Proposed Collector Road
 - NHS Crossing
- Natural Heritage System**
- Greenbelt Plan Protected Countryside
 - C.S.W.S. Natural Heritage System
 - Vegetation Protection Zone (Phase 1)
 - Proposed Linkage Area
 - Proposed Enhancement Area
 - MTO SAR Compensation Lands

- Columbus Study Area Boundary
- Columbus Part II Plan Area
- Water Bodies
- Watercourse/Drainage Feature (C.S.W.S.)



Alternative 3 Population and Jobs for Columbus Part II Plan Area by year 2041: 21,000- 31,000


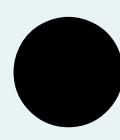
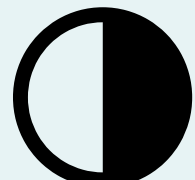

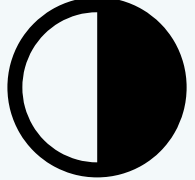
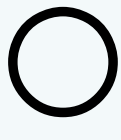
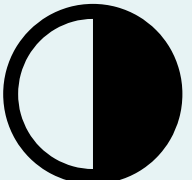



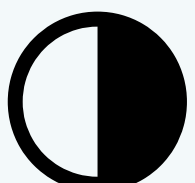



PUBLIC INFORMATION CENTRE #3




INTEGRATED COLUMBUS PART II PLANNING ACT & MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT ACT STUDY

11 TRANSPORTATION NETWORK

The table below summarizes the transportation evaluation of the road networks for each alternative. Additional information on the transportation evaluation can be found in the Phase 2 Transportation Report or Alternative Solutions Report.

Criteria	Alternative 1	Alternative 2	Alternative 3
Transportation	 Based on preliminary transportation network analysis (Alternative 2-a), this options scores 8/16.	 Based on preliminary transportation network analysis (Alternative 3-a), this option scores 14/16.	 Based on preliminary transportation network analysis (Alternative 4), this option scores 10/16.
Natural Environment	 Minimizes number of new crossings of N.H.S. No new crossings of Protected Greenbelt.	 Minimizes number of new crossings of N.H.S. One new crossing of Protected Greenbelt.	 Major impacts to N.H.S. and Protected Greenbelt.
Socio-Economic Environment	 Minimizes potential impacts to cultural and archaeological heritage resources and M.T.O. compensation lands.	 Minimizes noise impacts and tailpipe emissions impacts on existing communities.	 High potential impact to cultural and archaeological resources, does not mitigate impacts to existing communities.
Capital Costs	 \$197M	 \$229M	 \$320M
Recommendation	Less Preferred Transportation Option	Preferred Transportation Option	Less Preferred Transportation Option

Legend

-  Least supportive
-  Neutral
-  Most supportive



12 ADDITIONAL ANALYSIS

Water and Wastewater Services

- Servicing concepts for the alternatives are not significantly different from each other
- Probable cost for water and wastewater servicing for Alternatives 2 and 3 are very similar
- However, the wastewater servicing concept for Alternative 1 is associated with the least cost, whereas the water servicing concept for Alternative 2 is associated with the least cost



Natural Environment

- A range of factors were examined including terrestrial and aquatic natural heritage, fluvial geomorphology, surface water and hydrogeology
- Generally, Alternatives 1 and 2 were preferred over Alternative 3 primarily because of the more limited watercourse crossings



Fiscal Impact

- A fiscal impact analysis of the proposed alternatives was carried out
- It concluded that property taxes at 2019 rates would sufficiently fund the annual program/service cost demands and maintenance of incremental infrastructure for each alternative
- However, current rates would be deficient to fund the long-term lifecycle capital obligations of the incremental assets.
- Based on this analysis, it was concluded that Alternative 1 will provide the least fiscal impact to the City, followed by Alternative 2, and then Alternative 3

