

INTEGRATED MAJOR TRANSIT STATION AREA STUDY FOR CENTRAL OSHAWA

PUBLIC
INFORMATION
CENTRE NUMBER 1

February 2, 2023,
6:00 p.m. – 8:45 p.m.

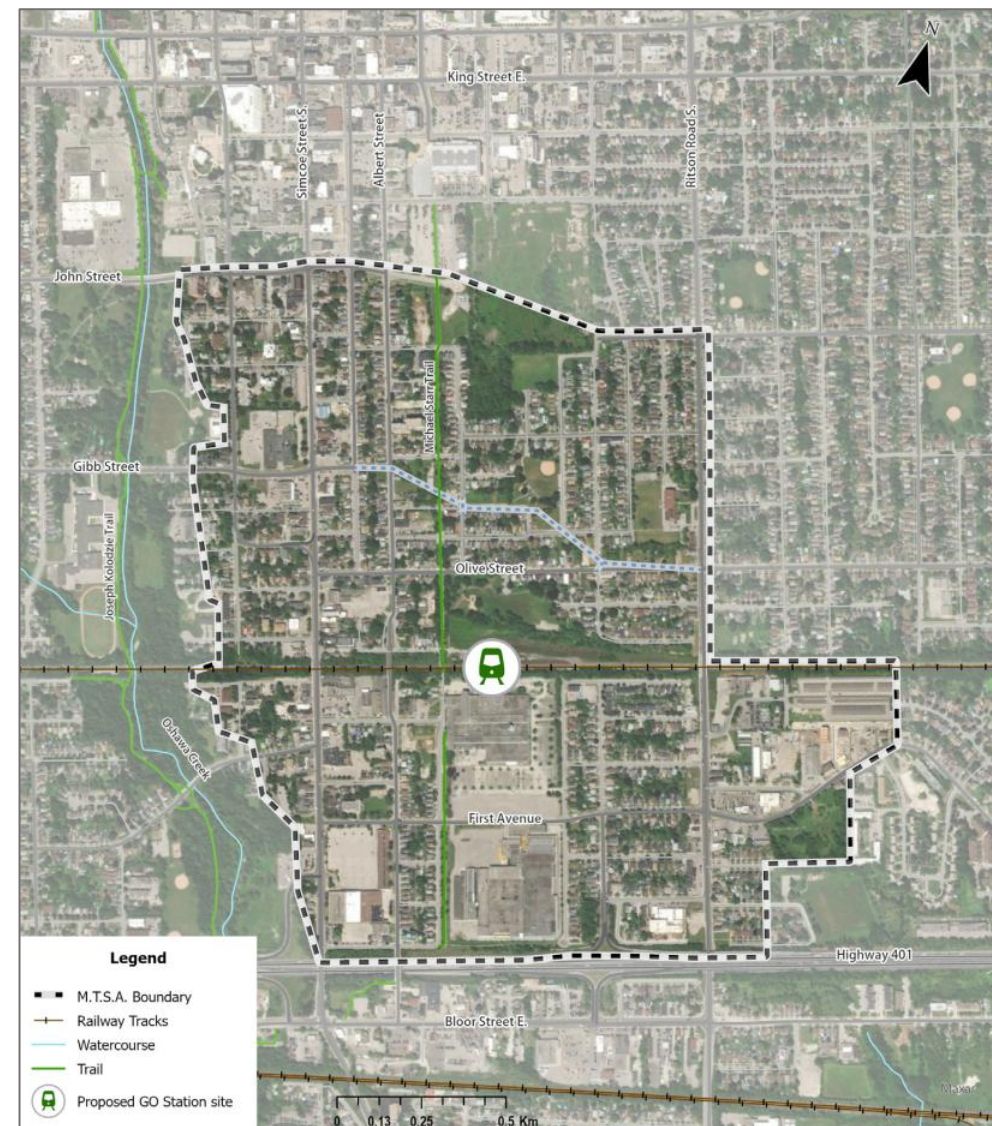
AGENDA

1. Project Overview & Purpose
2. Existing Transportation Assessment
3. Land Use & Sustainable Development
4. Commercial Analysis
5. Vision & Guiding Principles
6. Draft Problem & Opportunity Statement
7. Question and Answer Period

PROJECT OVERVIEW & PURPOSE

STUDY PURPOSE

- The purpose of the Integrated M.T.S.A. Study is to advance development of the study area that supports and accommodates the future Central Oshawa GO Station.
- This study will ensure that future development:
 - Meets population and density targets
 - Integrates well with surrounding neighbourhoods
 - Is sensitive to the existing urban fabric
 - Promotes active transportation and enhances safety for vulnerable road users
 - Emphasizes sustainability and the protection/enhancement of the existing natural environment



Integrated Major Transit Station Area Study Area Map

PROJECT DELIVERABLES

The Integrated Major Transit Station Area Study for Central Oshawa is comprised of two parts:

1. A **Master Land Use** and **Urban Design Plan** with implementation guidelines;
2. An area-specific **Transportation Master Plan** that satisfies Phases 1 to 4 of the Municipal Class Environmental Assessment process (Master Plan Approach #3);
 - Approach #3 involves the preparation of a Master Plan document at the conclusion of Phase 4 of the Municipal Class Environmental Assessment process. The Master Plan documents Phases 1 to 4 of the Class EA process for Schedule 'B' and/or Schedule 'C' projects



Stage 1: Study Initiation

Fall 2022 – Winter 2023

- Study Initiation
- Background Review and Analysis
- Public Information Centre 1

Stage 2: Development of Land Use and Transportation Alternatives

Spring 2023

- Development of Land Use and Transportation Alternatives
- Public Information Centre 2

Stage 3: Alternative Design Concepts for Preferred Solutions

Summer 2023 – Winter 2024

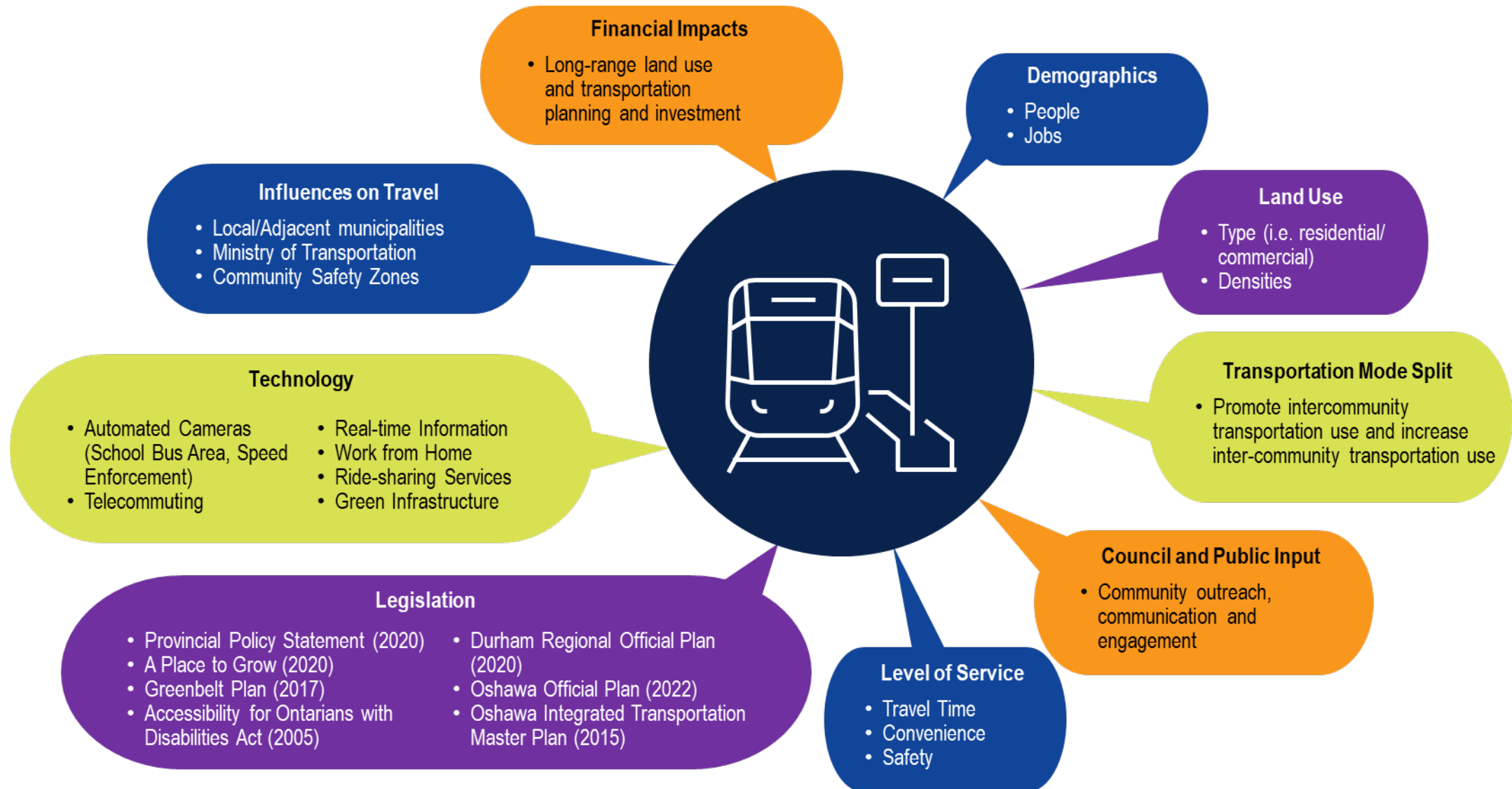
- Alternative Design Concepts for Preferred Solutions
- Public Information Centre 3

Stage 4: Finalize Study

Summer 2024

- Finalize Study
- Public Information Centre 4

INFLUENCES ON THE INTEGRATED MAJOR TRANSIT STATION AREA FOR CENTRAL OSHAWA



TRANSPORTATION ASSESSMENT

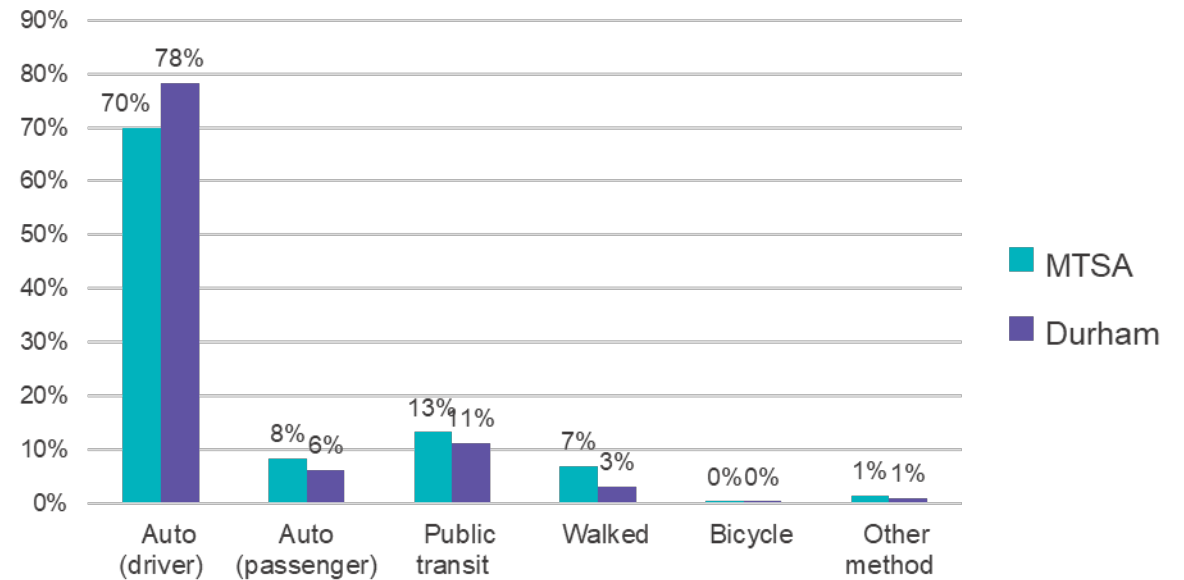
MODE SHARE

- Almost 80% of commuter's journey to work is via private automobile as a driver or passenger.
- Public Transit accounts for 13% of all trips to work, higher than Regional levels.
- Walking accounts for 7% of all trip to work, less than 1% cycle.



Intersection at Olive Avenue and Ritson Road South, Oshawa

Mode Share Split
Major Transit Station Area and Durham Region
(2016¹)



Durham Region's 2031 Mode Share Targets² for Rapid Transit Corridors³ are 70% auto based and 30% sustainable modes (Transit, Walking, Cycling)

¹ Source Census 2016 Journey to Work

² Durham Transportation Master Plan 2017

³ Simcoe Street South was identified as a Rapid Transit Corridor

TRAFFIC OPERATION

LOS A

Free-flowing traffic with no delays.

LOS B

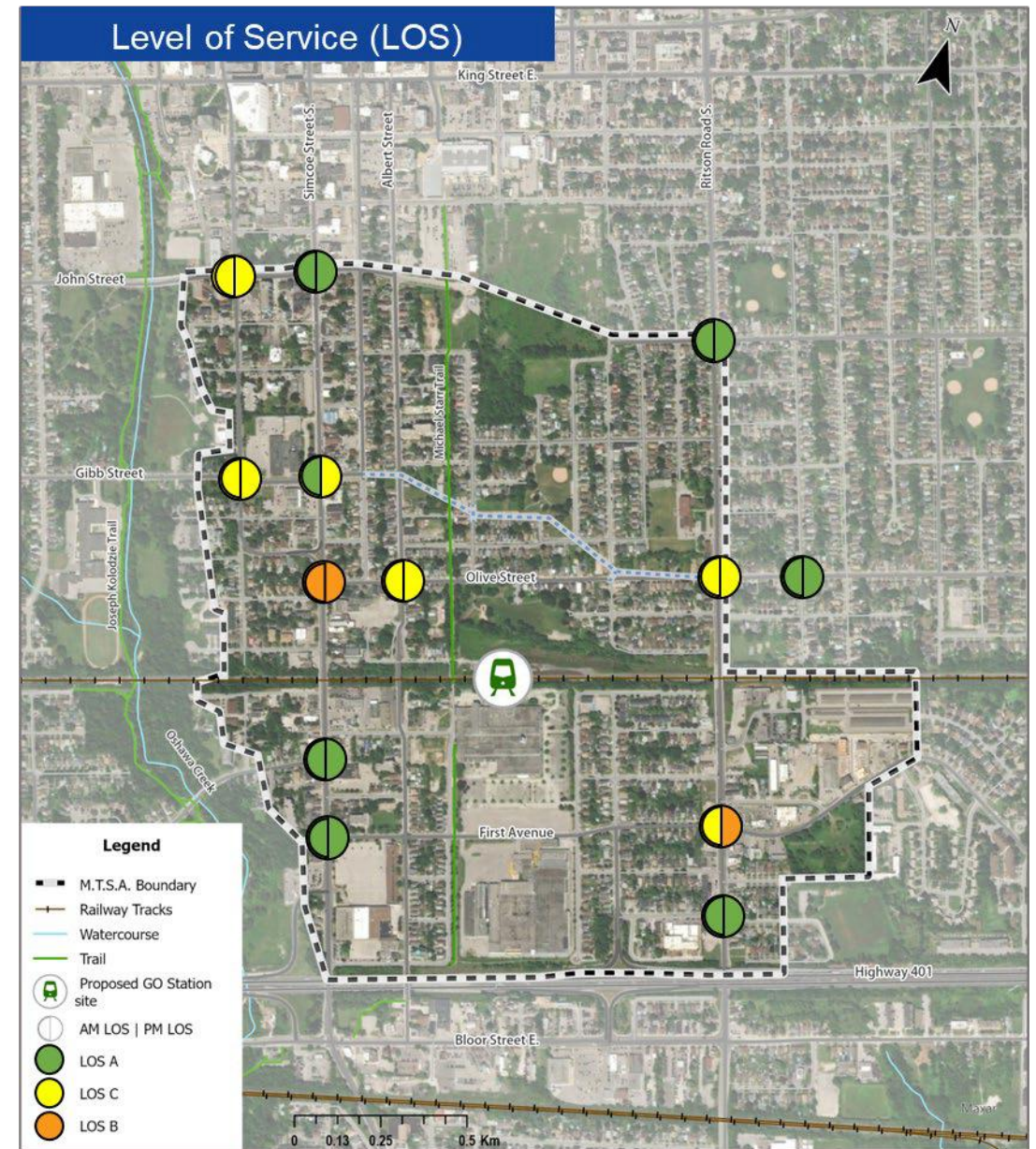
Stable traffic flow with little delays.

LOS C

Some restricted traffic flow with delays. Decline in comfort and convenience.

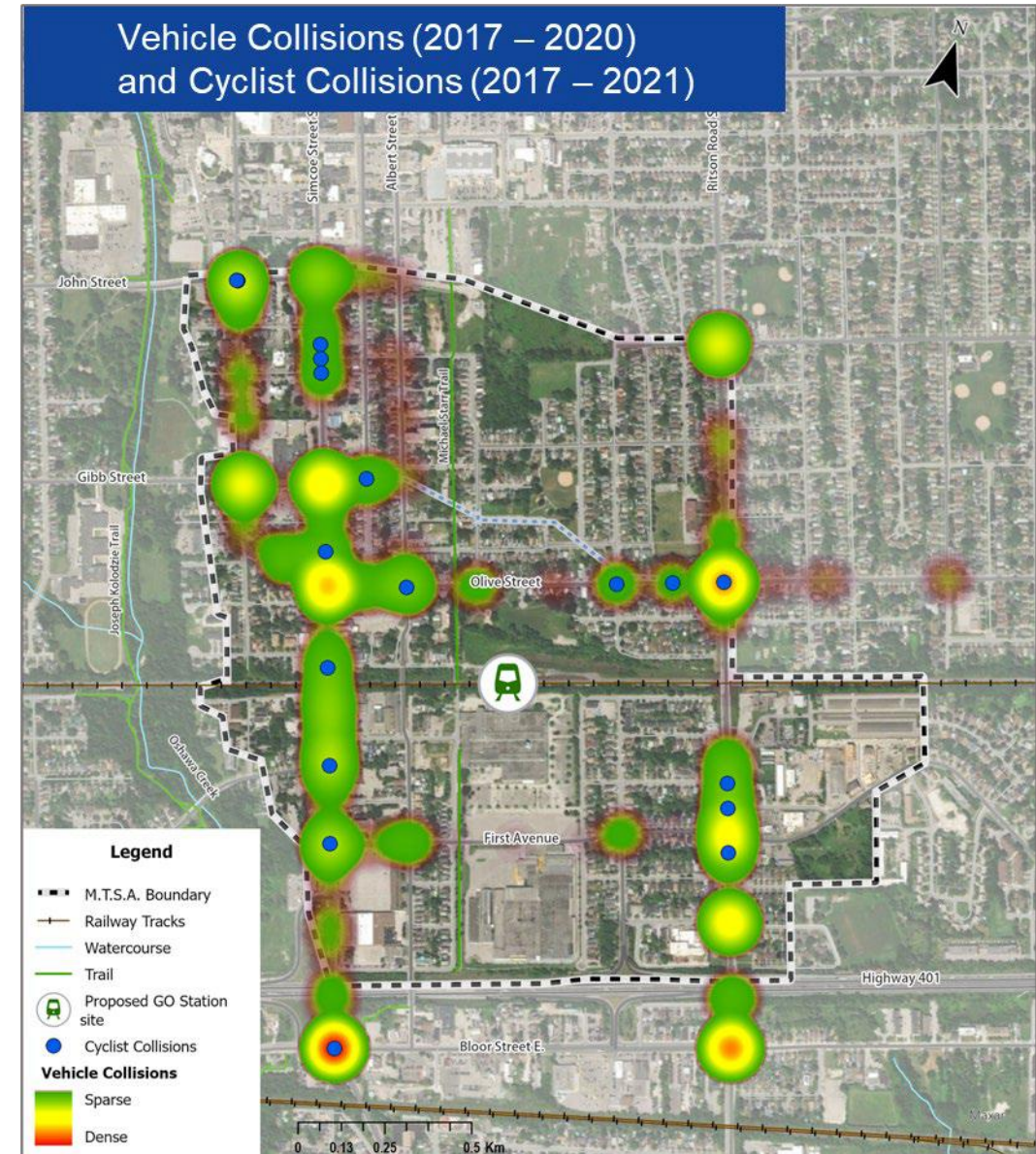
What is Level of Service?

An indicator of intersection performance based on the average delay per vehicle. A lower LOS, such as "A", indicates no delay and better performance!



COLLISION DATA

- Over 80% of vehicle collisions occur at intersections, two thirds of those result in property damage only. Most collisions occur during the winter months.
- Most collisions involving cyclists occur at intersections (84%) and almost two thirds resulted in an injury (63%). There were no fatalities.
- This study will work towards Durham Region's Vision Zero goals to reduce the number and severity of collisions through a transportation network design that prioritizes the safety of vulnerable road users, including pedestrians, cyclists, children, and seniors

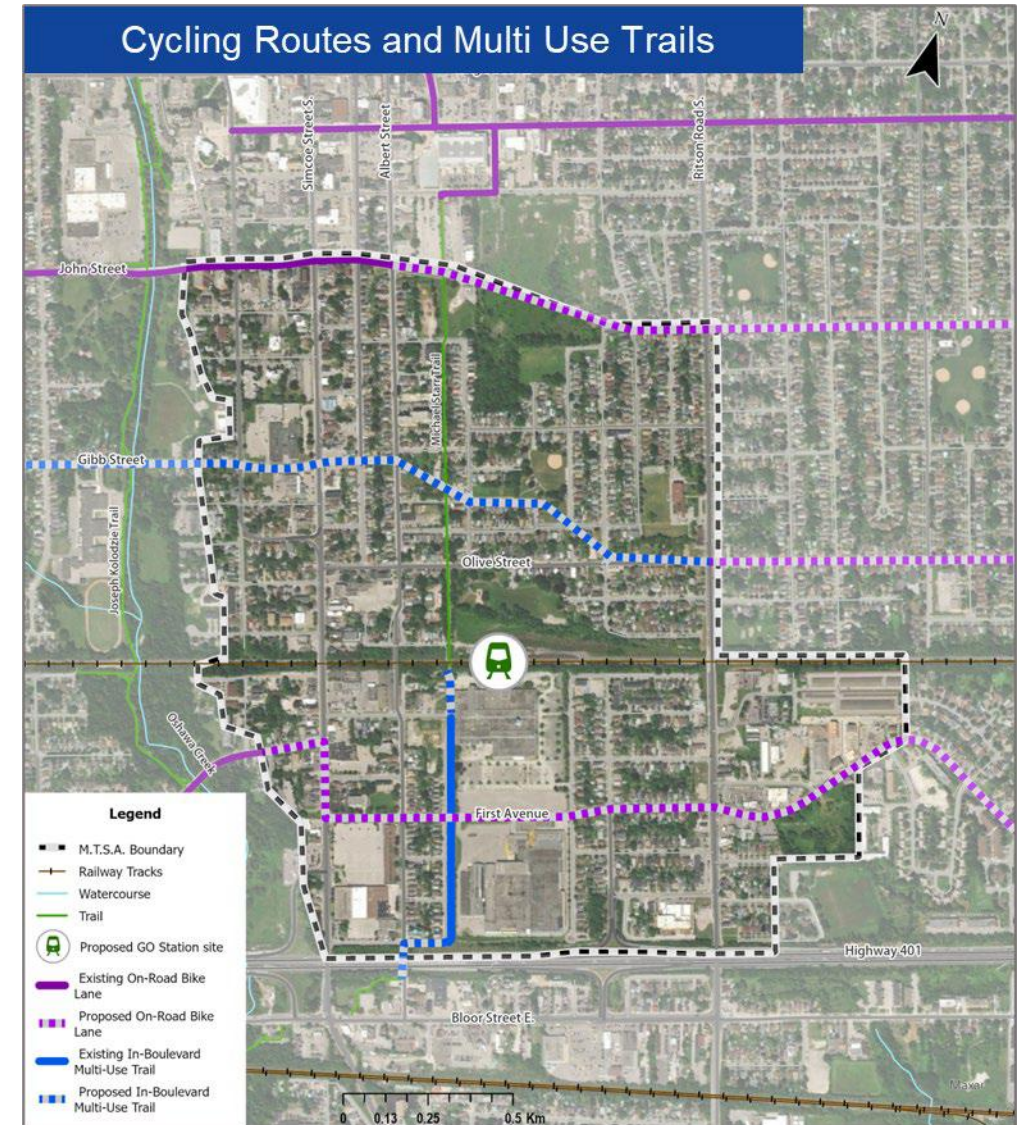
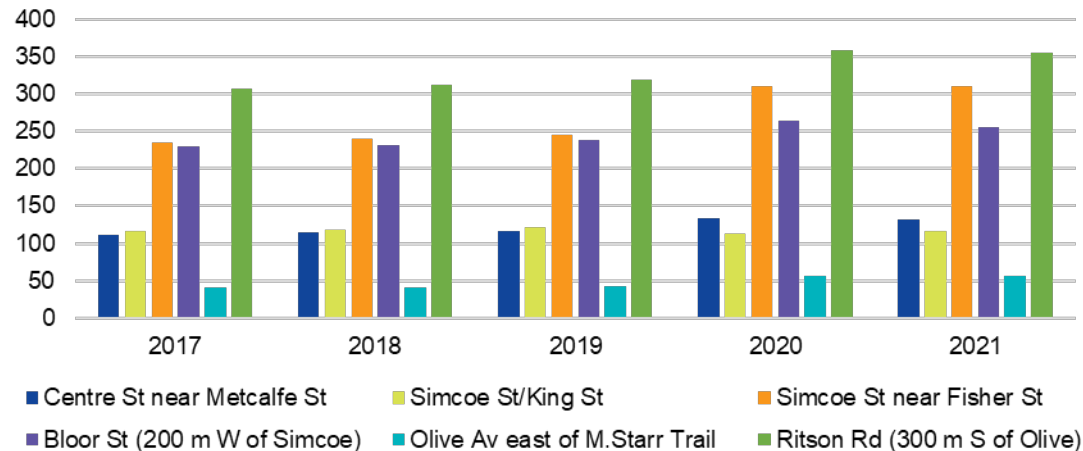


ACTIVE TRANSPORTATION

Sidewalks

- Most roadways have sidewalks on both sides.
- Some local roads have sidewalks on one side only
- There are a few locations with limited buffers between sidewalks and traffic lanes

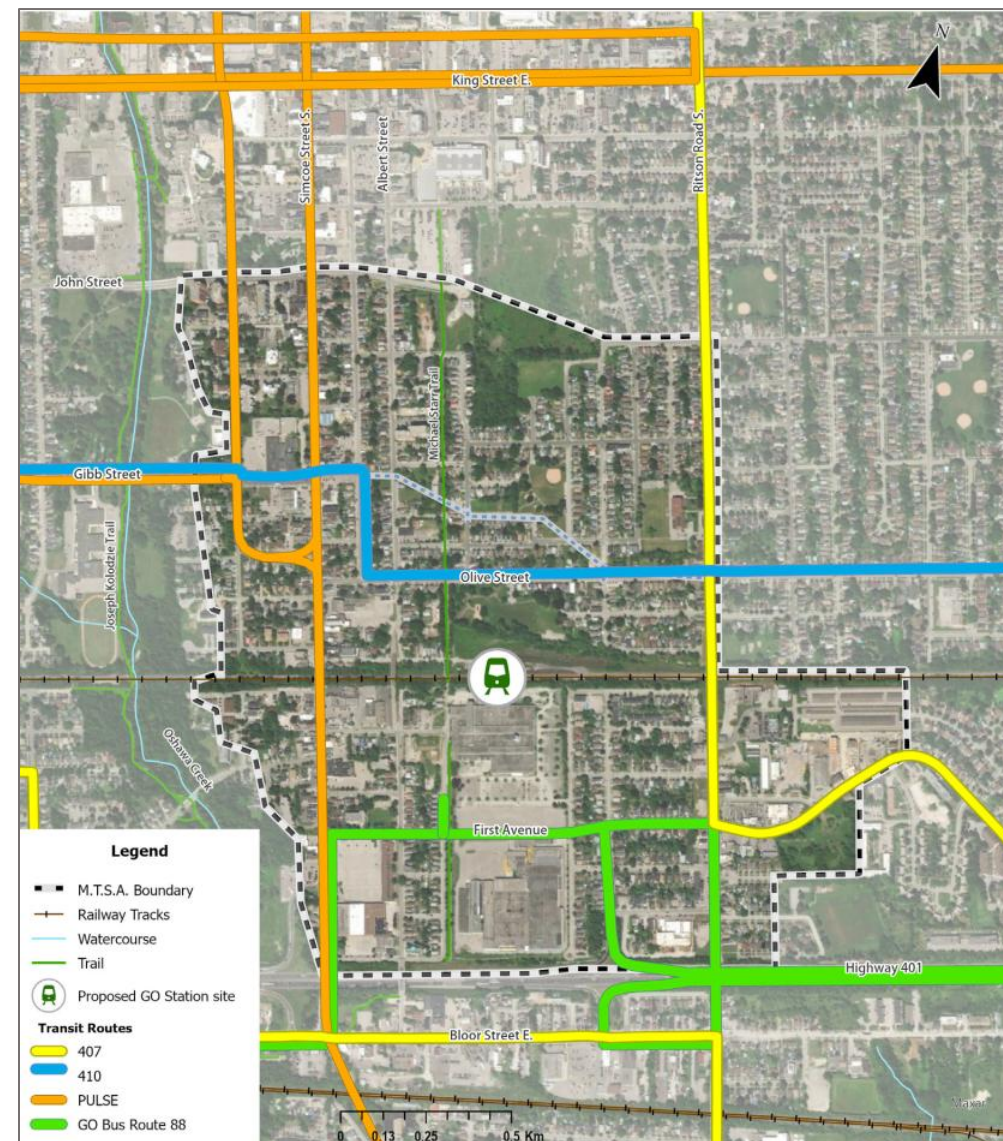
Cyclist Volumes (2017 – 2021)



Note: Proposed on-road bike lanes and in-boulevard multi-use trails are from the City of Oshawa Active Transportation Master Plan (2015)

TRANSIT

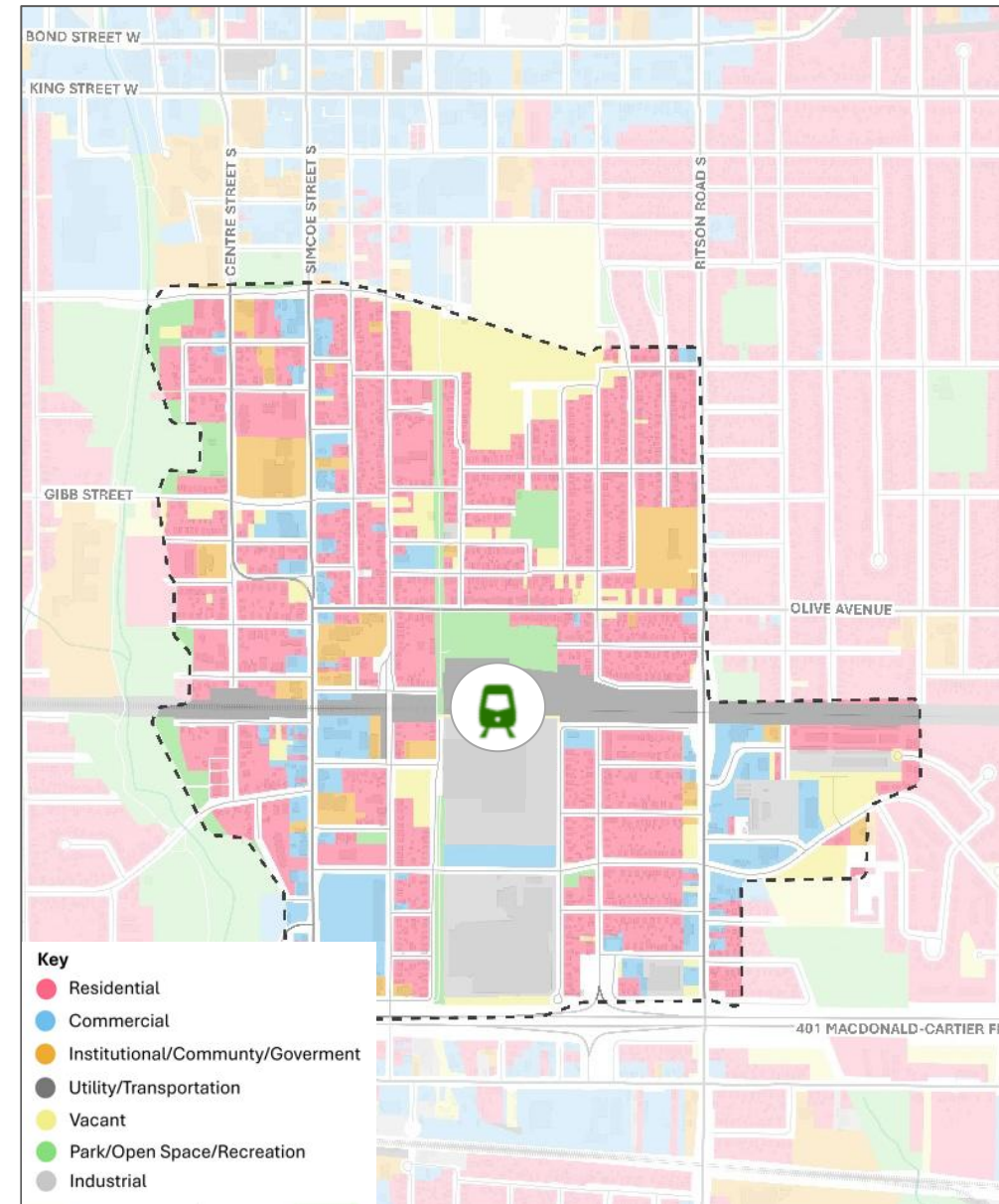
- Durham Region Transit PULSE rapid, high frequency service routes along Simcoe Street South, Centre Street South, and Gibb Street.
- Durham Region Transit Local bus routes along Olive Avenue and Ritson Road South connect to the transit hubs at the Oshawa Centre, Smart Centres North Oshawa, and Downtown
- GO Bus route provides inter-city connections and travel along Simcoe Street South and to/from the First Avenue/Front Street Park & Ride



LAND USE & SUSTAINABLE DEVELOPMENT

EXISTING LAND USE

- Durham Region Transit PULSE rapid, high frequency service routes along Simcoe Street South, Centre Street South, and Gibb Street.
- Durham Region Transit Local bus routes along Olive Avenue and Ritson Road South connect to the transit hubs at the Oshawa Centre, Smart Centres North Oshawa, and Downtown
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EXISTING GO STATION SITE AND SURROUNDING AREA



Pathway crossing C.P. Rail corridor, Oshawa

A



Heritage Resource along Front St., Oshawa

B



Michael Starr Trail, Oshawa

C



Future Central Oshawa GO Station Site located at 500 Howard Street, Oshawa



Pedestrian Pathway between the site and C.P. Rail corridor, Oshawa

D



Former Knob Hill Terminal, Oshawa

E

Although the C.P. Rail corridor bisects the community, the central location of the proposed GO Station site provides an unprecedented opportunity to connect the north and south of the study area and create cohesion between the community.

RESIDENTIAL AND EMPLOYMENT TARGETS

- The Major Transit Station Area has a minimum Provincial density target of 150 residents and jobs combined per hectare. In Stage 2 of the Integrated M.T.S.A. Study, we will test different ideas on how this will be achieved, which will inform the physical typologies in the M.T.S.A. This will be in collaboration with the City the public, and key stakeholders.

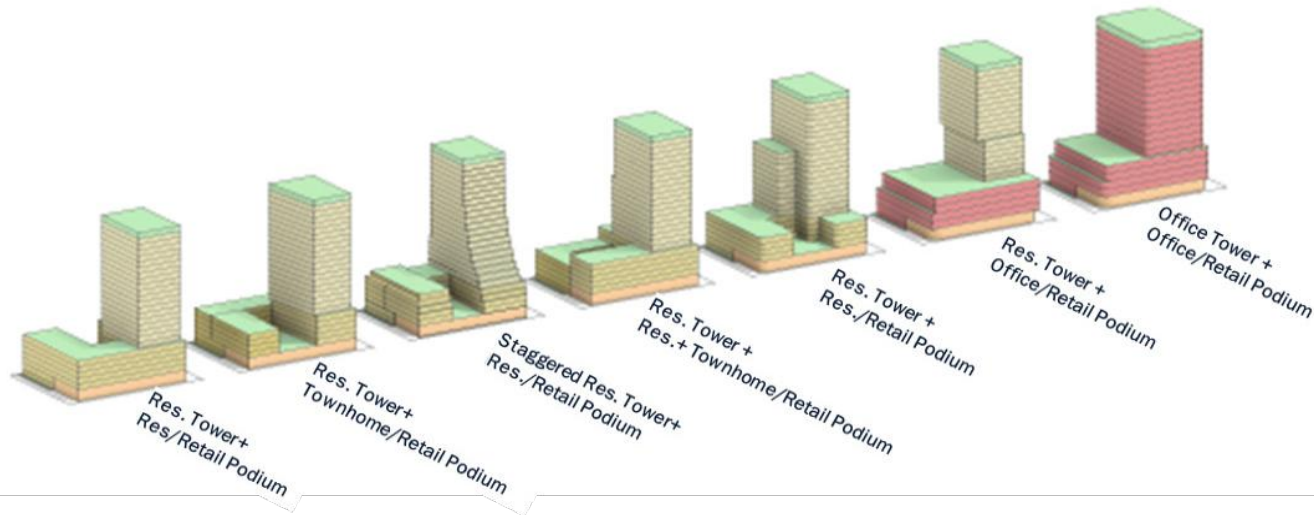


This M.T.S.A. will have impacts on the broader community and has the potential of serving a much wider population, and Regional context. Central Oshawa will become a catalyst for change and a potential gateway between the Highway 401 and Downtown Oshawa.



NOTE: These graphics provide an **example** from York Region M.T.S.A. scenario development and modelling (approximately 260 people/jobs per hectare)

RESIDENTIAL AND EMPLOYMENT TARGETS



Priority will be placed on high quality parks and open space, with a greater emphasis on active transportation, and architecture that is human-scale and livable. Built form and block structure will consider the planned density and how it can be better adapted to the area.

Prioritize High-Quality Parks + Open Space

Provide a Comprehensive Active Transportation Network

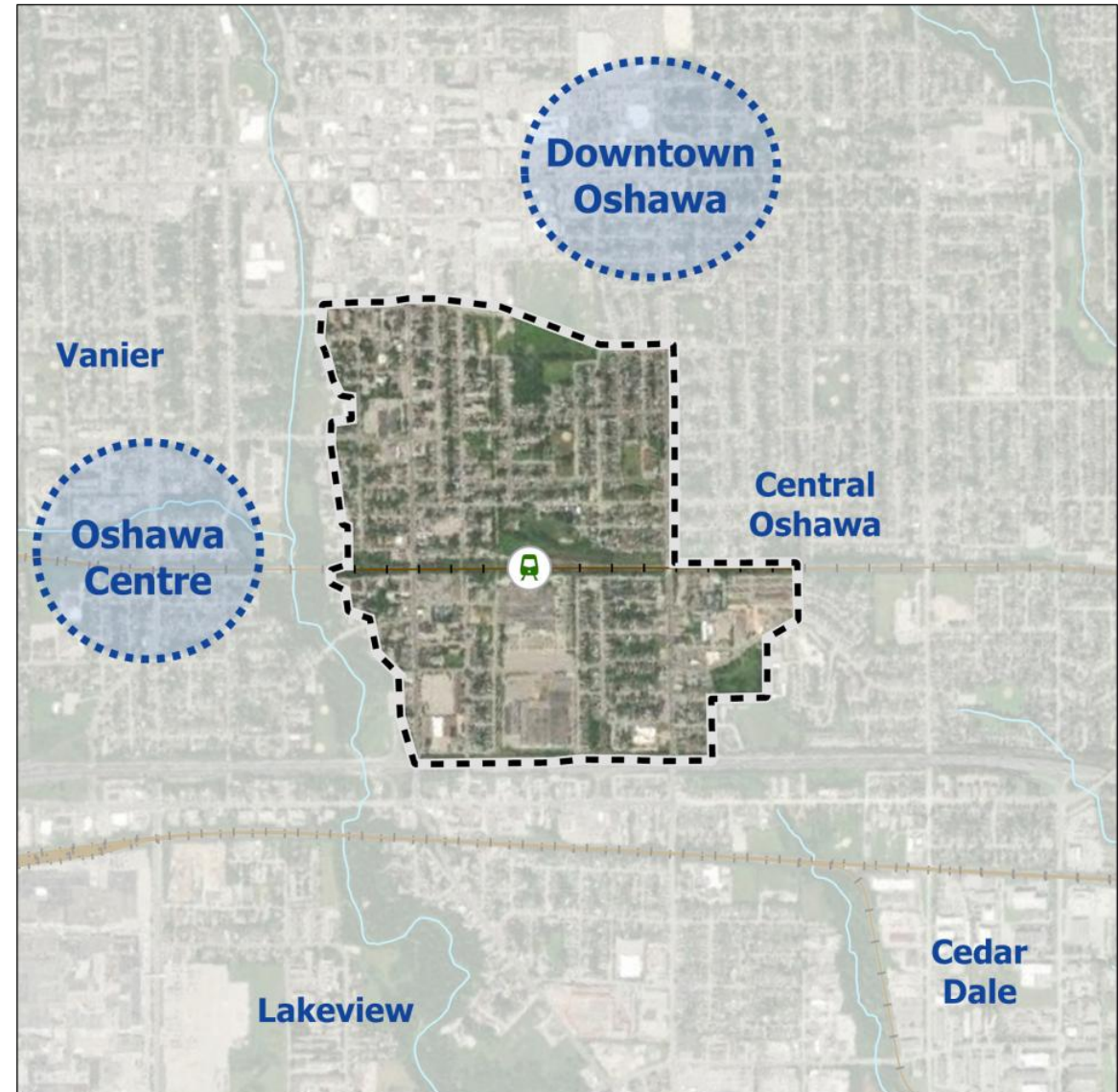
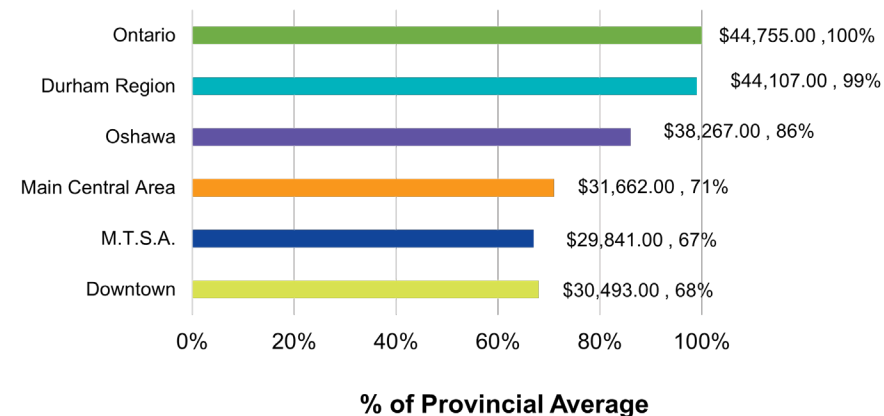
Ensure a Human-Scaled Built Form

Cohesion with Oshawa
Utility for Users
Safety and Inclusion
Attractiveness

COMMERCIAL ANALYSIS

POPULATION AND INCOME

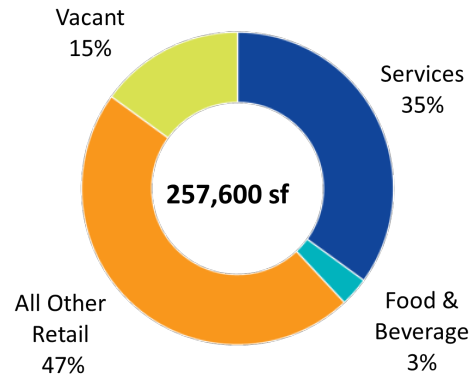
- The Main Central Area of Oshawa is currently home to 14,320 residents (2021 Census)
- Approximately half (6,540 or approximately 46%) reside in the Central Oshawa Major Transit Station Study Area.
- Durham Region is generally aligned with the Province; the City of Oshawa, Main Central Area, and Central M.T.S.A fall below the average



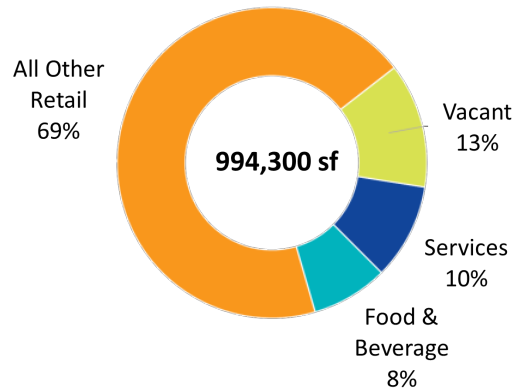
RETAIL AND COMMERCIAL SPACE

Retail/Service Commercial

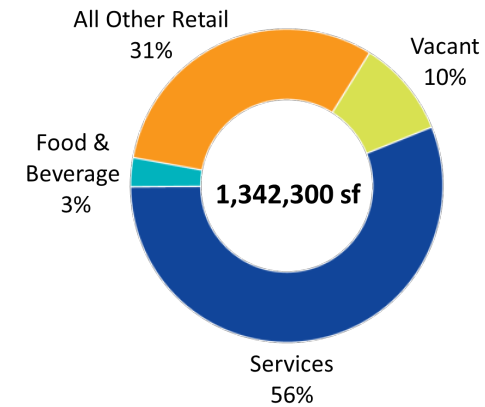
Oshawa Centre



Downtown



M.T.S.A.



Oshawa Highlights

- 27% Portion of Durham Region Retail Space
- 5% Net Rental Rates compared to Durham Region
- Higher** Vacancy Rate than Durham Region
- 42% of the Under Construction space in Durham Region
- 5% of the Under Construction space in GTA
- 38.9% of the Proposed space in Durham Region
- 2.8% of the Proposed space in GTA is in Oshawa

Existing Commercial Space - G.T.A.



VISION & GUIDING PRINCIPLES

VISION

- An industry leading, sustainable and context sensitive built form supported by a comprehensive and accessible multi-modal transportation system.
- Redevelopment and capital investments in the M.T.S.A. should improve the lives of those who live, work, and play in the area.
- Auto-dependency will be reduced by offering a variety of multi-modal options.
- Land uses and urban form must protect the heritage and natural assets of the area and minimize impacts on the surrounding neighbourhoods.

GUIDING PRINCIPLES

- Establish Complete Communities
- Prioritize Sustainable and Livable Development
- Cultivate a Strong Economy
- Integrate Travel Equity, Choice, and Safety

DRAFT PROBLEM & OPPORTUNITY STATEMENT

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PROBLEM

- The Central Oshawa Major Transit Station Area (M.T.S.A.) encompasses the planned Central Oshawa GO Station along the future Lakeshore East GO rail service extension. It is located south of Downtown Oshawa, in an area in transition. The M.T.S.A. possesses many parcels of land which are underdeveloped and underutilized. The transportation network in the M.T.S.A. is oriented to automobile users and is disconnected for users of all other forms of transportation. Redevelopment and capital investments in the M.T.S.A. should improve the lives of those who live, work, and play in the area.

OPPORTUNITY

- In order to support the future GO Rail service extension and the planned Central Oshawa GO Station, along with the population and employment density targets for the M.T.S.A. dictated by the Province, the Integrated M.T.S.A. Study must develop the necessary land use, urban design and transportation plans that will support and guide the growth and redevelopment of the M.T.S.A. The vision is a community which accommodates and supports a variety of multi-modal options, rather than solely private automobile usage. Redevelopment and capital investments should improve the lives of those who live, work, and play in the area, while also reducing the dependency on the private automobile by offering a variety of multi-modal transportation choices. These improvements must maintain a sensitivity to the existing urban fabric, including stable neighbourhoods and areas of cultural heritage value or interest.

THANK YOU!

Integrated M.T.S.A. Study webpage:

www.oshawa.ca/MTSAStudy



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QUESTIONS ?