



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

Public Information Centre #2 Background Reports/Vision

June 20, 2019

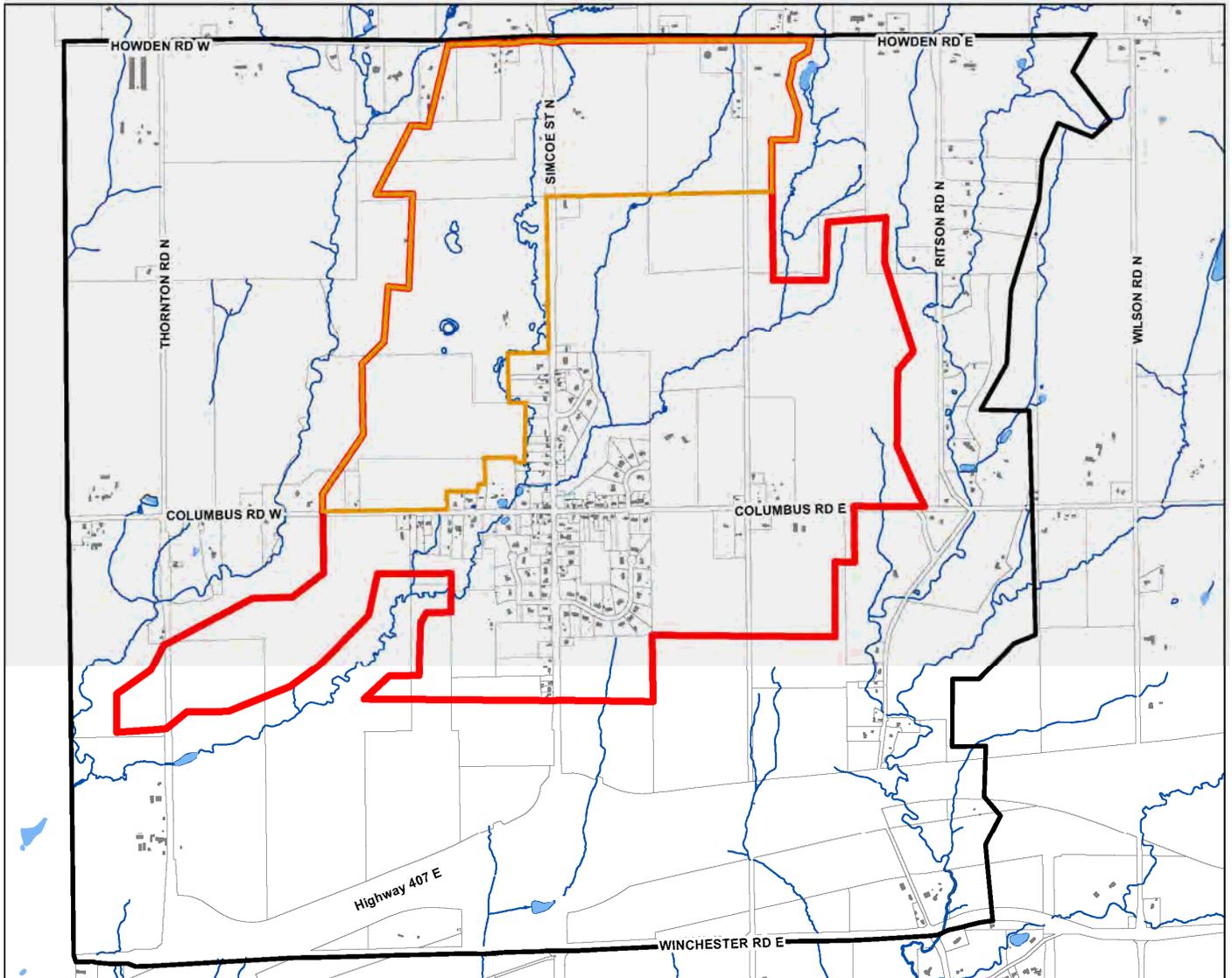


STUDY CONTEXT AND BACKGROUND

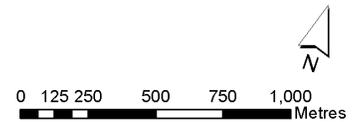
- Columbus is a unique area of Oshawa with a significant heritage component focused at the existing intersection of Columbus Road and Simcoe Street North.
- The City of Oshawa has initiated the Integrated Planning Act and Municipal Class Environmental Assessment Act Study (the Study) for the Columbus community focusing on the Columbus Part II Plan Area.
- The Study will guide future growth and development in the Columbus Part II Plan Area.
- The Study will take into consideration the history 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 Oshawa Official Plan also requires the Columbus Subwatershed Study (C.S.W.S.) to be completed prior to the adoption of the Part II Plan.
- Stantec was retained in 2016 to prepare the C.S.W.S.
- The Draft C.S.W.S. Phase I Report has been prepared and is currently under review.
- Phase 2 of the C.S.W.S. Report will be initiated following resolution of the Phase 1 comments.



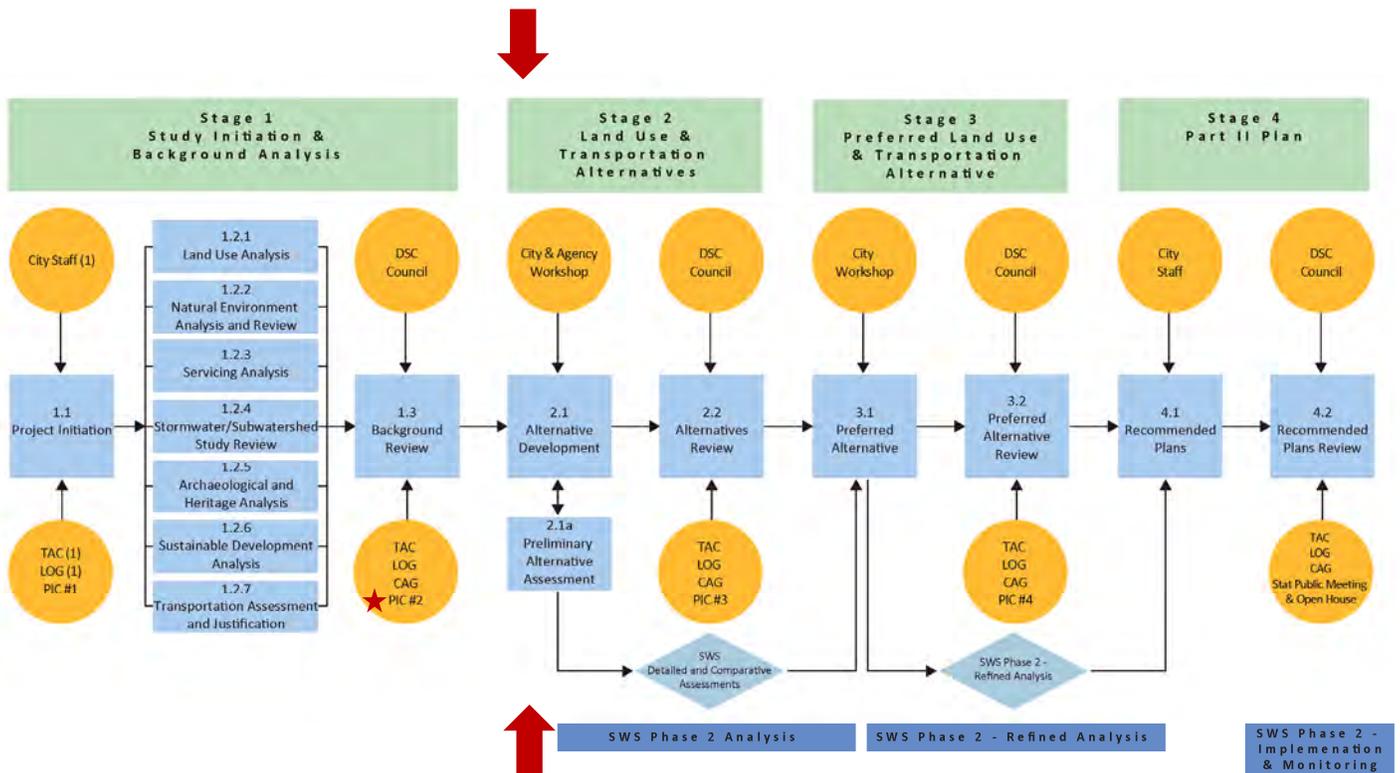
STUDY AREA



- | | |
|---|---|
|  Columbus Study Area Boundary |  Building Footprints |
|  Columbus Part II Plan Area |  Water Bodies |
|  Proposed Living Area subject to Regional Deferrals Section
14.12.7 of the D.R.O.P. |  Watercourses |



STUDY WORK PLAN



BACKGROUND REPORTS

- Planning Background Considerations Report;
- Stage 1 Archaeological Assessment;
- Cultural Heritage Resource Assessment Study;
- Phase 1 Transportation Report;
- Background Review Water and Wastewater;
- Demographic, Housing and Economic Analysis;
- Retail Background Report (Phase 1);
- Sustainable Development Report; and,
- Public Information Centre #1 Visioning Summary.



BACKGROUND REPORTS STATUS

- The Background Reports, including the C.S.W.S., are intended to form one input to the discussion by the City, residents, landowners, agencies and other stakeholders, which will lead to the establishment of the planning framework for the Columbus Part II Planning Area and other lands in the Study Area.
- A key part of this planning framework includes both the Part II Plan and the Municipal Class Environmental Assessment Study.



PLANNING POLICY FRAMEWORK

- Broad policy direction is provided by:
 - Provincial Policy Statement 2014 (P.P.S.);
 - A Place to Grow: Growth Plan for the Greater Golden Horseshoe 2019 (Growth Plan);
 - Greenbelt Plan 2017; and,
 - Durham Regional Official Plan (D.R.O.P.).
- The City of Oshawa Official Plan establishes key policy directions at the Study Area level including a requirement for a Part II Plan for the Columbus Part II Planning Area.
- The future Columbus Part II Plan (and related Official Plan Amendment) must be consistent with the P.P.S. and conform to the Growth Plan, Greenbelt Plan, and D.R.O.P.



PLANNING POLICY FRAMEWORK

- **Key relevant policy themes in Provincial, Regional and City plans include:**
 - A strong focus on efficient and resilient development and land use patterns, including directing development away from natural or human-made hazards;
 - Creation of healthy, active and complete communities;
 - Recognition of the link between the management of growth and infrastructure;
 - Ensuring development is phased, includes a mix of uses, and is at a density which is appropriate for, and efficiently uses existing and planned infrastructure;
 - Provide for an appropriate range of housing types and densities;
 - Plan for an appropriate mix and range of employment to meet long term needs;
 - A balanced transportation system with a priority on transit, cycling and walking;
 - Protection, maintenance, restoration and, where possible, improvement of the natural heritage system and protection of the quantity and quality of surface and groundwater resources;
 - Protection of prime agricultural areas;
 - Conservation of significant built heritage resources, cultural heritage landscapes, and archaeological resources; and
 - Establishing a culture of conservation and addressing climate change.



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 PRINCIPLES

Vibrant and Complete Community

Create a vibrant, complete community composed of neighbourhoods which reflect the historical context, are pedestrian oriented and human-scaled, and integrated with the natural environment and surrounding rural area.

Healthy and Sustainable

Design the community for healthy, active living. Provide a mix of land uses including a diversity of housing choices at appropriate densities with appropriate municipal services to ensure long-term sustainable development which is fiscally responsible.

Connected with Mobility Choice

Establish a multi-modal mobility network that provides choice and connects neighbourhoods to each other, the surrounding rural area and the rest of the City. Create a network of parks, open spaces and trails to provide opportunities for active and passive recreation, as well as active transportation choices.

Balanced and Liveable

A valued and livable community which reflects the right balance between protecting the environment and fostering a healthy, equitable and complete community.

Green and Resilient

Protect, maintain, restore, and where possible, improve water resources and the Natural Heritage System. Support resiliency and environmental sustainability through measures such as energy efficiency, water conservation and green infrastructure.



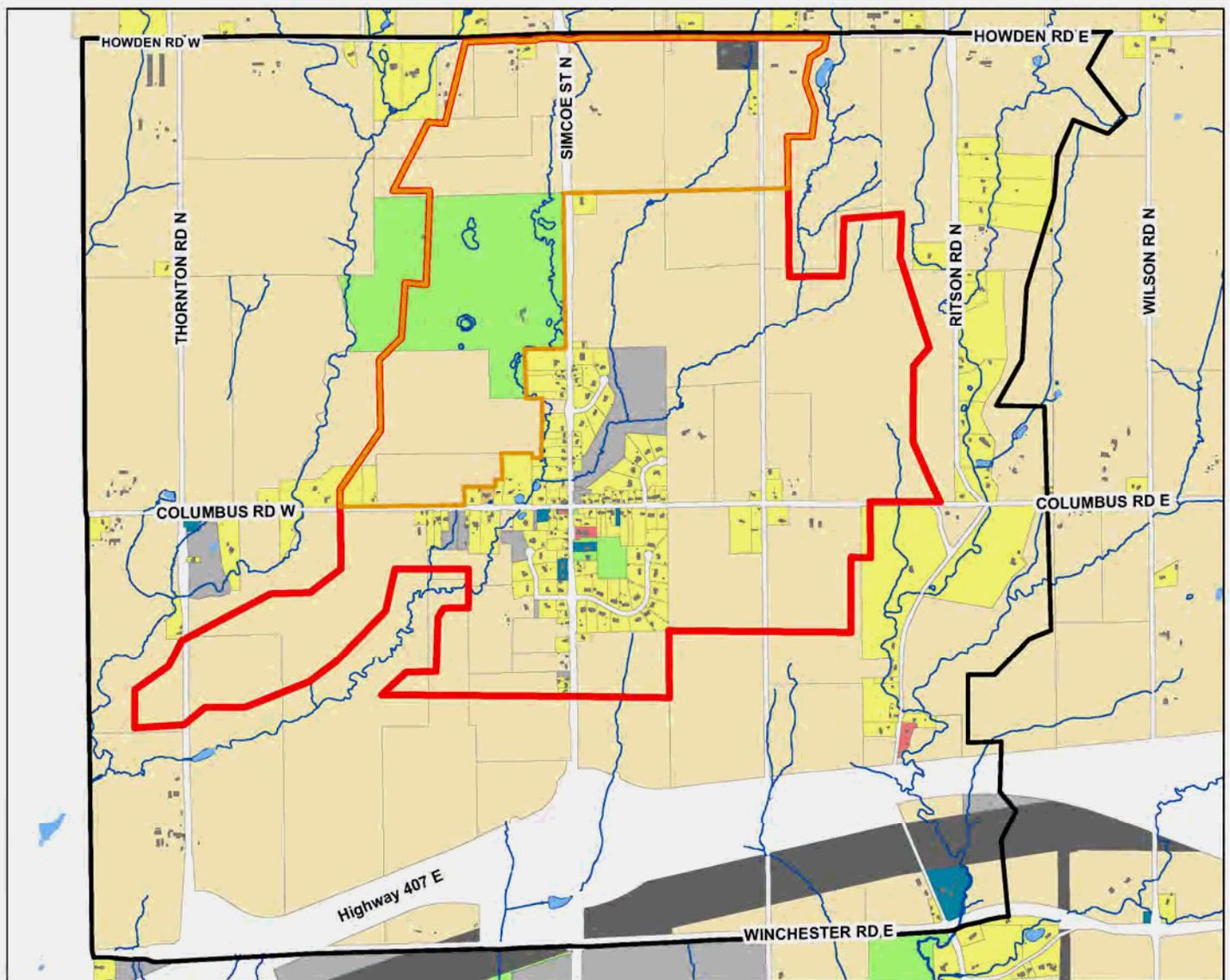
PROPOSED OBJECTIVES

For each principle, a number of objectives have been developed. For example, the Green and Resilient Principle includes the following objectives:

- Integrate innovative stormwater management, water conservation and reuse, and other green infrastructure practices.
- Promote energy efficient design.
- Design to protect natural heritage features and water resources and for natural hazard protection and avoidance.



EXISTING LAND USE



- | | |
|--|--|
|  Columbus Study Area Boundary | Existing Land Use |
|  Columbus Part II Plan Area |  Farm |
|  Proposed Living Area subject to Regional Deferrals Section 14.13.7 of the D.R.O.P. |  Residential |
|  Building Footprints |  Residential/Commercial |
|  Water Bodies |  Commercial |
|  Watercourses |  Institution, Community, Government |
| |  Park, Open Space, Recreation |
| |  Utility, Transportation, Communication |
| |  Vacant |



CULTURAL HERITAGE AND ARCHAEOLOGY

Archaeology

The Stage 1 Archaeological Assessment concludes that unless entirely confined to areas that have already been assessed and cleared of any further archeological concern, any future developments in the Study Area must be preceded by a Stage 2 Archaeological Assessment, which should include meaningful engagement with Indigenous Communities.

Cultural Heritage

The Cultural Heritage Resource Assessment Study identifies that within the Study Area there are:

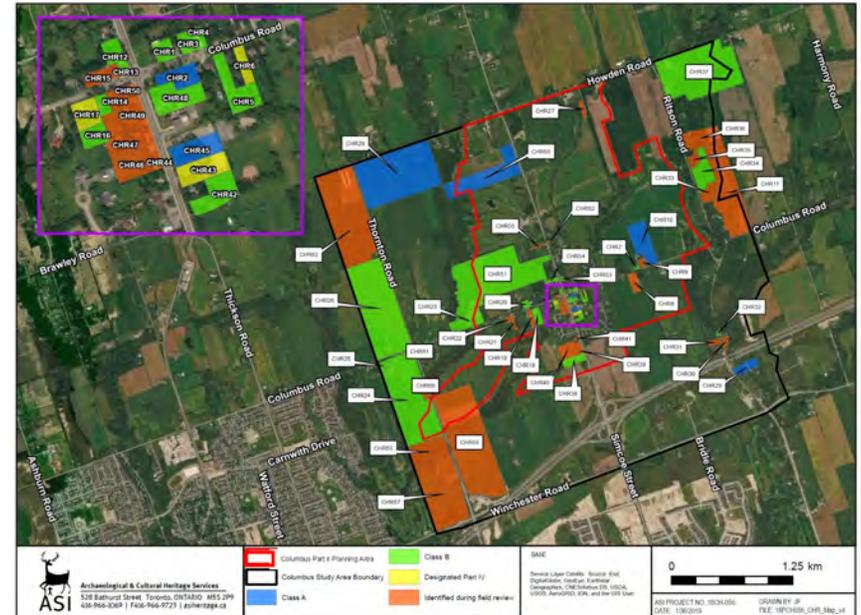
- 3 properties designated under the Ontario Heritage Act;
- 29 Class A or B* cultural heritage resources based on the Heritage Oshawa Inventory of City of Oshawa Heritage Properties; and,
- 30 potential cultural heritage resources identified during the field review.



*Class A properties have a very high potential for designation and Class B properties have a good potential for designation.



CULTURAL HERITAGE



- Identified resources may be candidates for conservation/integration into future land uses, and should be subject to cultural heritage impact assessments as part of subsequent planning applications.
- Given that many properties form a contiguous stretch of recognized or potential cultural heritage resources, a potential Heritage Conservation District should be considered.



TRANSPORTATION

PROBLEM	OPPORTUNITY
Existing and future traffic conditions experience critical movements at select intersections.	Evaluate future traffic conditions and improve intersection operations to accommodate demand.
Safety and operational concerns at various intersections and in the Study Area.	Evaluate intersection related and segment related countermeasures and treatments such as speed and traffic calming measures which may include community safe zones, speed limits and neighbourhood traffic management programs. Consider alternative solutions which divert traffic away from locations with high collision rates.
Expand the existing transportation network to accommodate proposed future development in the Study Area.	Improve the transportation network (including Simcoe Street) to accommodate proposed future development while preserving the Columbus community character.
Transit service is not frequent and is not provided on Sundays.	Evaluate transit ridership and potential to expand/improve service and provide connections to the future multimodal node located at Highway 407 East and Simcoe Street North.
Lack of continuous pedestrian and cyclist facilities for all users.	Provide continuous sidewalks on both sides of Simcoe Street North, Columbus Road and other arterial roads. Consider cycling facilities along Simcoe Street North to connect to the Greenbelt Cycling Route along Raglan Road. Evaluate the proposed active transportation network and provide recommendations for other connections to existing Greenbelt trails. Develop a well-connected pedestrian and cyclist network on proposed collector networks throughout the Part II Plan area.



TRANSPORTATION PROBLEM AND OPPORTUNITY STATEMENT

Columbus is a small, tight knit community in north Oshawa. Because of its distance to the core of the City, travel in the area is dominated by the personal automobile. As a result, there are existing concerns about high traffic volumes and speeding through the community.

The development of Columbus through the Study presents an opportunity to address these concerns while also improving the Study Area transportation network for all travel modes – including pedestrians, cyclists, transit and vehicles. The Study will seek to address these opportunities by building upon the recommendations of the Durham Region Transportation Master Plan and the City of Oshawa Integrated Transportation Master Plan to identify a transportation network that supports anticipated growth and that is safe, accessible and comfortable for users of all ages and abilities.



WATER AND WASTEWATER

- Durham Region is the owner of the Water Supply and Transmission System as well as the Wastewater Collection and Treatment System. The Region of Durham has a Master Planning and Capital Budgeting process that governs the development of these systems.
- With respect to water, the Study Area is within the planned service area for Durham Region Water Pressure Zones 4 and 5. Water services to the Study Area will be provided via expansions of Pressure Zone 4 and implementation of Pressure Zone 5.
- The Study Area is within the planned sewershed to be serviced by the Courtice Trunk Sanitary Sewer and the Courtice Water Pollution Control Plant. The Region is scheduled to bring services to the Study Area by 2023-2027.
- A local sewer network will be required for servicing the Study Area.



DEMOGRAPHIC, HOUSING AND ECONOMIC ANALYSIS

- 18,000 new households are projected between 2016 and 2031 in Oshawa.
- The Study Area is expected to attract a broad range of demographic groups, including new homebuyers, families, empty-nesters and seniors.
- A broad range of new housing will be required and Columbus will play a role in accommodating this new development.
- Employment uses will be primarily focused on retail, mixed-use commercial and institutional employment sectors.



RETAIL

- The existing retail in the 10 minute drive time trade area is primarily local serving.
- The 1.3 million square feet of retail located in the Windfields Main Central Area (south of Highway 407 East) has not yet been developed, which impacts the ability to determine future retail potential for the Study Area.
- Phase 2 of the retail analysis will include a retail demand analysis based on the agreed upon build-out scenarios of residential and employment areas.

Columbus Study Area Retail Inventory within 10 Minute Drive Time



10 MINUTE DRIVE TIME
(red outer zone)



SUSTAINABILITY

Sustainable development guidelines and principles are typically created to guide planning and urban design decisions around sustainability and climate change.

Sustainability principles for consideration in Columbus:

- Mobility and Connectivity (i.e. walkable, vibrant streets and well connected street networks)
- Built Environment (i.e. compact development, mixed land uses, mixed use development and low impact development)
- Natural Systems (i.e. preserve existing significant natural systems and flood protection and avoidance)
- Community Integration (i.e. diverse housing supply and accessibility)

