

WELCOME

INTEGRATED MAJOR TRANSIT STATION AREA STUDY FOR CENTRAL OSHAWA

PUBLIC INFORMATION CENTRE
NUMBER 3

April 23, 2024

6:00 p.m. – 8:45 p.m.



SCAN ME

Open House from
6:00 p.m. to 6:45 p.m.

Presentation at 6:45 p.m.
followed by a Question-
and-Answer Session

C Wing Committee Room,
Oshawa City Hall, 50
Centre St. S., Oshawa

LAND ACKNOWLEDGEMENT

The City of Oshawa is situated on lands within the Traditional and Treaty Territory of the Michi Saagiig and Chippewa Anishinaabeg and the signatories of the Williams Treaties, which include the Mississaugas of Scugog Island, Curve Lake, Hiawatha and Alderville First Nations, and the Chippewas of Georgina Island, Rama and Beausoleil First Nations.

We recognize that Oshawa is now present day home to many Indigenous peoples. We are grateful for the diverse group of First Nations, Inuit and Métis people who have cared for the land and waters within this territory and across Turtle Island from time immemorial and continue to do so today.

As a municipality, the City is committed to understanding the truth of our shared history, acknowledging their role in addressing the negative impacts that colonization continues to have on Indigenous Peoples, developing reciprocal relationships, and taking meaningful action toward reconciliation.

We are all Treaty people.

PURPOSE OF PUBLIC INFORMATION CENTRE #3

Provide an update on the Integrated M.T.S.A. Study for Central Oshawa and collect feedback on:

- Summary of the Preferred Land Use Alternative
- Updated Land Use Intensification Review and Urban Design Guidelines
- Alternative Solutions to Accommodate the Preferred Land Use Alternative
- Preliminary Design for First Ave./McNaughton Ave. (being completed as a Municipal Class Environmental Assessment (M.C.E.A., 2024) under the Area-Specific Transportation Master Plan)
- Study Timeline and Key Dates

What are the Consultation Objectives?

- Provide an update for the Study and the planning process undertaken
- Receive public feedback on the Study progress and materials shown today

STUDY DELIVERABLES

The Integrated M.T.S.A. Study for Central Oshawa is comprised of two parts:

1. A **Master Land Use** and **Urban Design Plan** with implementation guidelines; and
2. An **Area-specific Transportation Master Plan** that satisfies Phases 1 to 4 of the Municipal Class Environmental Assessment process (Master Plan Approach #3, (MCEA, 2024)). First Ave./McNaughton Ave. Schedule 'C' M.C.E.A. will be completed under the Area-specific Transportation Master Plan.

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

STUDY TIMELINE



WHAT WE HEARD AT PUBLIC INFORMATION CENTRE #2

Safety

- Prioritize pedestrian and cyclist safety.
- Improve safety and security in the M.T.S.A.

Land Use & Density

- Strong support for mid-to-high-density development near the GO Station and along key corridors to support employment opportunities and utilize transit infrastructure.
- Desire for increased residential density to meet growing demand.
- Preference for context-sensitive and balanced distribution of density with suitable transitions to mitigate impacts on existing neighborhoods.
- Preference for land uses that offer a mix of community-serving uses within walking distance.

What we heard at Public Information Centre #2

- Need for better integrated multimodal transportation network with a variety of mode choices.
- Reduction in vehicle parking.
- Greater active transportation connectivity between M.T.S.A. and surrounding neighborhoods.
- Call for reduction of automobile dependency.
- Enhancement of transit services and integration with future GO Station.



Community Enhancements

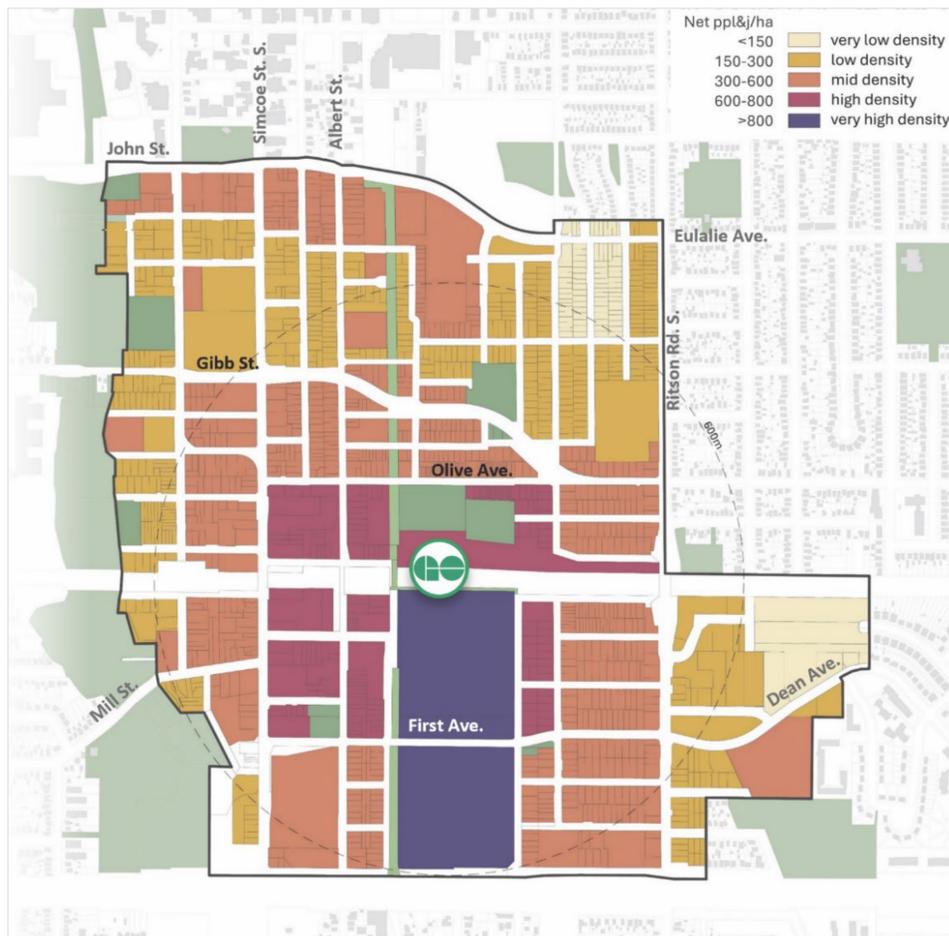
- Maximize economic and development potential of M.T.S.A. and Downtown Oshawa to revitalize the area.
- More greenspace, parks, and people-oriented community spaces.

LAND USE ALTERNATIVES

LAND USE ALTERNATIVE 1

Higher density of population and jobs permitted directly around proposed GO Station.

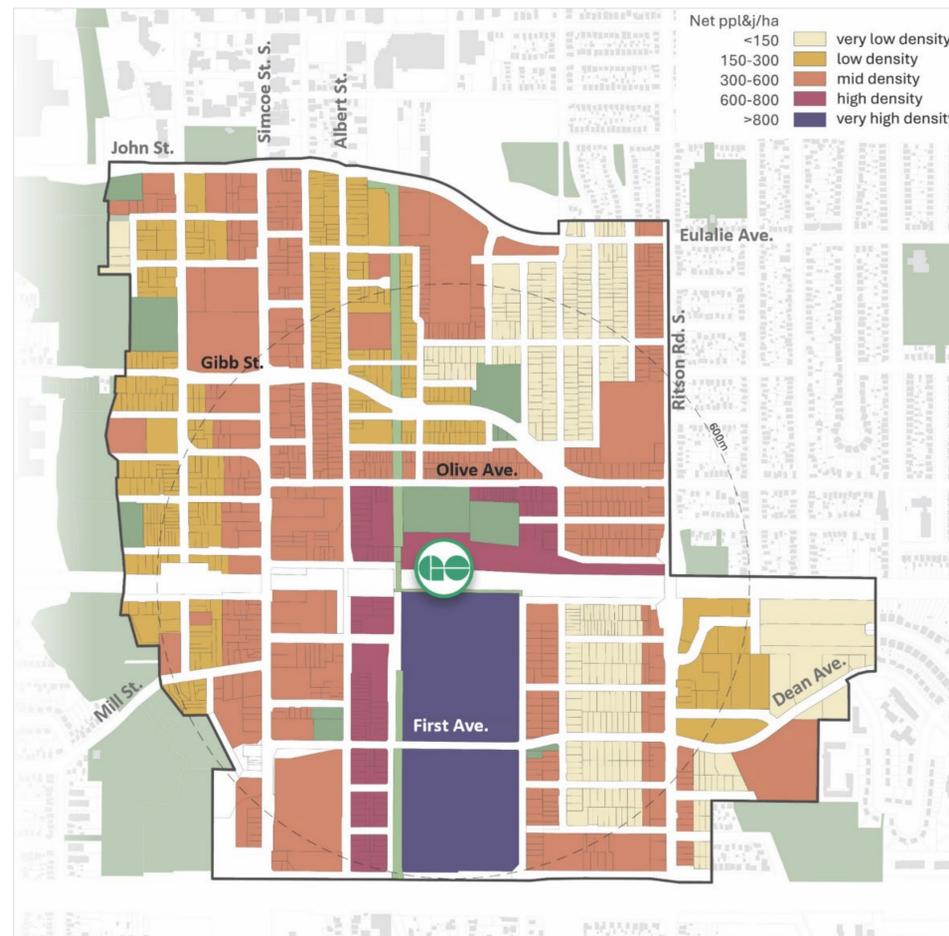
360 people and jobs per hectare



LAND USE ALTERNATIVE 2

Similar to Alternative 1, however less density is permitted.

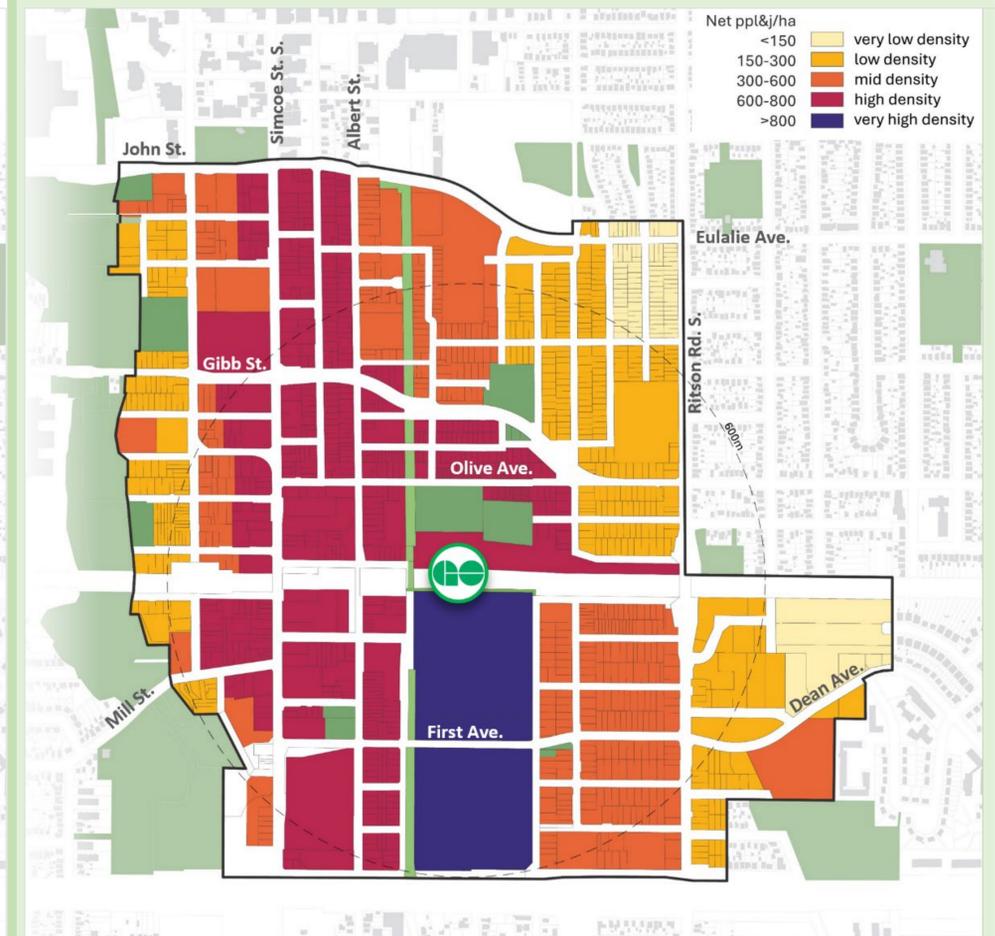
330 people and jobs per hectare



PREFERRED ALTERNATIVE - SELECTED AFTER P.I.C. #2 - LAND USE ALTERNATIVE 3

Higher density of population and jobs permitted around proposed GO Station and all along the Simcoe St S. and Albert St. corridors up to Downtown.

425 people and jobs per hectare



LAND USE ALTERNATIVES EVALUATION

Criteria	Description	Land Use Option 1	Land Use Option 2	Land Use Option 3
Provincial Density Target (min. 150 people & jobs/hectare)	Ability to align with the direction of the Province, City, and Regional Official Plans in meeting minimum density targets.			
Proximity to Higher Order Transit	Density allocation in relation to higher order transit investment, assuming proximity will enhance ridership and reduce automobile trips within the M.T.S.A. boundary.			
Proximity to Downtown	Ability to connect the existing Downtown area with higher density areas within the M.T.S.A., supporting the City's policy objectives.			
Proximity to Open Spaces and Active Modes Corridors	Ability to concentrate development density in proximity to current open space and active transportation corridors within and surrounding the M.T.S.A.			
Municipal Open Space Target	Potential flexibility in addressing open space targets through traditional and emerging park spaces through development, assuming that the plans can adapt to revised provincial legislation and municipal requirements.			
Development Flexibility	Provide a diverse mixture of local contexts that allows for a variety of redevelopment opportunities to attract market investment and achieve a diverse mixture of housing types and differing local urban contexts.			
Interface with Outside M.T.S.A. Boundary	Provides an edge interface that matches or does not conflict with the character of the existing or proposed adjacent relevant conditions to support a healthy co-existence between the M.T.S.A. and surrounding context.			

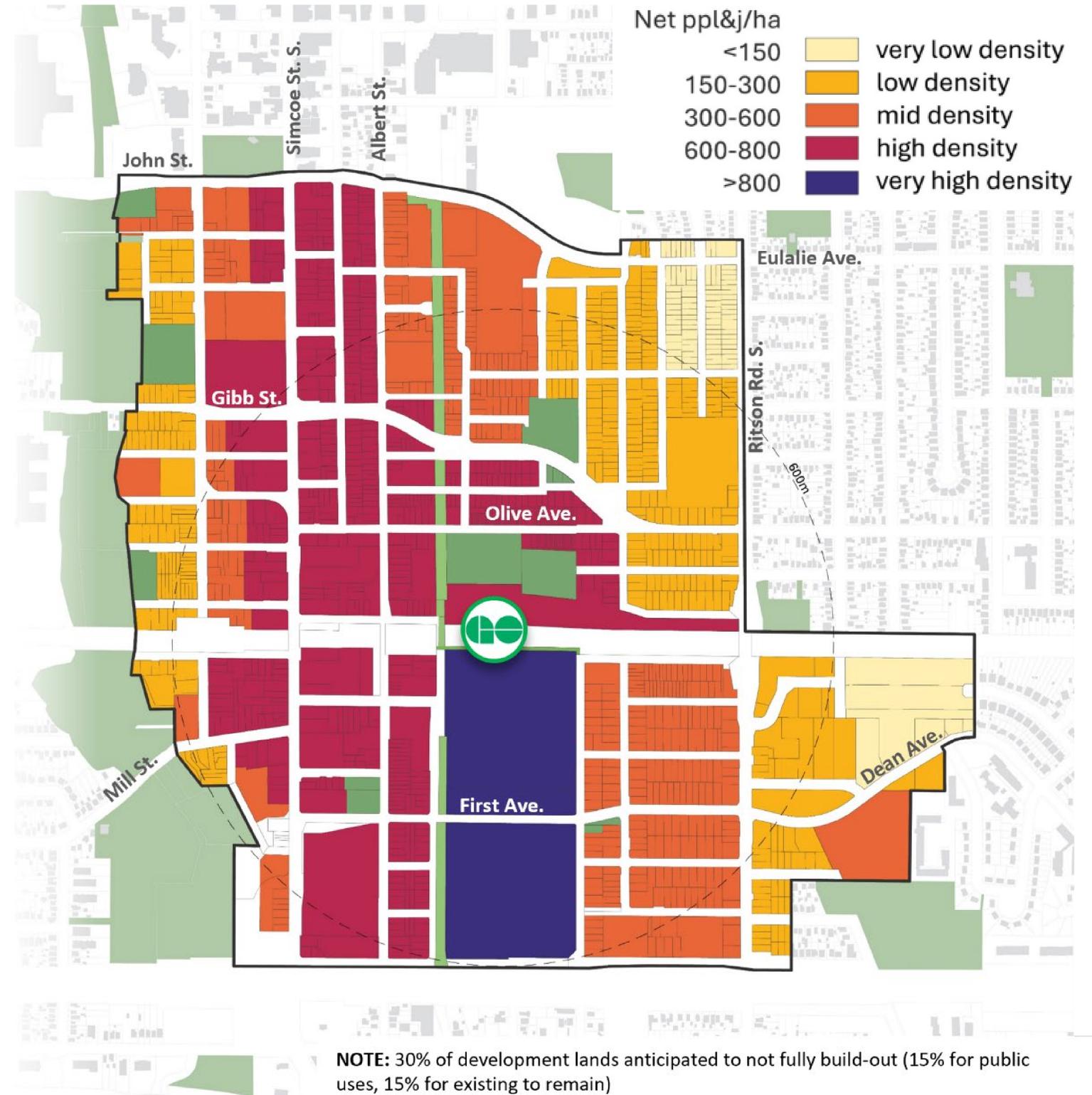
Highly unlikely to result in fulfillment of the criteria.

Partially fulfills the criteria or has some potential to result in fulfillment of the criteria.

Meets or exceeds criteria.

PREFERRED LAND USE ALTERNATIVE – ALTERNATIVE #3

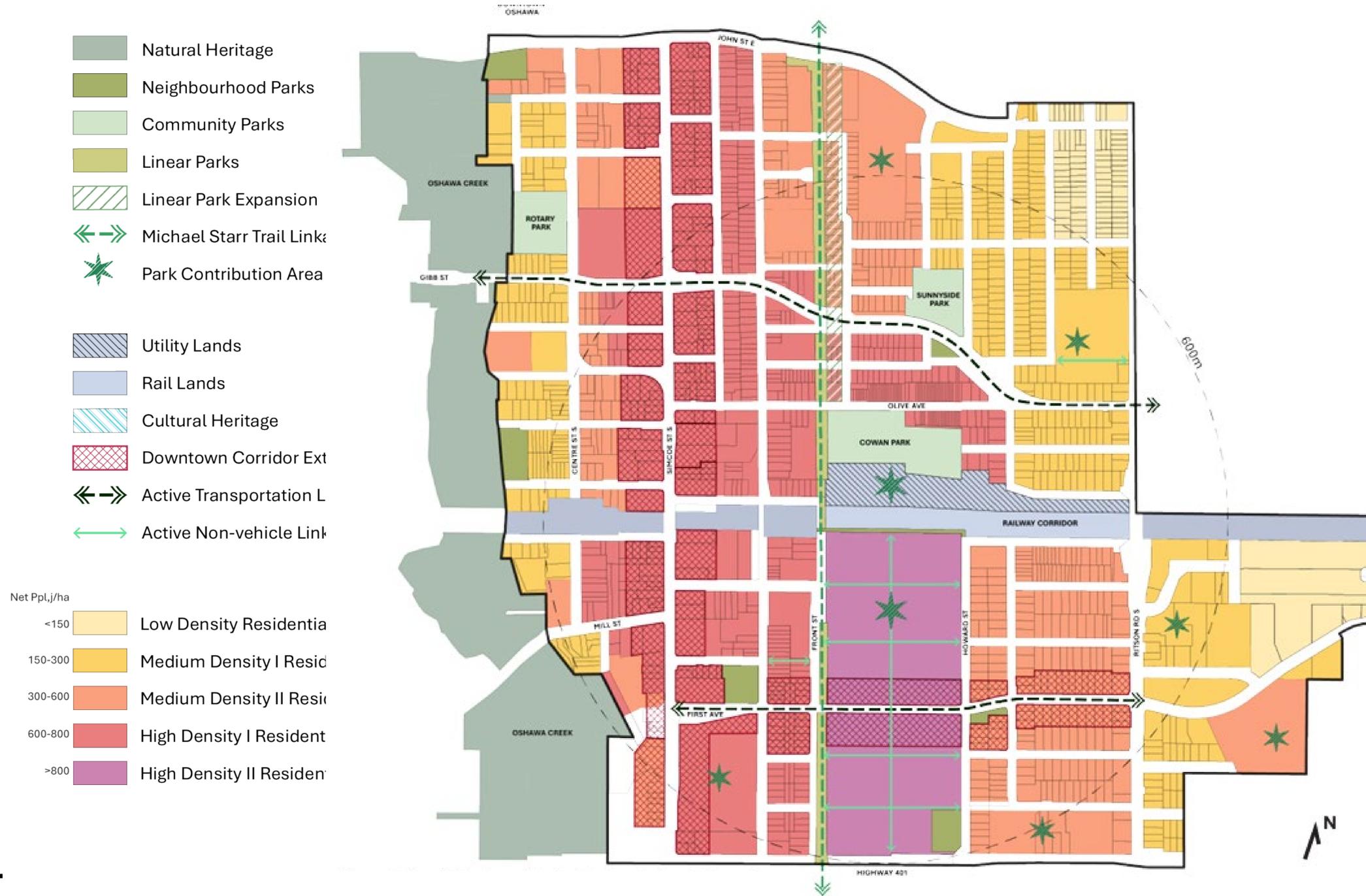
- Proposed Density: 425 people & jobs per hectare
- Creates a continuous high-density (e.g., residential, employment, commercial) corridor between Highway 401 and Downtown, generally bound by Centre St. S. and the Michael Starr Trail.
- The above-described density is focused on access to amenities to create vibrant streets.
- Addresses open space targets (e.g., through existing and emerging park spaces)
- Interfaces with land uses adjacent to the M.T.S.A. allowing for a variety of redevelopment opportunities to attract market investment.
- It is anticipated that more private properties will be required by redevelopment due to expanded density and built form requirements



UPDATED LAND USE INTENSIFICATION REVIEW*

The Land Use Plan provides guidance to update the policy framework for the M.T.S.A.

- **Defining Preliminary Land Use Designations** – including uses that will be described as part of a future Official Plan Update
- **Residential Mixed-Use Focus** – further defines the different types of mixed-use designations
- **Establishing Growth Targets** – through changing development practices of compact development and revised modal split over time.

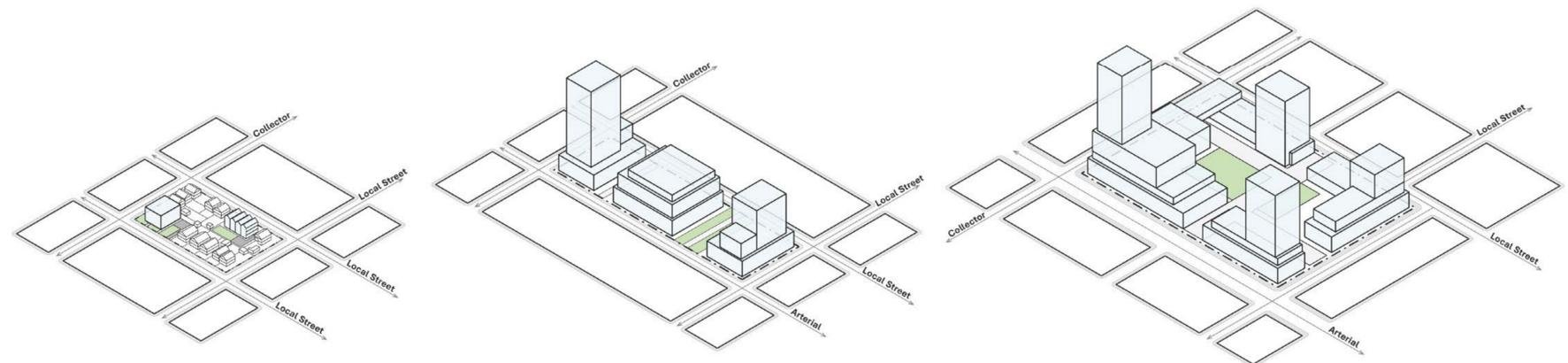
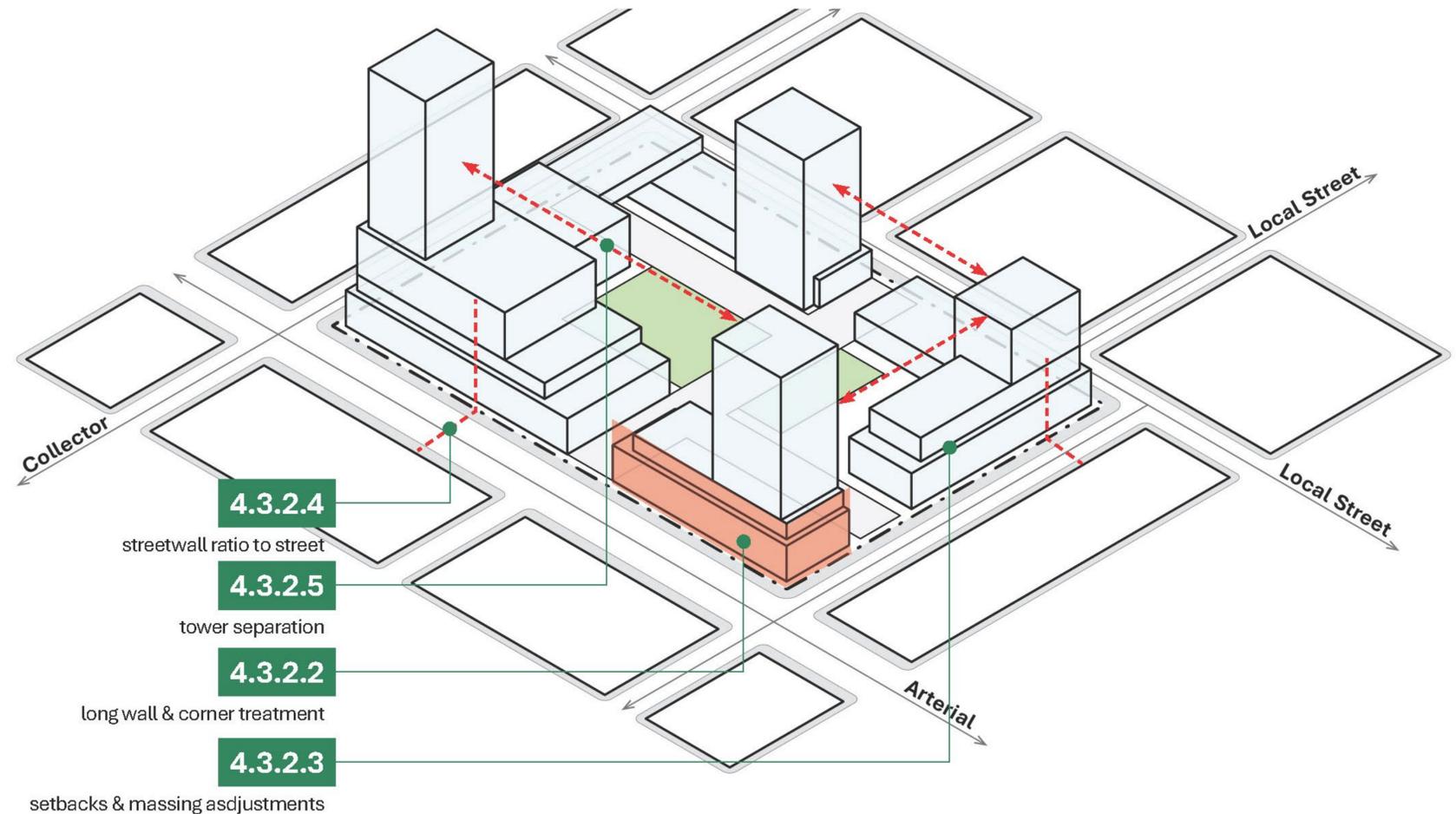


*The Draft Land Use Intensification Review and Urban Design Guidelines can be found at <https://connectoshawa.ca/mtsastudy>

UPDATED URBAN DESIGN GUIDELINES*

Urban Design Guidelines are positioned alongside the Land Use Plan to support the overall Vision of the Central Oshawa MTSA.

- **Blocks** – intensification models responding to varying existing block structure.
- **Built Form** – organization and consideration of massing, height, setbacks and surrounding context.
- **Site Planning** – design of open spaces, location of access and loading, street activation.



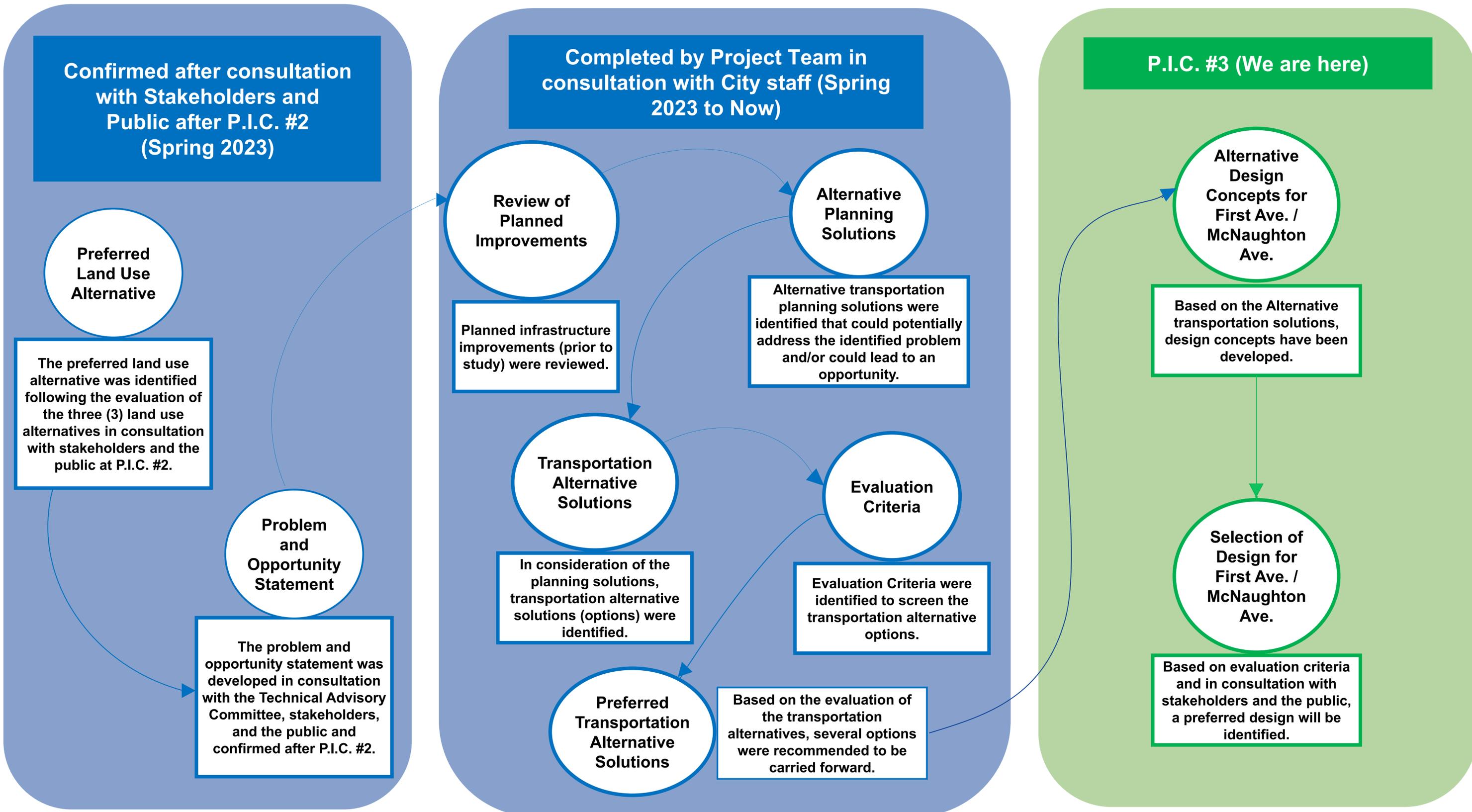
*The Draft Land Use Intensification Review and Urban Design Guidelines can be found at <https://connectoshawa.ca/mtsastudy>

Typical Small Block Intensification Test Model (under 0.4 ha)

Typical Medium Block Intensification Test Model (0.4 ha to 1.4 ha)

Typical Large Block Intensification Test Model (over 1.4 ha)

WHERE WE ARE AND HOW HAVE WE GOTTEN HERE?



ALTERNATIVE TRANSPORTATION SOLUTIONS FOR THE PREFERRED LAND USE ALTERNATIVE (ALTERNATIVE #3)*

Transportation Alternatives

- **Option 1:** Do nothing
- **Option 2a:** Widen First Ave./McNaughton Ave. from two-lanes to four-lanes between Simcoe St. S. and Ritson Rd. S.
- **Option 2b:** Maintain First Ave./McNaughton Ave. as two-lanes and implement active transportation improvements between Simcoe St. S. and Ritson Rd. S.
- **Option 3:** Operational intersection improvements along First Ave./McNaughton Ave. between Simcoe St. S. and Ritson Rd. S.
- **Option 4a:** Rebuild Albert St. bridge
- **Option 4b:** Do not rebuild Albert St. bridge
- **Option 5:** Other localized active transportation improvements
 - Complete Michael Starr Trail from Albany St. to Rail crossing and Lviv Blvd. across Highway 401 on Albert St. bridge
 - Gibb St. to Olive St. connection Multi-Use Trail
 - John St. to Eulalie Ave. Bike Lane

Evaluation Criteria

- **Traffic Operations and Safety**
 - Network Connectivity and Level of Service
 - User Safety
 - Active Transportation
 - Impact on Mode Share
 - Transit Services
 - Emergency Response
- **Natural Environmental**
- **Socio-Cultural Environment**
 - Property Requirements
 - Air Quality
 - Noise and Vibration
 - Streetscape / Aesthetic
 - Archaeological and Cultural Heritage Resources
- **Economic Impact / Cost**
- **Official Policy**

**See Board 3 and Board 10 for information regarding the Municipal Class Environmental Assessment process*

EVALUATION OF ALTERNATIVE TRANSPORTATION SOLUTIONS FOR THE PREFERRED LAND USE ALTERNATIVE (ALTERNATIVE #3)*

Evaluation Criteria	Option 1	Option 2a	Option 2b	Option 3	Option 4a	Option 4b	Option 5
Traffic Operations and Safety	●●●●●●	●●●●●●	●●●●●●	●●●●●●	●●●●●●	●●●●●●	●●●●●●
Natural Environment	●	●	●	●	●	●	●
Socio-Economic Environment	●●●●●	●●●●●	●●●●●	●●●●●	●●●●●	●●●●●	●●●●●
Economic Impact / Cost	●	●	●	●	●	●	●
Official Policy	●	●	●	●	●	●	●
Recommendation	✗	✗	✓	✓	!	✗	✓

● - Preferred ● - Partially Preferred ● - Least Preferred ✗ - Not Recommended ✓ - Recommended ! - Deferred

Note: Dots represent individual criteria (see Board 11) which were evaluated under each category

Recommended Options:

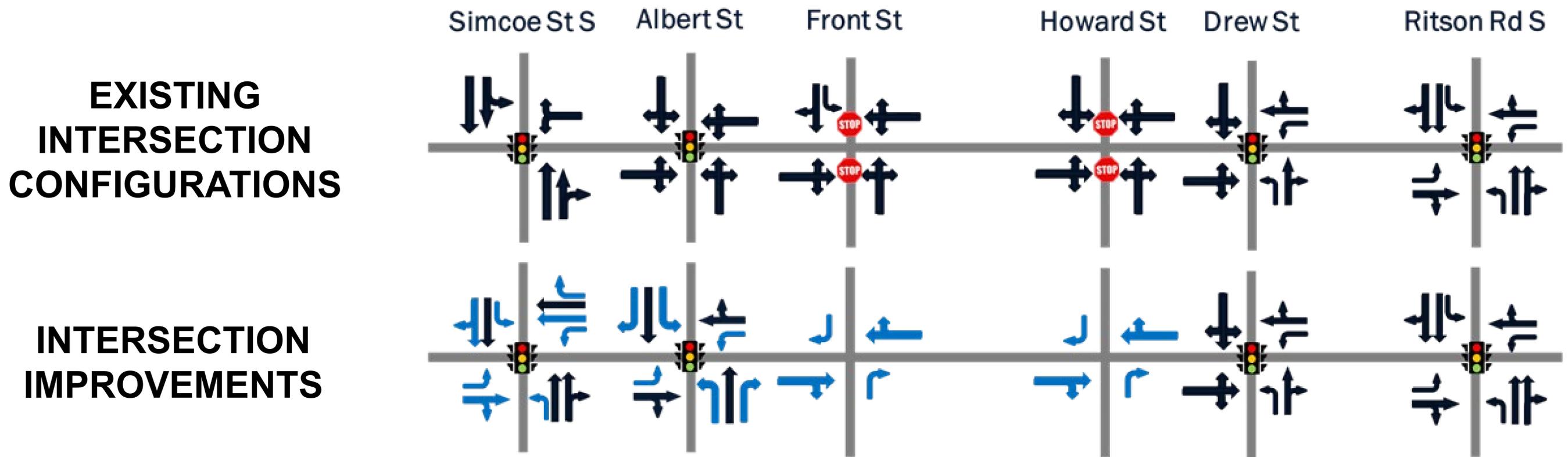
- **Option 2B** - Maintain First Ave./McNaughton Ave. as two-lanes and implement active transportation improvements
- **Option 3** - Operational intersection improvements on First Ave./McNaughton Ave. between Simcoe St. S. and Ritson Rd. S.
- **Option 5** - Other localized active transportation improvements

Option 4A – Rebuild Albert Street Bridge, was classified as deferred – there is not an immediate need for the replacement of the bridge, however as the M.T.S.A. develops and evolves, this could change.

*See Board 3 and Board 10 for information regarding the Municipal Class Environmental Assessment process

PREFERRED TRANSPORTATION SOLUTIONS FOR THE PREFERRED LAND USE ALTERNATIVE (ALTERNATIVE #3)

- **Option 2B** - Maintain First Ave./McNaughton Ave. as two-lanes and implement active transportation improvements (see Board 16 and Roll Plan on display for different road design options)
- **Option 3** - Operational intersection improvements on First Ave./McNaughton Ave. between Simcoe St. S. and Ritson Rd. S. (pictured below)*
- **Option 5** - Other localized active transportation improvements

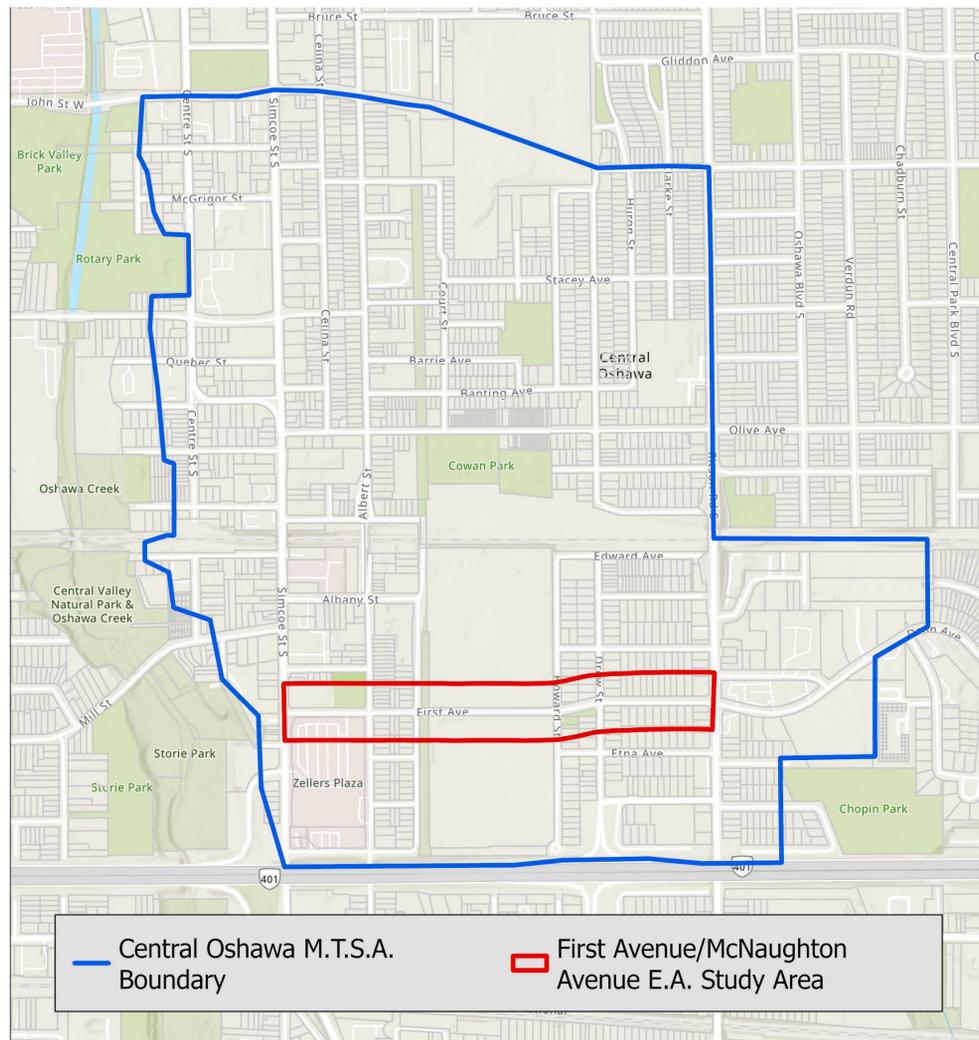


Blue turns are proposed added and/or modified turning lanes

*Intersection improvements are applicable to all road design options however final configurations will be developed further during detailed design

MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT SCHEDULE 'C' FOR FIRST AVENUE / MCNAUGHTON AVENUE *

As part of the Area-Specific Transportation Master Plan, a Municipal Class Environmental Assessment, Schedule 'C', is moving forward for First Avenue/McNaughton Avenue (see study area below). In consultation with stakeholders and the public, the Project Team will identify the preferred road design option (see Board 16 and Roll Plans) following P.I.C. #3.



M.T.S.A. Boundary and First Ave./McNaughton Ave. Study Area



The existing corridor of First Ave./McNaughton Ave. has two vehicle lanes with sidewalks on both sides (sidewalks are approximately 1.3 to 1.5 metre in width) separated by either a grass or concrete buffer from the road. The schematic and pictures above illustrate the present configuration and road cross sections.

*See Board 3 and Board 10 for information regarding the Municipal Class Environmental Assessment process

MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT SCHEDULE 'C' FOR FIRST AVENUE / MCNAUGHTON AVENUE *

PRELIMINARY EVALUATION CRITERIA

Consultation with stakeholders and the public as well as the following evaluation criteria will be used to evaluate the road design options:

User Safety

- Improved Pedestrian Safety
- Improved Cyclist Safety
- Minimized Risk of Turning Conflicts

Placemaking & Community

- Streetscaping & Community Building Opportunities
- Public Realm Enhancement Opportunities

- Improved Pedestrian Clearway & Accessibility
- Impacts on Vehicular Capacity
- Network Connectivity
- Property Access

Green Streets

- Green Infrastructure Opportunities
- Tree & Landscaping Opportunities

**See Board 3 and Board 10 for information regarding the Municipal Class Environmental Assessment process*

FIRST AVENUE / MCNAUGHTON AVENUE CORRIDOR ROAD DESIGN OPTIONS*

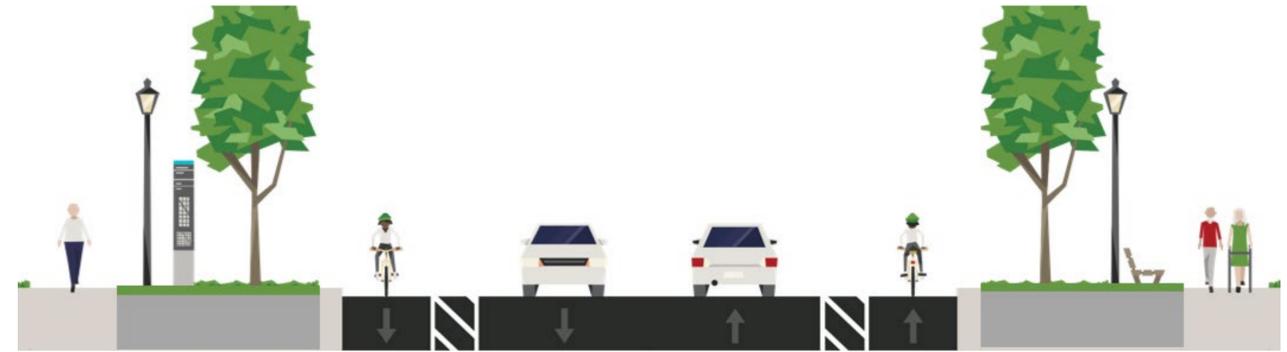
DESIGN CRITERIA

TYPICAL CROSS SECTIONS

OPTION 1

On-Road Bike Lanes

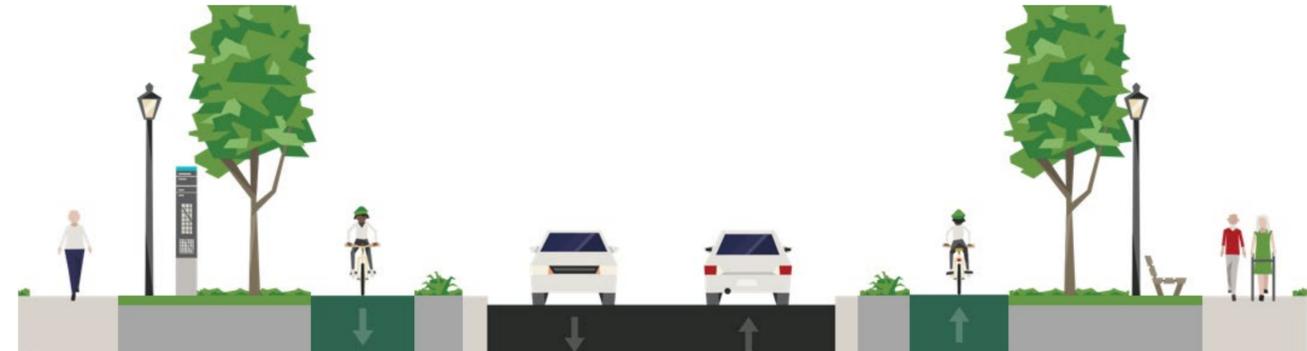
Sidewalks	1.8 m on either side
Cycling	1.8 m on-road bicycle lane on both sides
Landscaping and Furnishing	4.1 m



OPTION 2

One-way Cycle Tracks

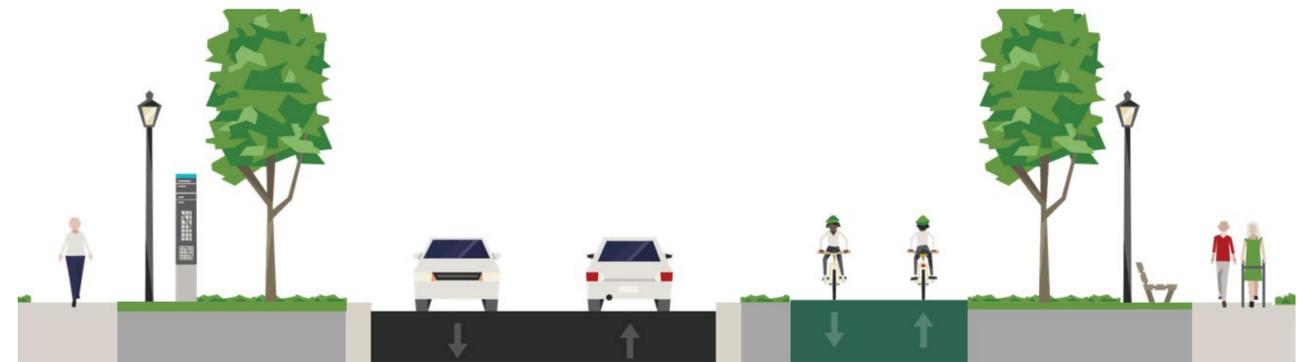
Sidewalks	1.8 m on either side
Cycling	2.0 m above-grade one-way cycle track on both sides
Landscaping and Furnishing	3.9 m



OPTION 3

Two-way Cycle Track

Sidewalks	1.8 m on either side
Cycling	3.6 m above-grade bidirectional cycling facility on the south side
Landscaping and Furnishing	4.6 m



*Designs are further displayed in corresponding Roll Plans

UPDATE ON SUPPORTING TECHNICAL STUDIES FOR FIRST AVENUE/MCNAUGHTON AVENUE MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT SCHEDULE ‘C’*

The following technical studies are progressing to inform the First Ave./McNaughton Ave. Municipal Class Environmental Assessment, Schedule ‘C’:

Archaeological Assessment	Built Heritage and Cultural Landscape	Socio-Economic	Contamination Overview	Geotechnical
<p>The property inspection determined that the following properties require further assessment prior to any proposed construction:</p> <ul style="list-style-type: none"> Elena Park and Howard St. Park; Various private residential lands along First Ave., including between Drew St. and Ritson Rd. S., and between Albert St. and Front St. 	<p>A review of federal, provincial, and municipal registers, inventories, and databases revealed that there is one known Built Heritage Resource and three clusters of potential Built Heritage Resources. A Built Heritage Resource is a property that has recognized (or potential) cultural heritage value or interest.</p>	<p>The socio-economic report documented the low-density residential character of the neighbourhood, with a distinct built form of single detached housing and a modified street grid. The study area is generally lacking amenities and has a lower median household income and house ownership rate compared to the City of Oshawa average.</p>	<p>Potential Contaminating Activities (P.C.A.s) were identified for the study area. The findings were:</p> <ul style="list-style-type: none"> 4 properties have P.C.A.s 7 properties (within 250 metres of study area boundary) have P.C.A.s 	<p>The Geotechnical investigation obtained information on the existing subsurface conditions by means of boreholes, in-situ tests, and laboratory tests of soil samples to provide. The results will inform geotechnical design and construction.</p>

Several studies have been deferred due to seasonal constraints and the requirement for the road design to be selected:

- Hydro-Geological
- Noise Assessment
- Natural Environment
- Stormwater Management

*See Board 3 and Board 10 for information regarding the Municipal Class Environmental Assessment process

STUDY TIMELINE

Stage 2: Develop Alternative Solutions

- Identify land use alternatives and transportation solutions
- Public Information Centre #2

Stage 4: Finalize Study

- Public Information Centre #4
- Finalize Studies
- Issue Notice of Study Completion

WE ARE HERE



Stage 1: Background Review & Analysis

- Identify and review planning context
- Problem/Opportunity Statement
- Develop vision and guiding principles
- Review existing transportation and land use conditions
- Public Information Centre #1

Stage 3: Alternative Design Concepts of Preferred Solution

- Public Information Centre #3
- Select preferred land use plan and design concepts
- Identify impacts and mitigation measures

Stage 5: 30-day Public Review of Area-Specific Transportation Master Plan Report

THANK YOU!

www.oshawa.ca/MTSAStudy
www.connectoshawa.ca/MTSAStudy



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