

# WELCOME

## INTEGRATED MAJOR TRANSIT STATION AREA STUDY FOR CENTRAL OSHAWA

PUBLIC INFORMATION CENTRE  
NUMBER 3

April 23, 2024

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



# AGENDA

1. Presentation Protocol
2. Study Overview and Timeline
3. Summary of P.I.C. #2
4. Preferred Land Use Alternative
5. Land Use Intensification Review and Urban Design Guidelines
6. Transportation Evaluation of Preferred Land Use Alternative
7. Preliminary Design of First Avenue / McNaughton Avenue
8. Study Timeline / Next Steps
9. Question and Answer Period

# PRESENTATION PROTOCOL

- If you wish to ask a question during the Question-and-Answer session after the presentation:
  - In-Person - Please raise your hand and wait to be selected
  - Attending Virtually - raise your hand on teams and wait to be selected
  - If dialing in through phone – Question and Answer cannot be accommodated live – please submit questions online at [www.connectoshawa.ca/MTSAStudy](http://www.connectoshawa.ca/MTSAStudy) and they will be answered following the meeting, or call the City staff lead (during regular business hours) at 905 436 3311 ex. 2402
  - Please be respectful
- Virtual Attendees – Please keep camera off and mic muted, you can unmute your mic once called upon during Question and Answer
- The best way to submit formal written comments or private questions/comments you do not wish to bring up publicly is through the feedback form at [www.connectoshawa.ca/MTSAStudy](http://www.connectoshawa.ca/MTSAStudy)

# STUDY OVERVIEW & TIMELINE

# STUDY OVERVIEW

- The purpose of the Integrated Major Transit Station Area (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

# STUDY OVERVIEW

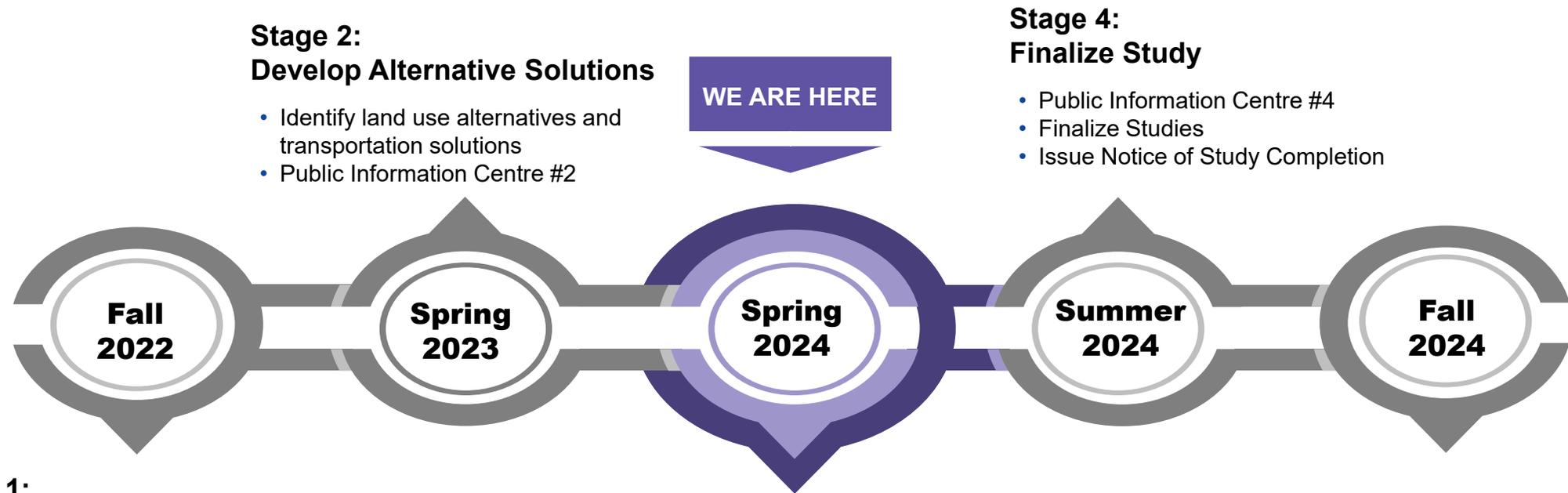
The Integrated M.T.S.A Study for Central Oshawa is comprised of two parts:

1. A **Master Land Use** and **Urban Design Plan** with implementation guidelines;
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)).



Integrated Major Transit Station Area Study Area Map

# 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

## 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

## PURPOSE OF THIS PUBLIC INFORMATION CENTRE (NO. 3)

The purpose of this Public Information Centre is to provide an update on the Integrated M.T.S.A Study for Central Oshawa and collect feedback on the:

- Land Use Intensification Review and Urban Design Guidelines
- First Avenue/McNaughton Avenue Design Options and Concepts
- First Avenue/McNaughton Avenue Design Evaluation Criteria
- Study Timeline and Key Dates



### WHAT ARE THE OBJECTIVES OF THIS MEETING?

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

# RESULTS OF STAGE #2 PUBLIC CONSULTATION

# FEEDBACK FROM STAGE 1 PUBLIC CONSULTATION

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

## P.I.C. #2 Public Consultation Results

### Land Use & Density

- Strong support for mid-to-high-density development near the GO Station and along key corridors to support employment opportunities and 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.



### Transportation

- 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.

- 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.

# PROBLEM AND OPPORTUNITY STATEMENT



## PROBLEM

The Central Oshawa 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.

## 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.

# VISION & GUIDING PRINCIPLES

## VISION

- An industry-leading, **sustainable** and **context-sensitive built form** supported by a comprehensive and **accessible multi-modal transportation network**.
- Redevelopment and capital investments that improve the lives of those who **live, work,** and **play** in the area.
- A **reduction in auto-dependency** supported by offering of a **variety of multi-modal options** .
- Land use and urban form which **protects heritage and natural assets** and minimizes impact on the surrounding neighbourhoods.

## GUIDING PRINCIPLES

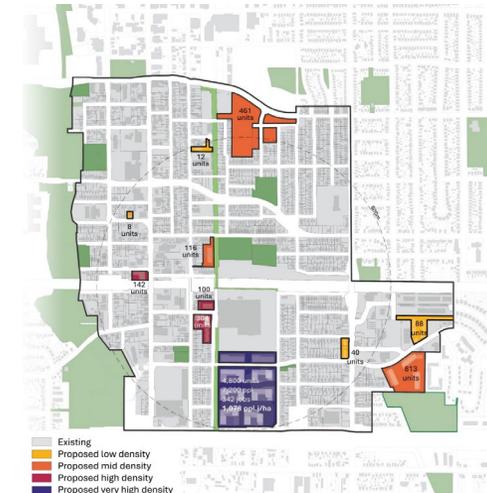
- Establish Complete Communities
- Cultivate a Strong Economy
- Prioritize Sustainable and Livable Development
- Integrate Travel Equity, Choice, and Safety

# LAND USE ALTERNATIVES

# LAND USE ALTERNATIVE

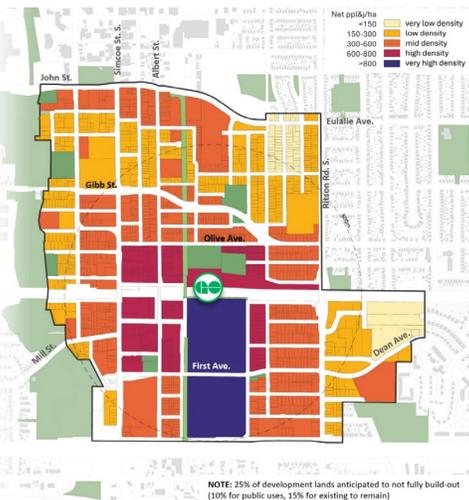
## FOUNDATION

Existing Conditions + Currently Proposed  
(110 ppl & jobs/ha)



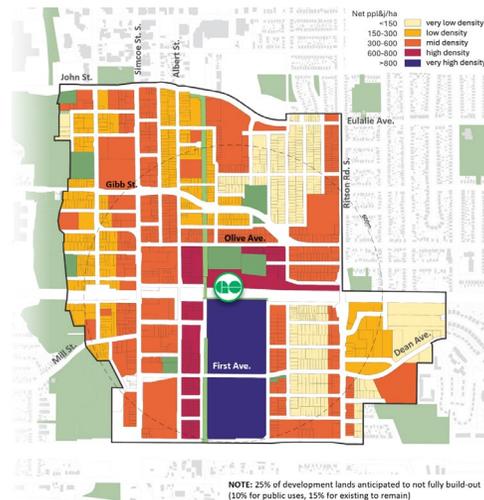
## ALTERNATIVE 1

GO Station Transit Oriented Development Cone  
(360 ppl & jobs/ha)



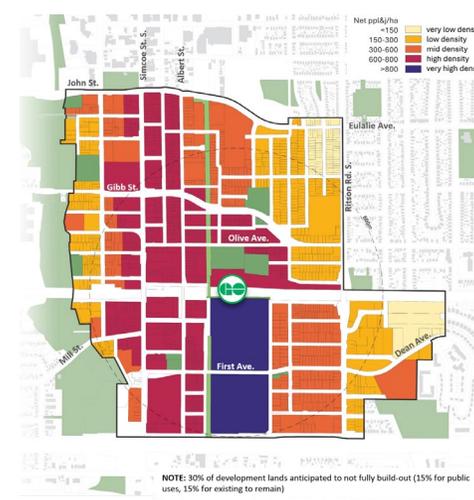
## ALTERNATIVE 2

Mid-Rise High Streets & Smaller Transit Oriented Development Centre  
(330 ppl & jobs/ha)



## ALTERNATIVE 3

Bridging to Downtown  
(425 ppl & jobs/ha)



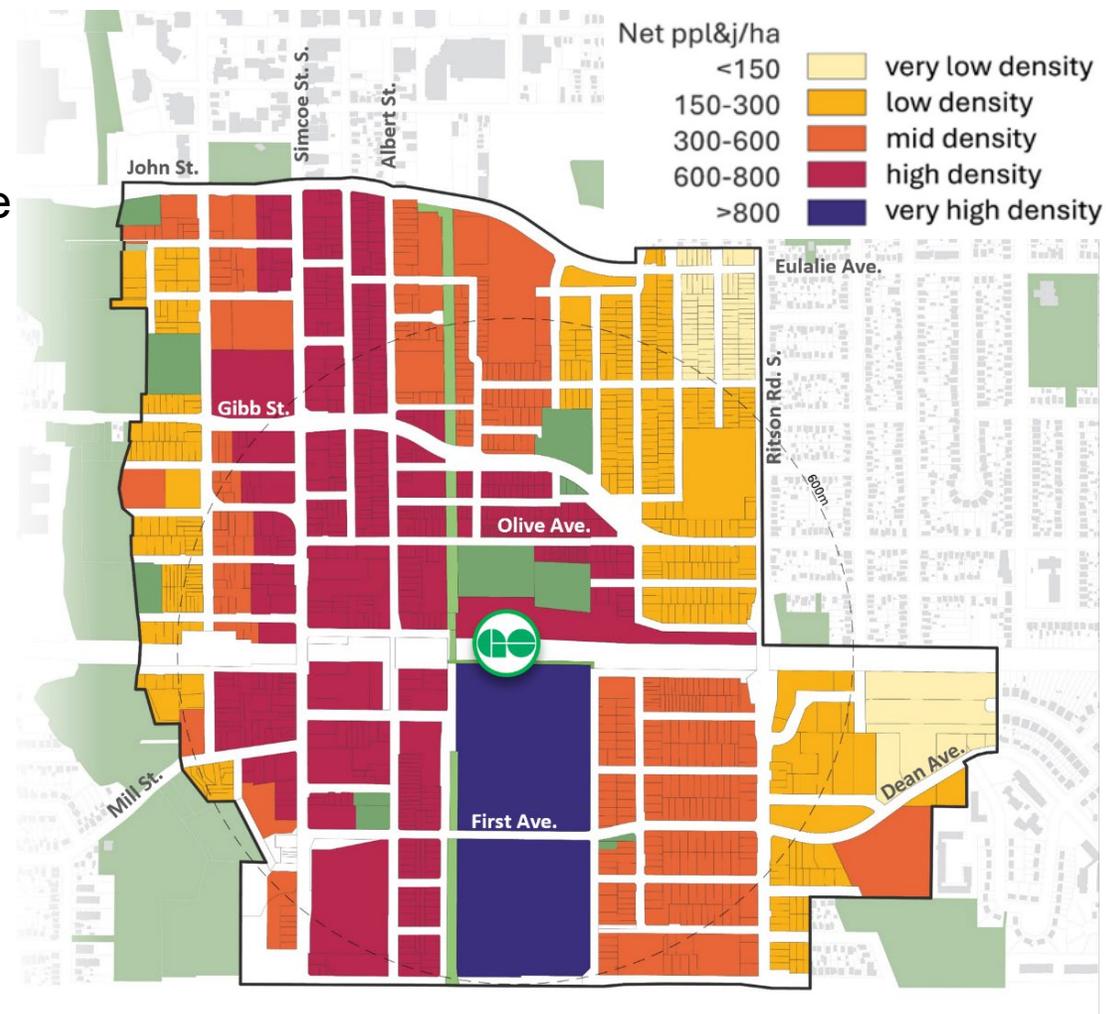
# EVALUATION OF ALTERNATIVES

Evaluation Criteria	Existing + Proposed	Option 1	Option 2	Option 3
Provincial Density Target <i>(150 ppl&amp;job/ha)</i>	●	●	●	●
People and Jobs Distribution <i>(Proximity to Higher Order Transit)</i>	●	●	●	●
People and Jobs Distribution <i>(Proximity to Downtown)</i>	●	●	●	●
People and Jobs Distribution <i>(Proximity to Open Spaces and Active Modes Corridors)</i>	●	●	●	●
Ability to Achieve Municipal Open Space Target	●	●	●	●
Development Flexibility	●	●	●	●
Interface with Outside M.T.S.A Boundary	●	●	●	●
<b>AVERAGE SCORE</b>	●	●	●	●

● - Meets or Exceeds Criteria   ● - Partially or Potentially Meets Criteria   ● - Challenge to Meet Criteria

# PREFERRED LAND USE ALTERNATIVE

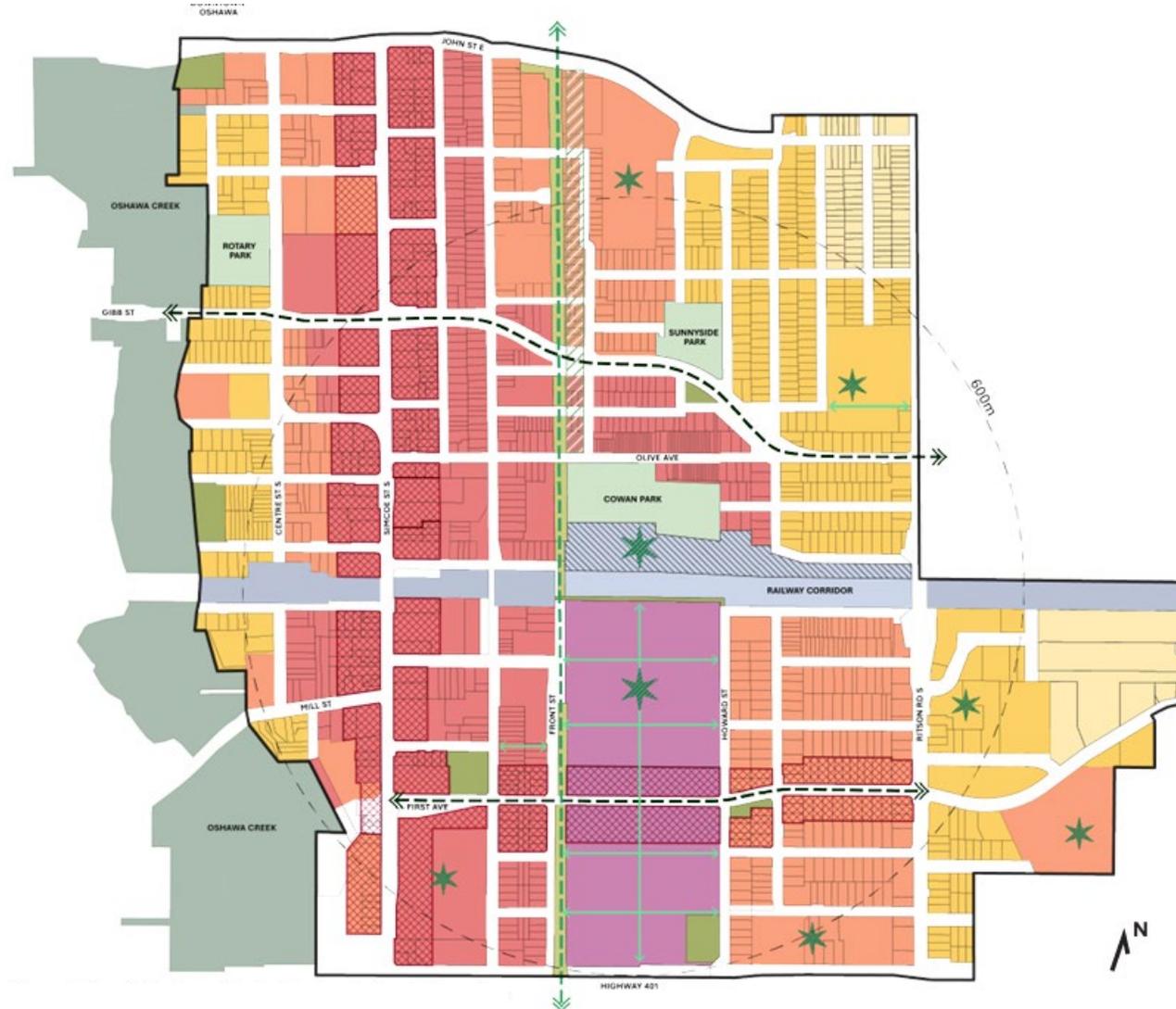
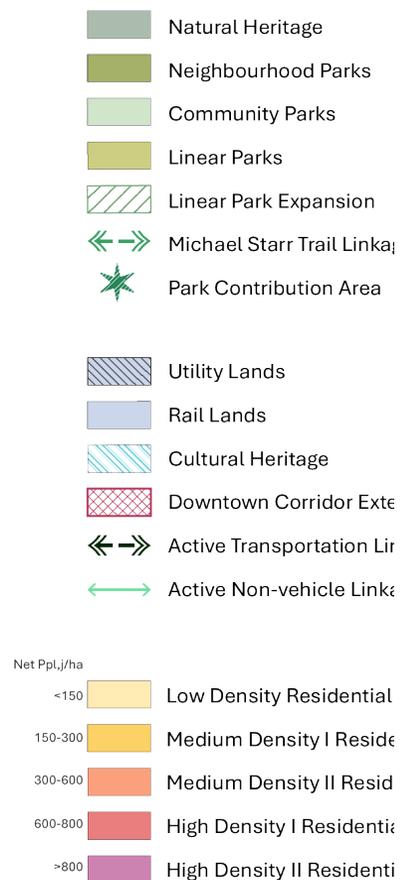
- Proposed Density: 425 people & jobs per hectare
- Creates a continuous high-density corridor between Highway 401 and Downtown, generally bound by Centre St. S. and the Michael Starr Trail.
- Density is focused on access to amenities to create vibrant streets.
- Addresses open space targets through traditional 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.
- Anticipated more lands will be impacted by redevelopment due to expanded density and built form requirements.



# 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.

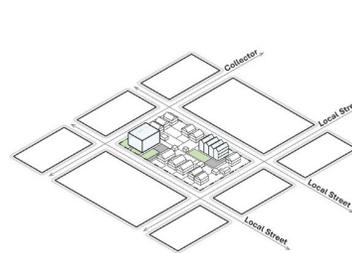
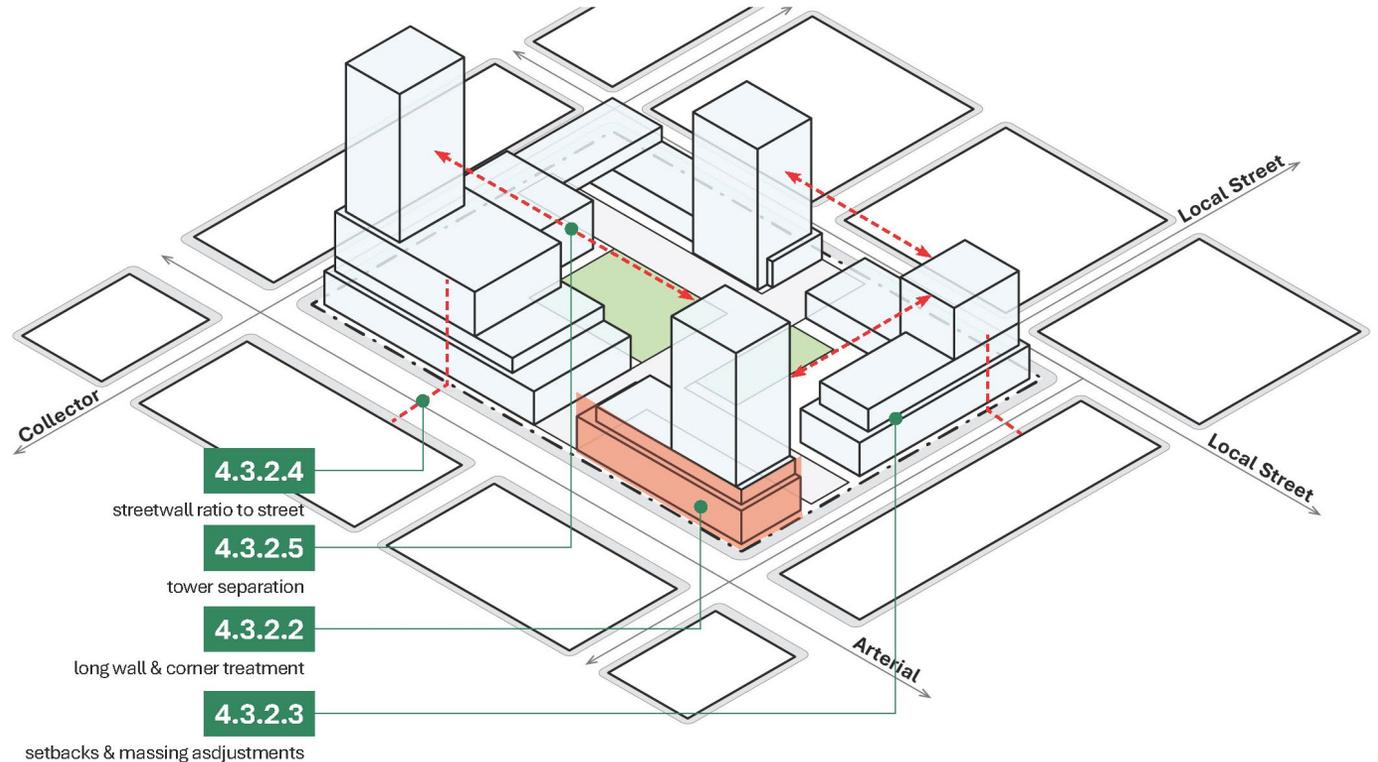




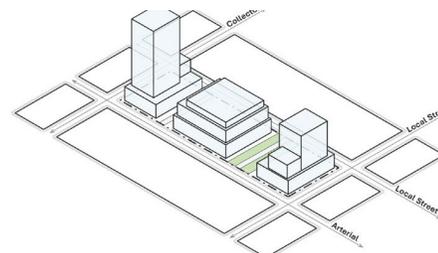
# URBAN DESIGN GUIDELINES

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

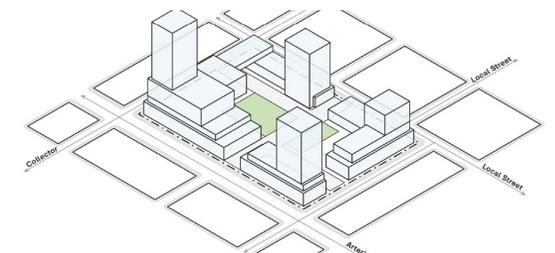
- **Blocks** – intensification models responding to varying existing block structure.
- **Built Form** – organization and consideration of massing, height, setbacks and surrounding context.
- **Site Planning** – design of open spaces, location of access and loading, street activation.



Typical Small Block Intensification Test Model (under 0.4 ha)



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



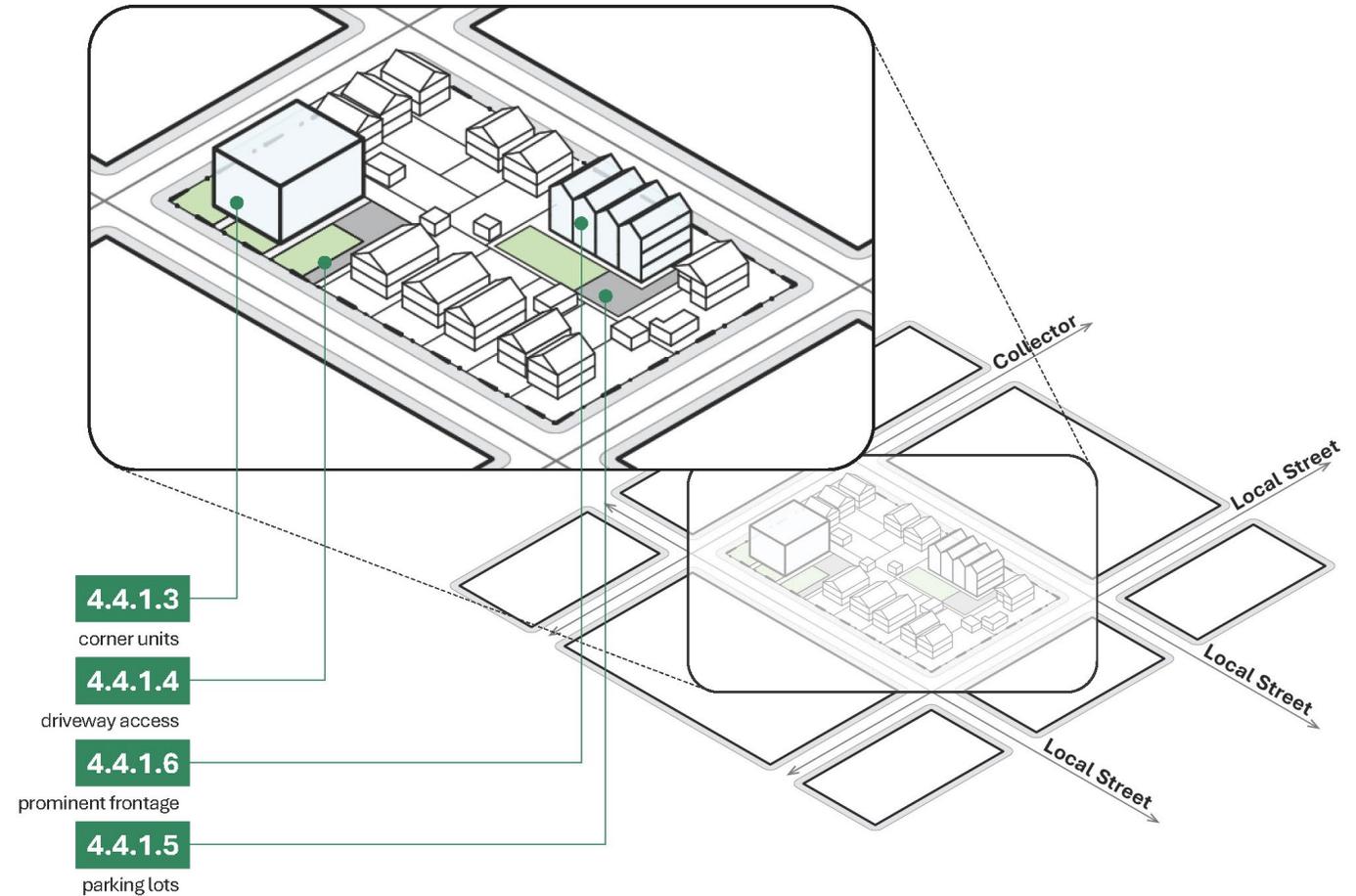
Typical Large Block Intensification Test Model (over 1.4 ha)

# URBAN DESIGN GUIDELINES



- Transitional development and infill potential
- Architectural landmark and adaptive reuse integration into new development
- Reinforcing urban design best practices

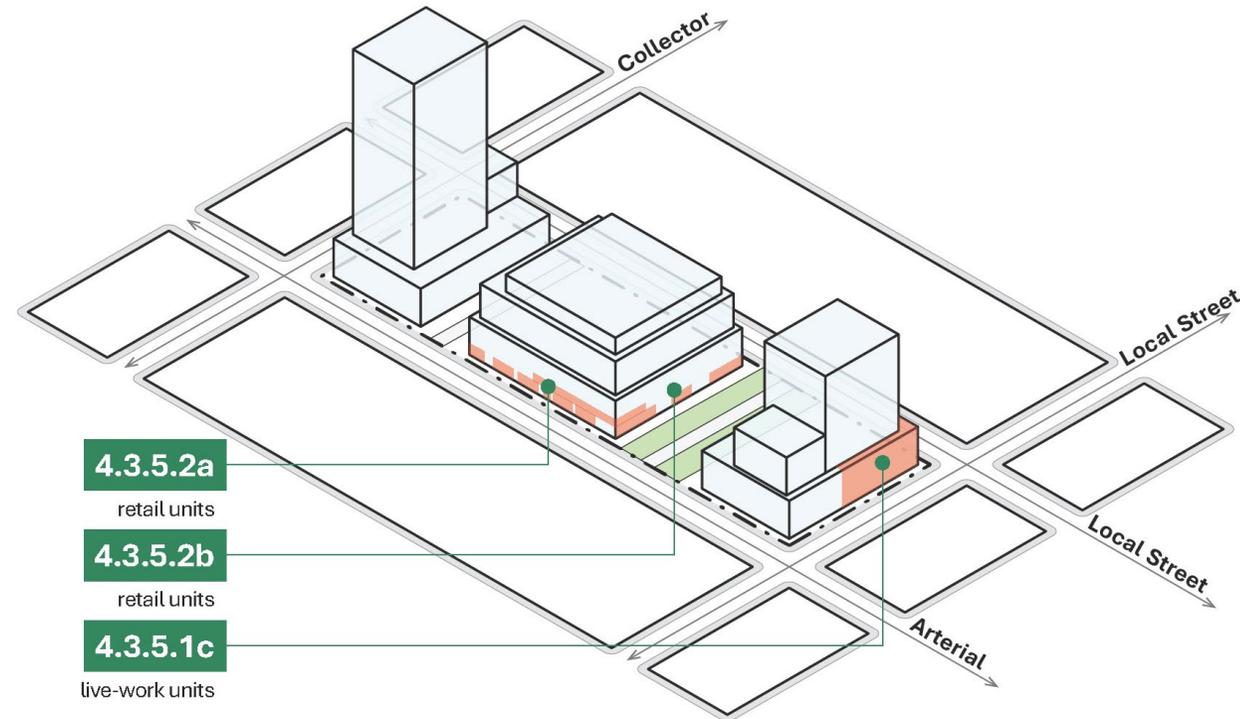
## Typical Small Block Intensification Test Model (under 0.4 ha.)



# URBAN DESIGN GUIDELINES



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

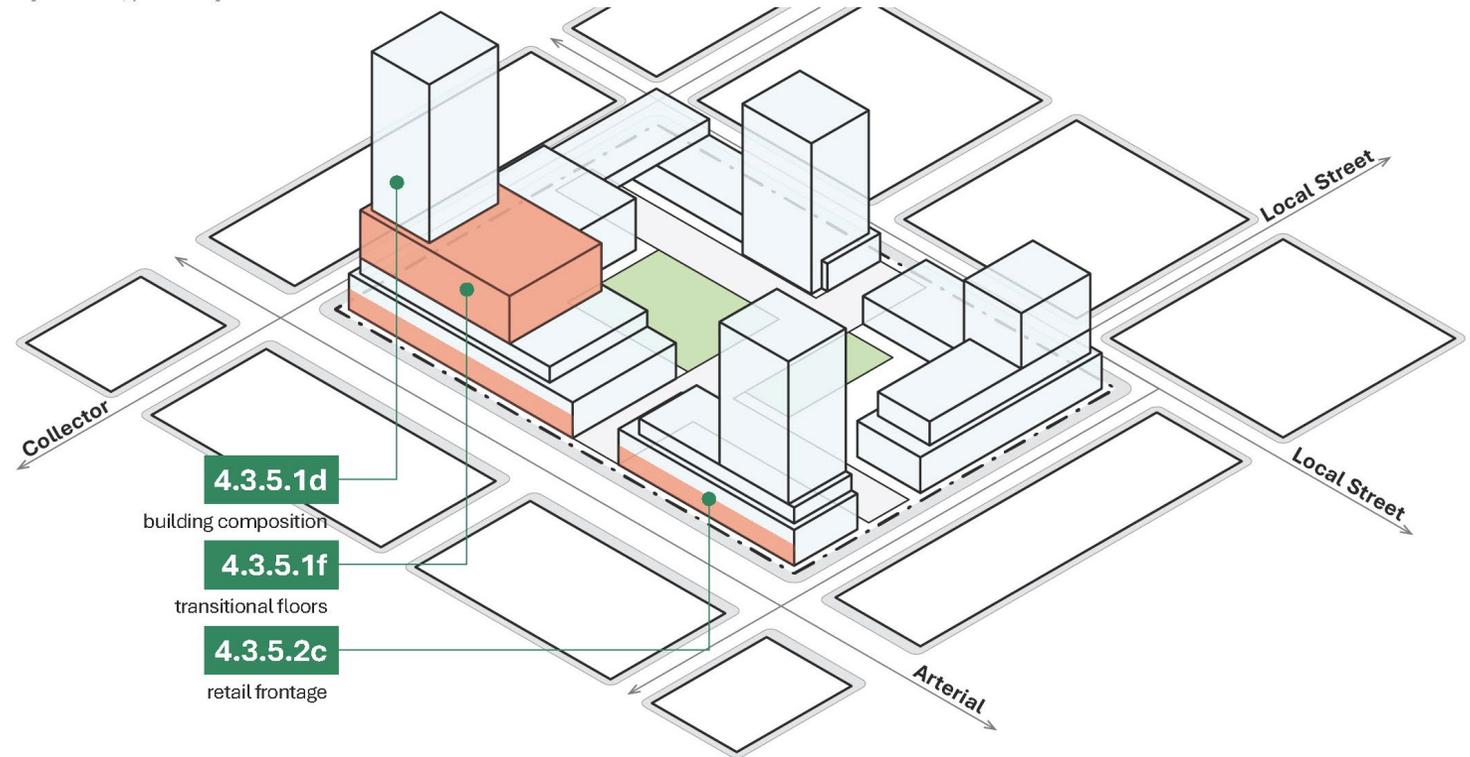


- Massing and setbacks provide human scale public realm and mid block connections

# URBAN DESIGN GUIDELINES



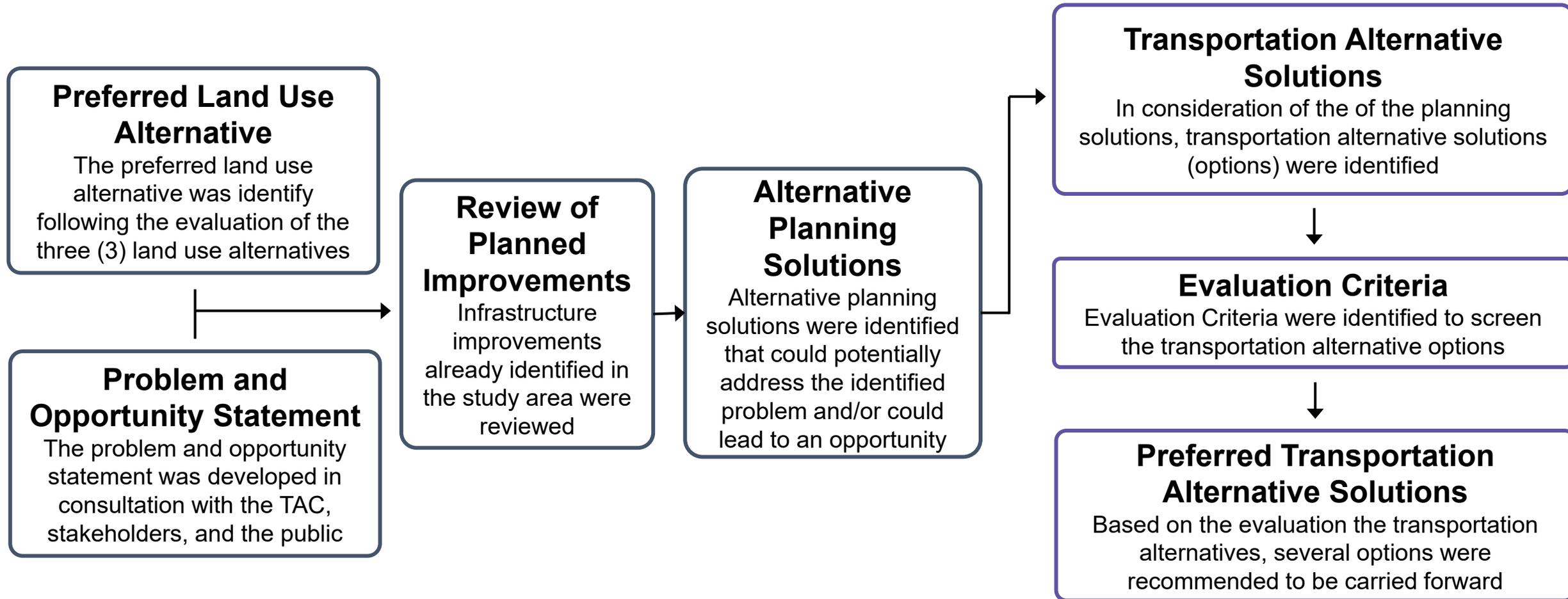
Typical Large Block Intensification Test Model (over 1.4 ha)



- Integrated parks and green spaces (POPS and strata parks)
- Retail frontage and transitional floors to towers

# TRANSPORTATION EVALUATION OF PREFERRED LAND USE

# TRANSPORTATION EVALUATION OF PREFERRED LAND USE ALTERNATIVE



# TRANSPORTATION EVALUATION OF PREFERRED LAND USE ALTERNATIVE

## 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 AT 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

## 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**

# TRANSPORTATION EVALUATION OF PREFERRED LAND USE ALTERNATIVE

Evaluation Criteria	Option 1	Option 2a	Option 2b	Option 3	Option 4a	Option 4b	Option 5
Traffic Operations and Safety (6 Sub-Criteria)	●●●●●●	●●●●●●	●●●●●●	●●●●●●	●●●●●●	●●●●●●	●●●●●●
Natural Environment	●	●	●	●	●	●	●
Socio-Cultural Environment (5 Sub-Criteria)	●●●●●	●●●●●	●●●●●	●●●●●	●●●●●	●●●●●	●●●●●
Economic Impact / Cost	●	●	●	●	●	●	●
Official Policy	●	●	●	●	●	●	●
<b>RECOMMENDATION</b>	✗	✗	✓	✓	!	✗	✓

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

Note: Dots represent individual criteria which were evaluated under each criteria

- 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 the City should continue to monitor the need for this bridge.

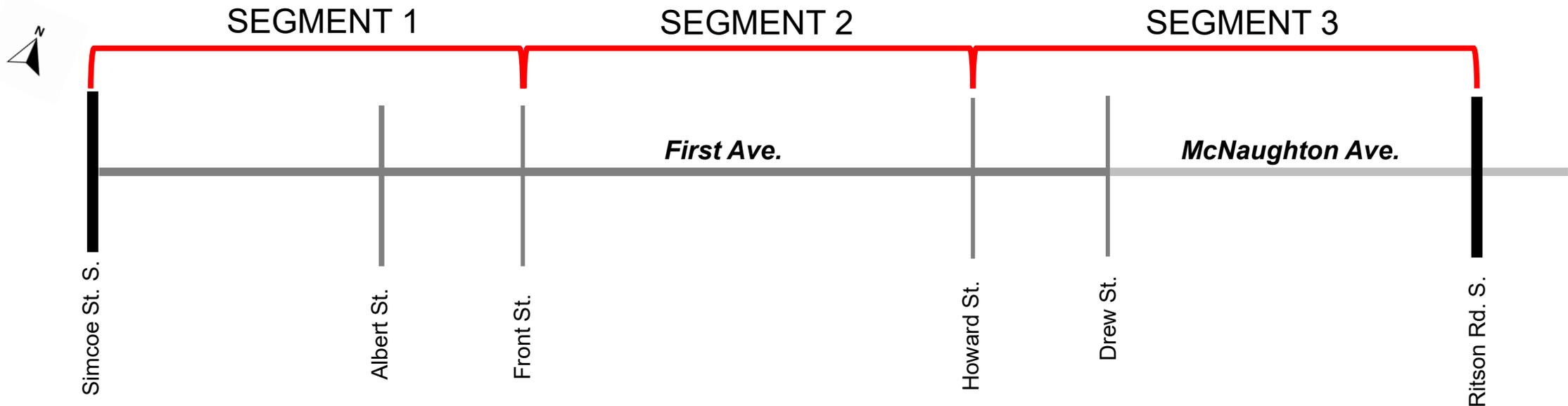
# FIRST AVENUE / MCNAUGHTON AVENUE CORRIDOR

## PREFERRED TRANSPORTATION ALTERNATIVE SOLUTION

- The evaluation of transportation alternative solutions for the First Ave. / McNaughton Ave. corridor recommended the following options be carried forward
  - Maintain as a two-lane road and implement active transportation improvements along corridor
  - Complete localized operational improvements at the intersections between Simcoe Street South and Ritson Street South.
- Given the existing right-of-way, additional space is required to accommodate the recommended elements within the right-of-way a widening of the right-of-way is required
- Consideration was given to both a 26m ultimate right-of-way and a 30m ultimate right-of-way
- A 26m ultimate right-of-way was ultimately deemed appropriate, due to the following:
  - Provided sufficient space for recommended elements
  - Reduced the impact on properties and lowered the number of properties required
  - Was compatible with ongoing development concepts and had limited impact on development potential
- To achieve the 26m ultimate right-of-way, a widening to the north, south and a centreline widening were considered

# FIRST AVENUE / MCNAUGHTON AVENUE CORRIDOR

- The First Avenue/McNaughton Avenue corridor can be divided generally into three segments, capturing the varying typologies and conditions along the corridor. The three segments are:
  - Segment 1 – Simcoe St. S. to Front St.
  - Segment 2 – Front St. to Howard St.
  - Segment 3 – Howard St. to Ritson Rd. S

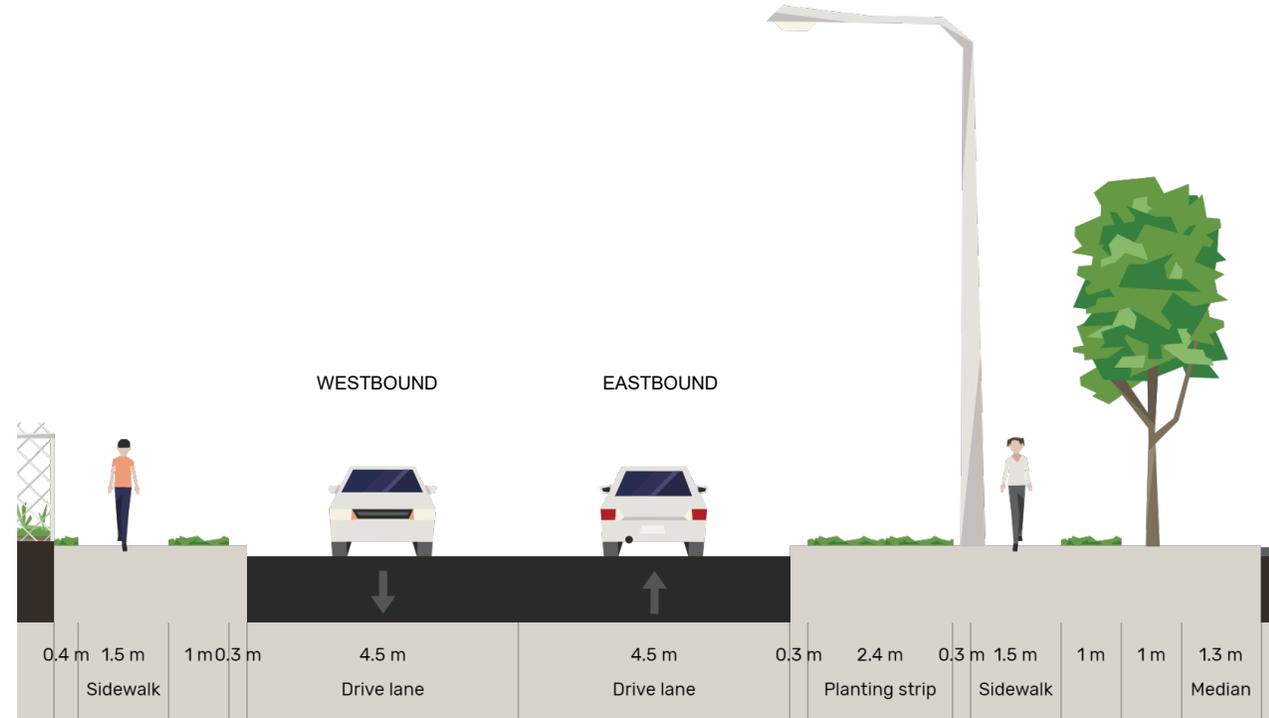


## FIRST AVENUE / MCNAUGHTON AVENUE CORRIDOR EXISTING CONDITIONS

- The existing R.O.W. along the First Ave./McNaughton Ave. corridor falls below 20 metres in most places.
- The existing curb-to-curb lane width is between 9 to 9.75 metres. Lane widths vary throughout, but average 4 to 4.5 metres.
- Sidewalk widths vary slightly along the corridor, typically between 1.3 to 1.5 metres in width, often falling below the City's current standards (1.5 metres along Collector Roads).
- Utilities, street lighting, and other infrastructure is typically situated within a buffer space between the roadway and the sidewalk.
- Mature street trees are present along the residential sections of the corridor, except between Albert St. and Howard St.

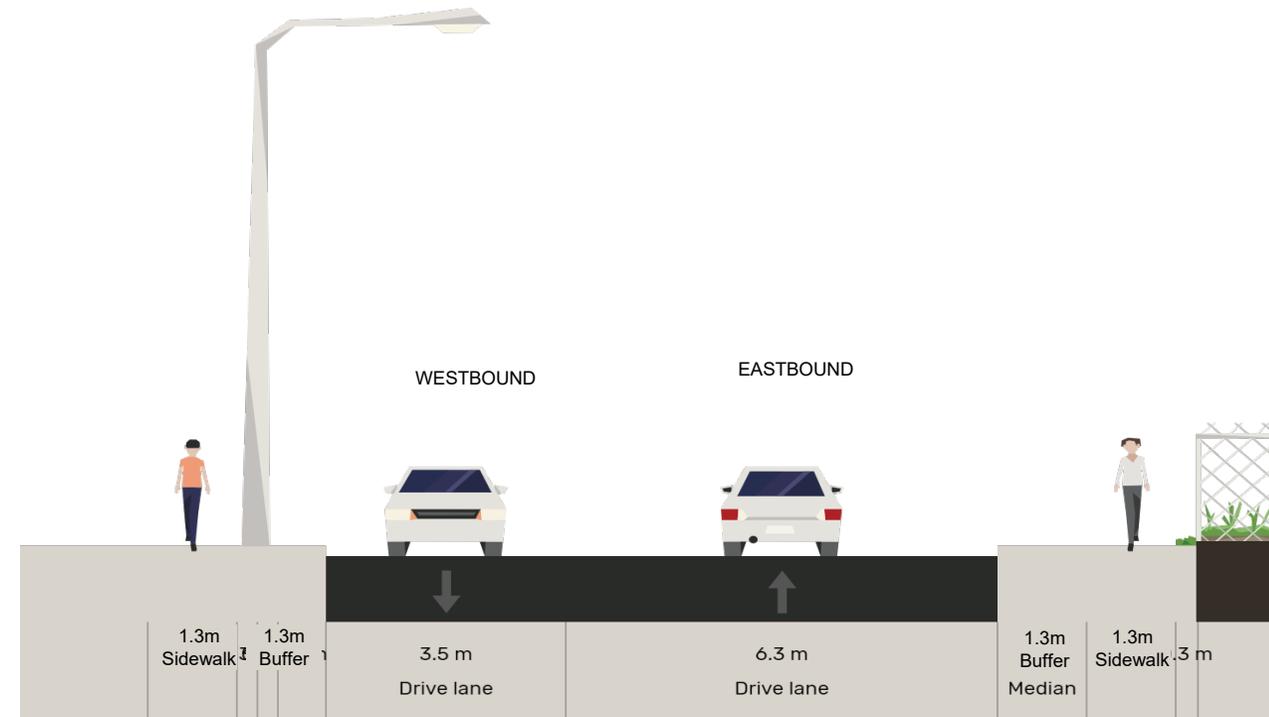
# FIRST AVENUE / MCNAUGHTON AVENUE CORRIDOR EXISTING CONDITIONS – SIMCOE ST. S. TO FRONT ST.

- Sidewalk widths are typically up to 1.3 metres, and the curb-to-curb width is typically 9.0 metres.



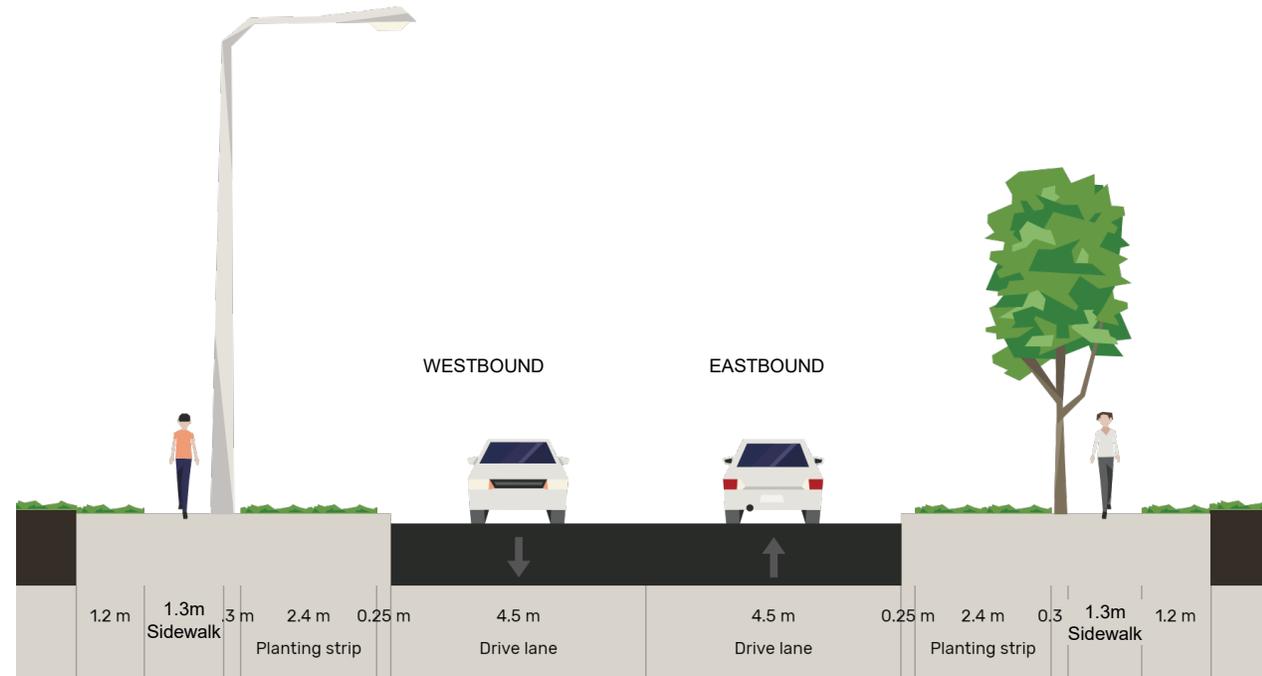
# FIRST AVENUE / MCNAUGHTON AVENUE CORRIDOR EXISTING CONDITIONS – FRONT ST. TO HOWARD ST.

- Sidewalk widths slightly narrow to under 1.3 metres. The eastbound travel lane widens to over 6.3 metres whereas the westbound travel lane narrows to approximately 3.5 metres.



# FIRST AVENUE / MCNAUGHTON AVENUE CORRIDOR EXISTING CONDITIONS – HOWARD ST. TO RITSON RD. S.

- Sidewalk widths are approximately 1.4 metres. The travel lane becomes approximately 4.5 metres.



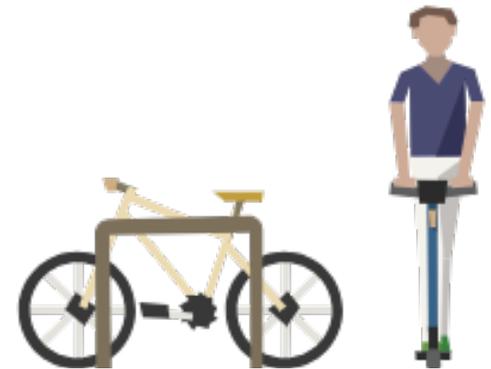
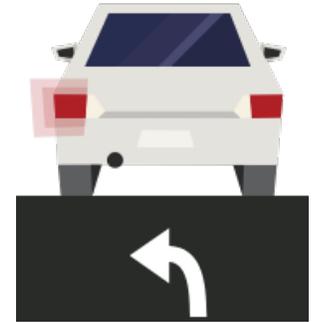
# FIRST AVENUE / MCNAUGHTON AVENUE DESIGN OPTIONS

## DESIGN CRITERIA

- The design criteria for the First Avenue/McNaughton Avenue corridor intend to create an efficient and safe multimodal transportation network that caters to the diverse needs of all users, including pedestrians, cyclists, transit users, and cars.
- This involves careful planning and prioritization, taking into account community needs and focusing on pedestrian and cyclist safety as top priorities. The ultimate goal is to create a safer, more accessible, and multi-modal transportation environment that benefits everyone.
- The transformation of the corridor will align with the City and Region's vision for the M.T.S.A., which encompasses limited surface parking and facilities that support non-automobile transportation. It will also adhere to Complete Street design principles and other industry best practices, aiming to balance all users' needs within the R.O.W.'s constraints. This often necessitates trade-offs and reconciliations of road characteristics, but it is critical to prioritize safety and sustainability.
- The final street design and all road infrastructure will adhere to provincial and municipal standards, and those of the Accessibility for Ontarians with Disabilities Act.

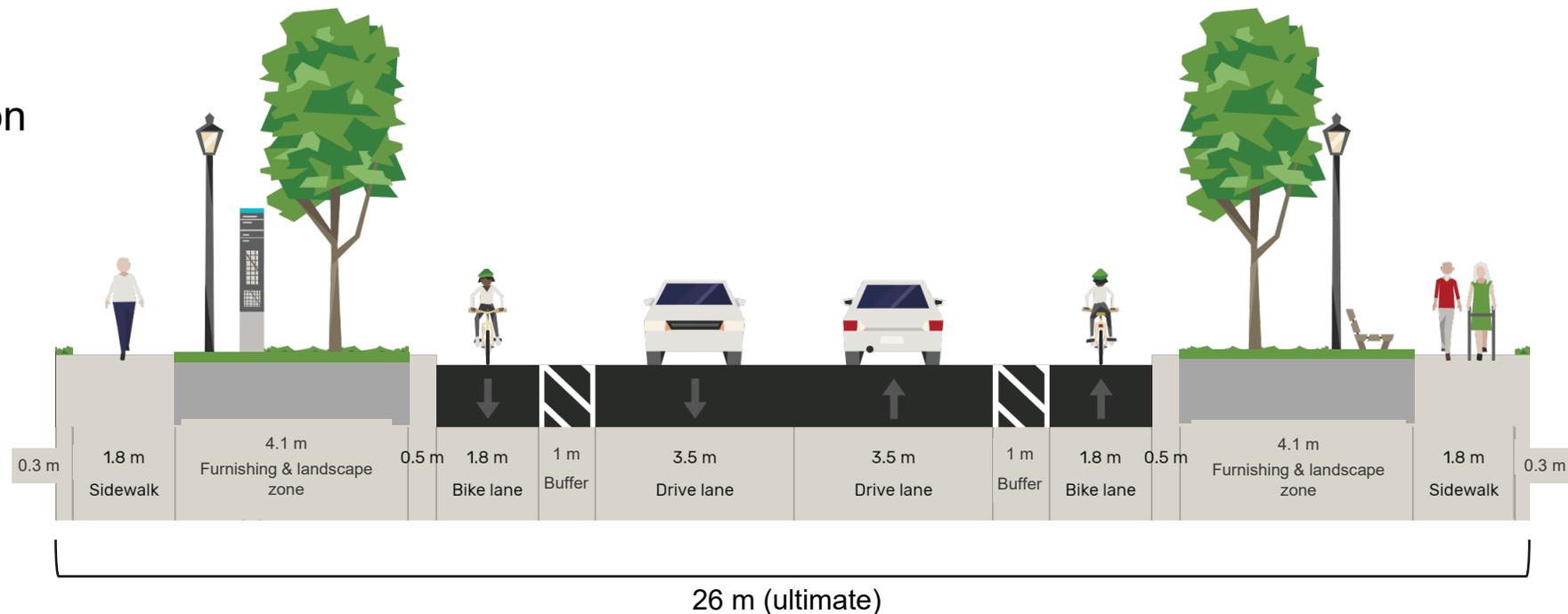
# DESIGN CRITERIA

- **Lane width:** In accordance with the City’s Engineering Design Criteria, vehicular lane widths will be at a minimum:
  - Curb lane 3.5 m
  - Inner through lane 3.3 m
  - Turning Lane 3.3 m
  - Parking Lane 2.5 m
- **Sidewalk width:** Sidewalks will have at least a width of 1.8 metres (2.0 metres in areas with increased pedestrian volumes)
- **Cycling facility width:** Cycling facilities will be the following widths:
  - On-road lane 1.8m ride space + 1.0m buffer (0.5m min)
  - Cycle Track 2.0m ride space + grade separation and 1.0m buffer (0.5m min)
  - Bi-directional 3.6m ride space + grade separation and 1.0m buffer (0.5m min)



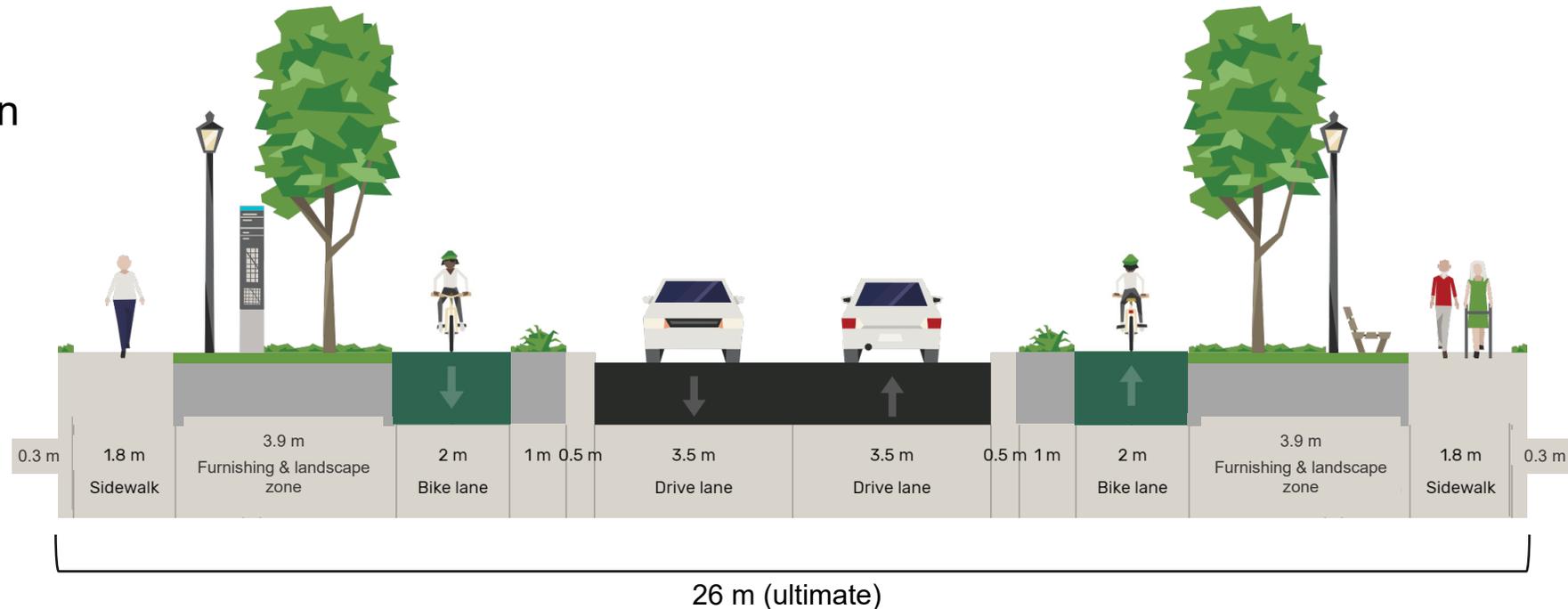
# OPTION #1: ON-ROAD BIKE LANE

- 1.8 m sidewalks on both sides.
- 4.1 m furnishing and landscape zone on both sides for street lighting, utilities, landscaping, furniture, and amenities.
- 1.8 m on-road bicycle lane on both sides.
- 1 m buffer to separate bike lane from travel lanes.
- Two 3.5 m through travel lanes



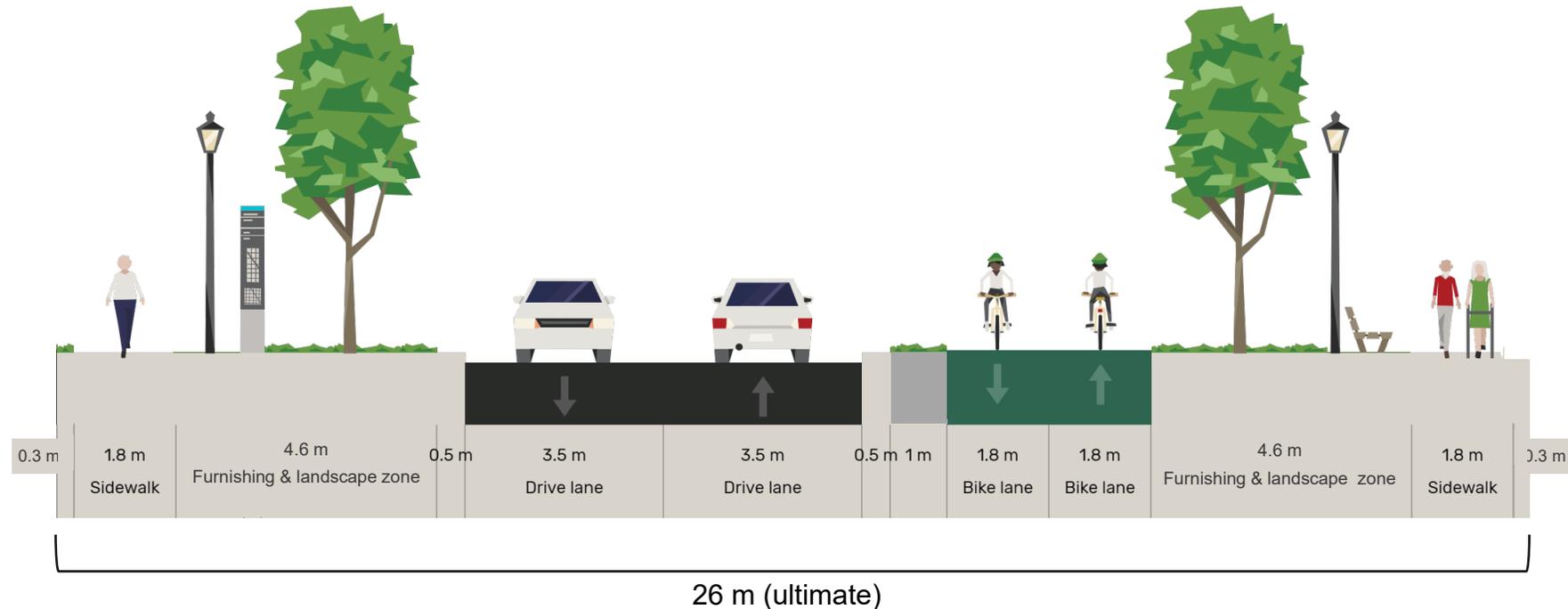
## OPTION #2: ONE-WAY CYCLE TRACKS

- 1.8 m sidewalks on both sides.
- 3.9 m furnishing and landscape zone on both sides for street lighting, utilities, landscaping, furniture, and amenities.
- 2.0 m one-way cycle track on both sides.
- 1 m buffer to separate cycle track from road.
- Two 3.5 m through travel lanes.



## OPTION #3: TWO-WAY CYCLE TRACK

- 1.8 m sidewalks on both sides.
- 4.6m furnishing and landscape zone on both sides for street lighting, utilities, landscaping, furniture, and amenities.
- 3.6 m above-grade bidirectional cycling facility on the south side.
- 1 m buffer separating the cycling facilities from the road.
- Two 3.5 m through travel lanes with a 0.25 m curb on both sides.



# CONSIDERATION OF METHOD OF RIGHT-OF-WAY WIDENING

WIDEN NORTH

CENTRELINE

WIDEN SOUTH

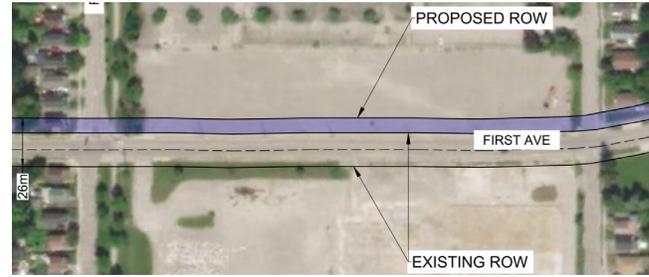
## SEGMENT 1

Simcoe St. S – Front St.



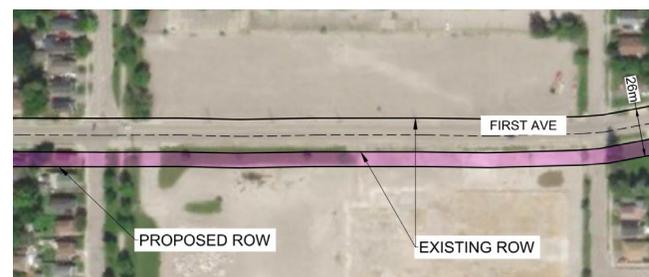
## SEGMENT 2

Front St. – Howard St.



## SEGMENT 3

Howard St. – Ritson Rd. S



## CONSIDERATION OF METHOD OF RIGHT-OF-WAY WIDENING

	Section 1 - Simcoe St. S. to Front St.			Section 2 - Front St. to Howard St.			Section 3 – Howard St. to Ritson Rd. S		
	Widen North	Centreline Widening	Widen South	Widen North	Centreline Widening	Widen South	Widen North	Centreline Widening	Widen South
<b>Properties Impacted</b> Number of properties impacted by the right-of-way widening	High	High	Moderate	High	Moderate	Low	High	Moderate	High
<b>Existing and Potential Development</b> Impact on existing properties / buildings and their potential to consider redevelopment	High	High	Moderate	High	Moderate	Low	Moderate	Low	Moderate
<b>Environmental Impacts</b> Impact on existing environmental features	Moderate	Moderate	Moderate	Low	Low	Low	Low	Moderate	Moderate
<b>Potential Costs</b> Consideration of the potential costs to acquire the property needed	Moderate	High	Moderate	Moderate	Moderate	Moderate	Moderate	Moderate	Moderate
<b>Preferred Approach</b>			X			X		X	

# EVALUATION CRITERIA

# EVALUATION CRITERIA

Below are the draft evaluation criteria that will be used to assess the cross-sections for each segment. Each criterion will include an applicable(s) indicator and qualifying statement.

## User Safety

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

## Placemaking & Community

- Streetscaping & Community Building Opportunities
- Public Realm Enhancement Opportunities

## Mobility & Accessibility

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

## Green Streets

- Green Infrastructure Opportunities
- Tree & Landscaping Opportunities

**FIRST AVENUE /  
MCNAUGHTON  
AVENUE TECHNICAL  
STUDIES**

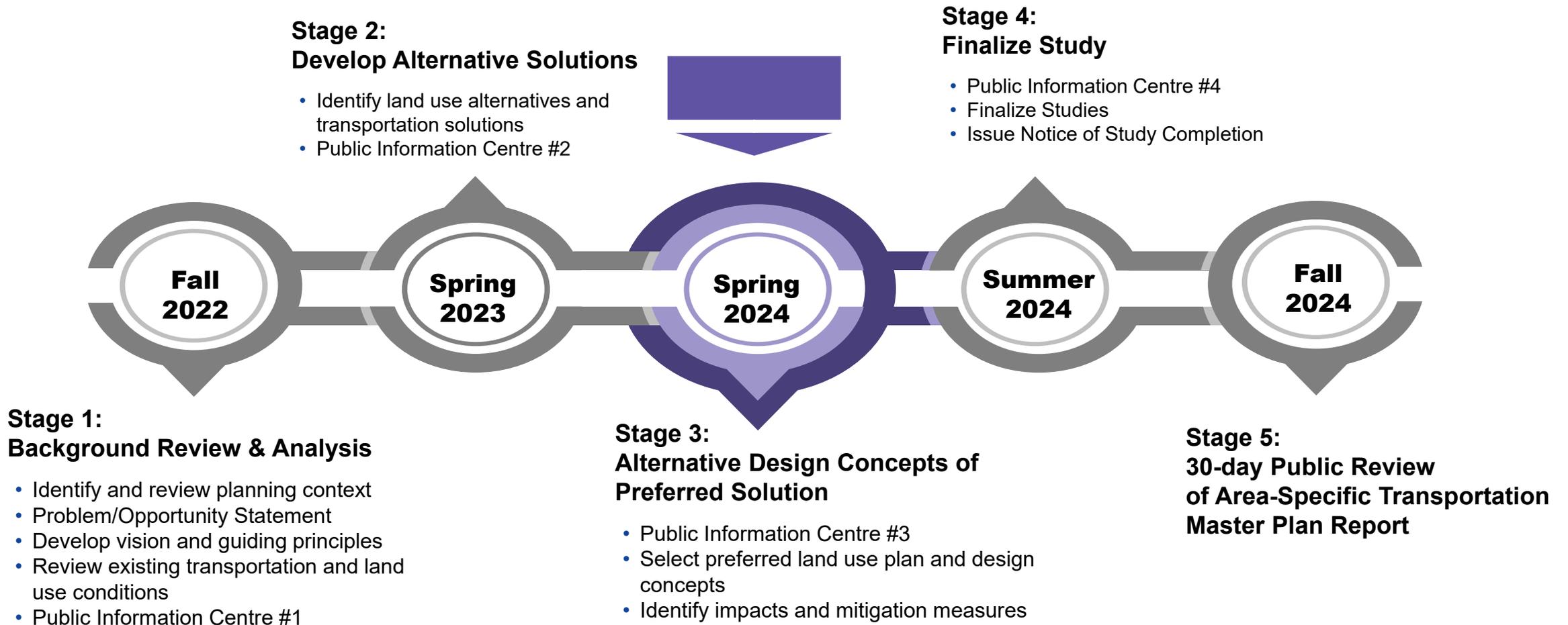
# FIRST AVENUE/MCNAUGHTON AVENUE TECHNICAL STUDIES

- 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"> <li>Elena Park and Howard St. Park;</li> <li>Various private residential lands along First Ave., including between Drew St. and Ritson Rd. S., and between Albert St. and Front St.</li> </ul>	<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"> <li>4 Properties have P.C.A.s:</li> <li>7 properties (within 250 metres of study area boundary) have P.C.A.s</li> </ul>	<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
  - Natural Environment
  - Noise Assessment
  - Stormwater Management

# STUDY TIMELINE



# THANK YOU!

[www.oshawa.ca/MTSAStudy](http://www.oshawa.ca/MTSAStudy)  
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# QUESTION AND ANSWER