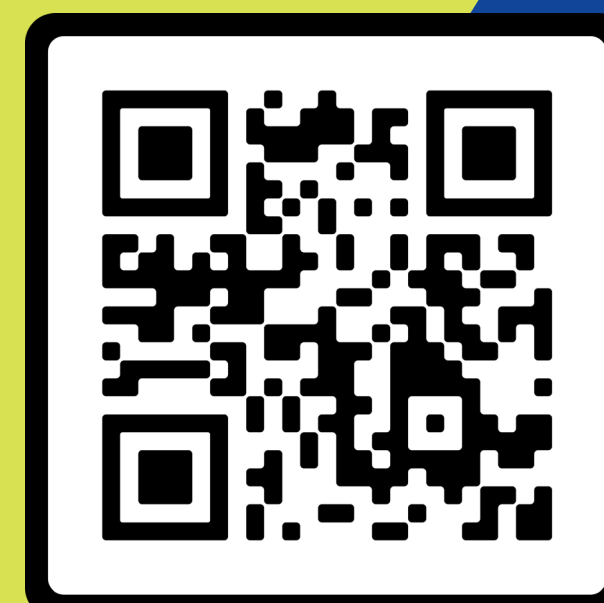


WELCOME

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.



SCAN ME

PURPOSE OF PUBLIC INFORMATION CENTRE NUMBER 1

Introduce the Integrated Major Transit Station Area Study for Central Oshawa and collect feedback on:

- Problem and Opportunity Statement
- Guiding Principles
- Background studies completed, ongoing and planned

What are the Consultation Objectives?

- Present the study and the planning process to be undertaken
- Identify the most important land use and transportation issues, needs and opportunities
- Gather feedback on land use and transportation related issues within the study area

We want to hear from you!

Tell us your thoughts and perspectives on the Central Oshawa Major Transit Station Area!



Integrated Major Transit Station Area Study Area Map

STUDY PURPOSE

The purpose of the Integrated Major Transit Station Area 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:

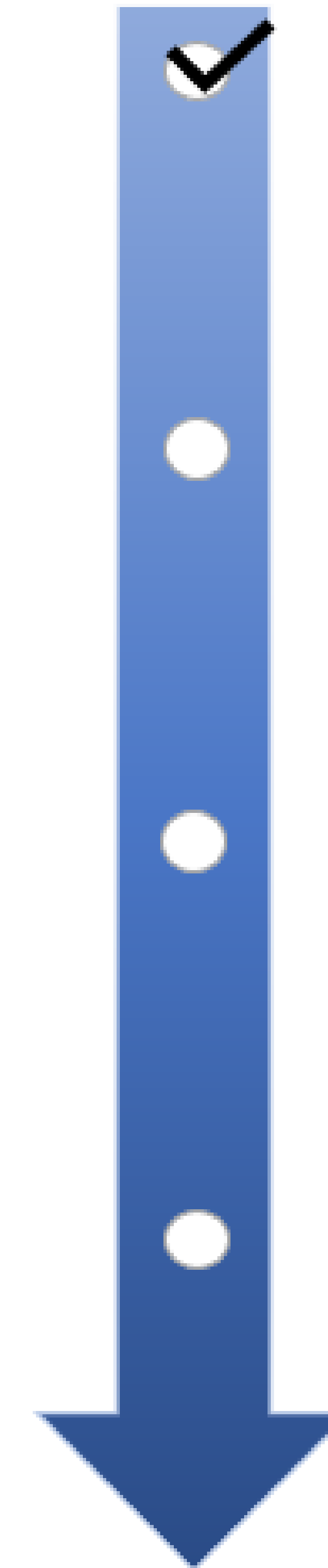
- Meets population and density targets
- Integrates well with surrounding neighbourhoods
- Is sensitive to the existing urban fabric
- Promotes active transportation and enhances safety for vulnerable road users
- Emphasizes sustainability and the protection/ enhancement of the existing natural environment

PROJECT DELIVERABLES

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

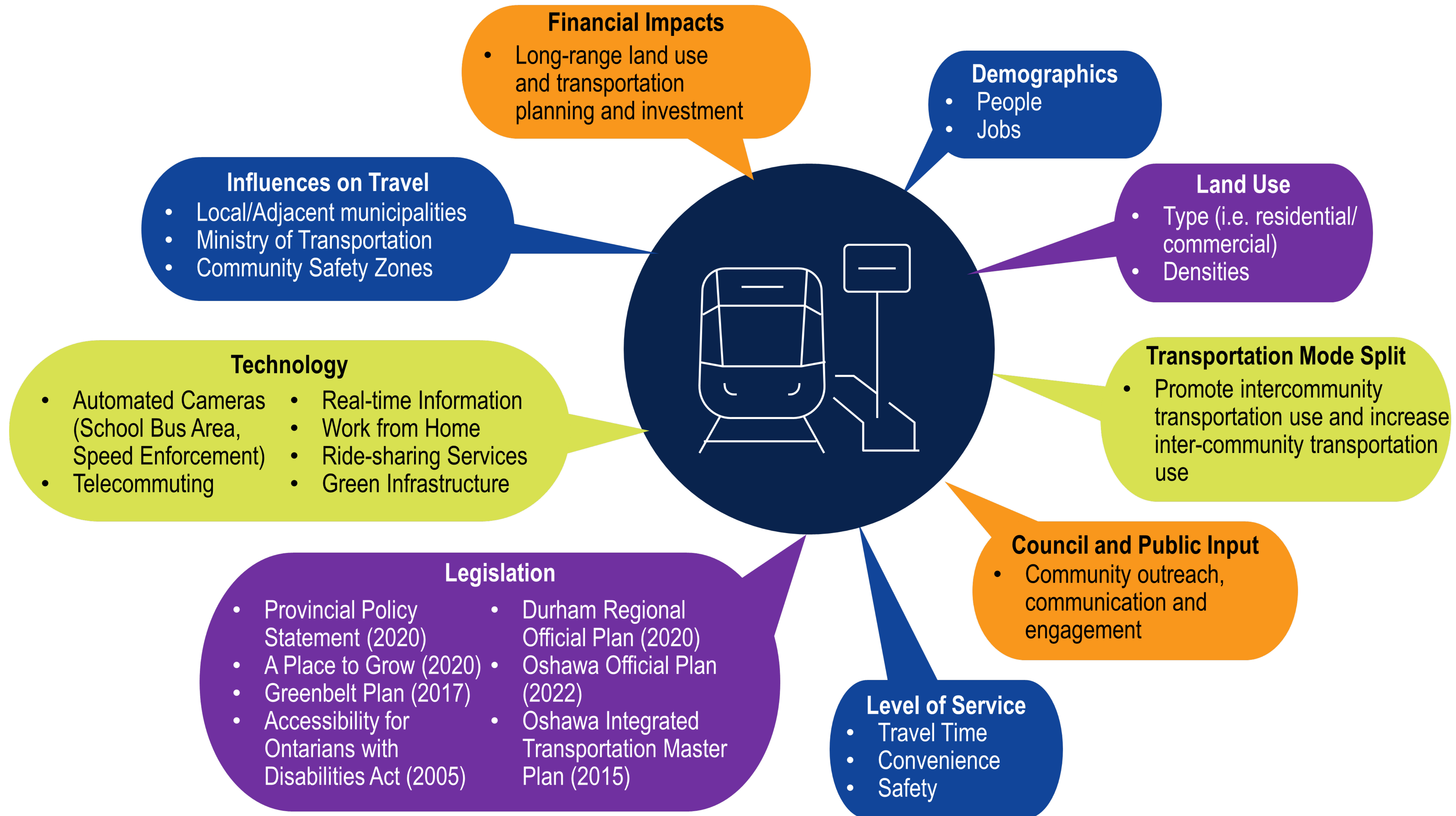
1. A **Master Land Use** and **Urban Design Plan** with implementation guidelines;
2. An Area-specific **Transportation Master Plan** that satisfies Phases 1 to 4 of the Municipal Class Environmental Assessment process (Master Plan Approach #3):
 - Approach #3 involves the preparation of a Master Plan 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.

STUDY TIMELINE



- 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 STUDY FOR CENTRAL OSHAWA



EXISTING CONDITIONS – MODE SHARE

Highlights – Transportation Trends



Almost 80% of commuters travel to work via private automobile, as a driver or passenger.



Public Transit accounts for 13% of all trips to work, which is higher than regional levels.



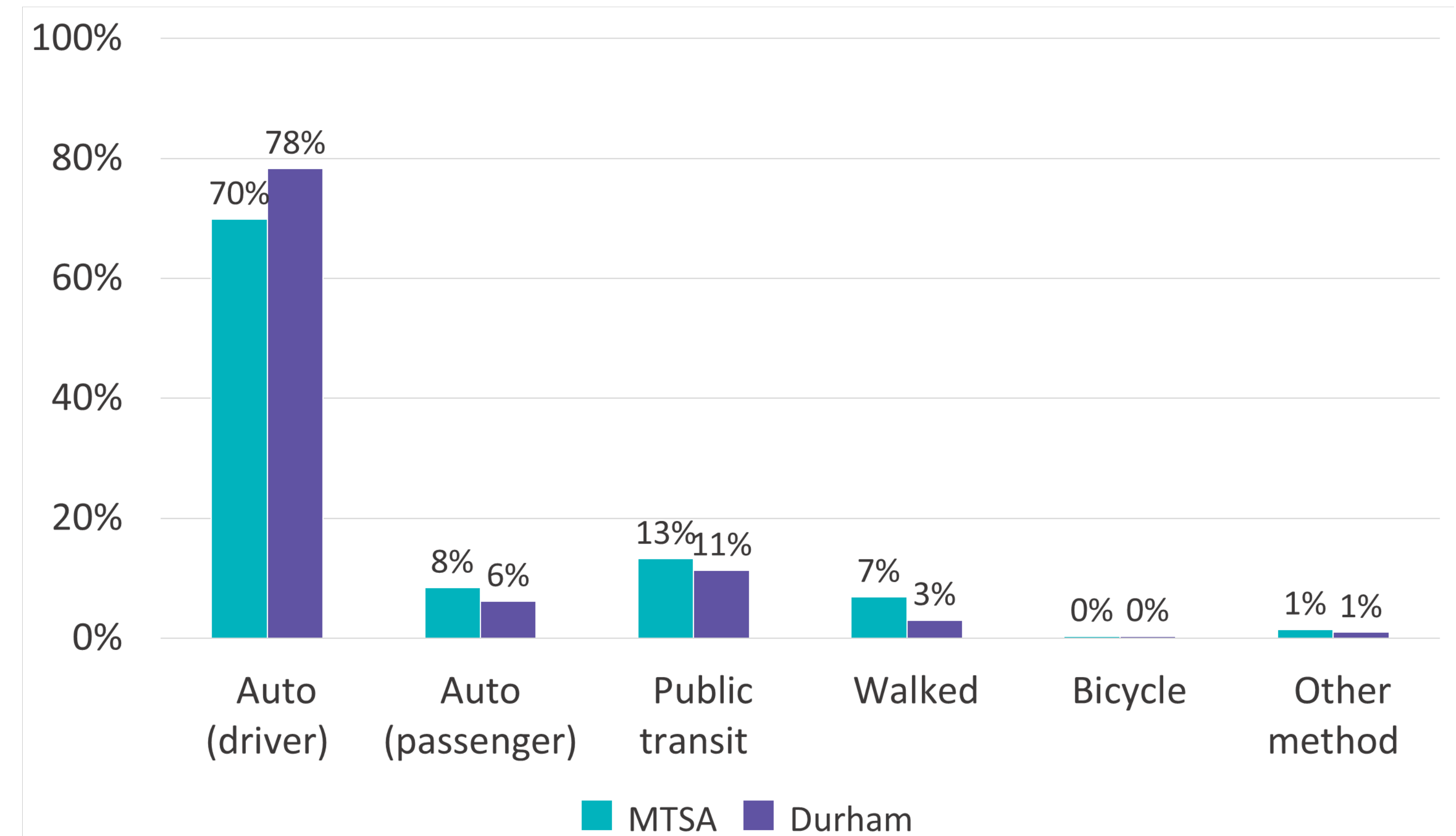
Walking and cycling account for 7% of all trips to work.



Intersection at Olive Avenue and Ritson Road South, Oshawa

What is “mode share”?
Percentage of travelers using a specific type of transportation

Mode Share Split, Major Transit Station Area (M.T.S.A.) and Durham Region (2016)



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

¹ Census 2016 Journey to Work

² Durham Transportation Master Plan 2017

³ Simcoe Street South was identified as a Rapid Transit Corridor

EXISTING CONDITIONS – TRAFFIC OPERATION

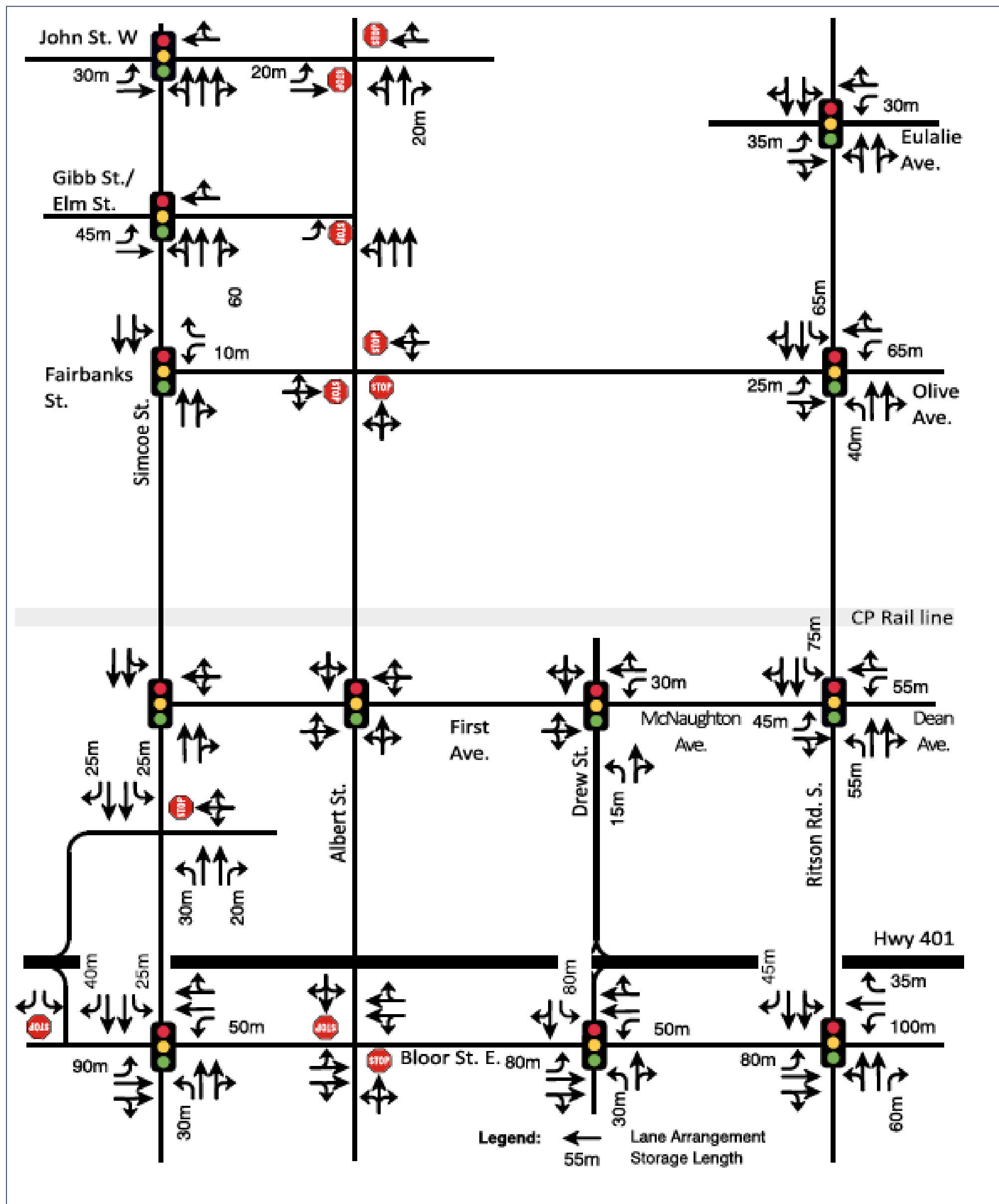


LOS A
Free-flowing traffic with no delays.

LOS B
Stable traffic flow with little delays.

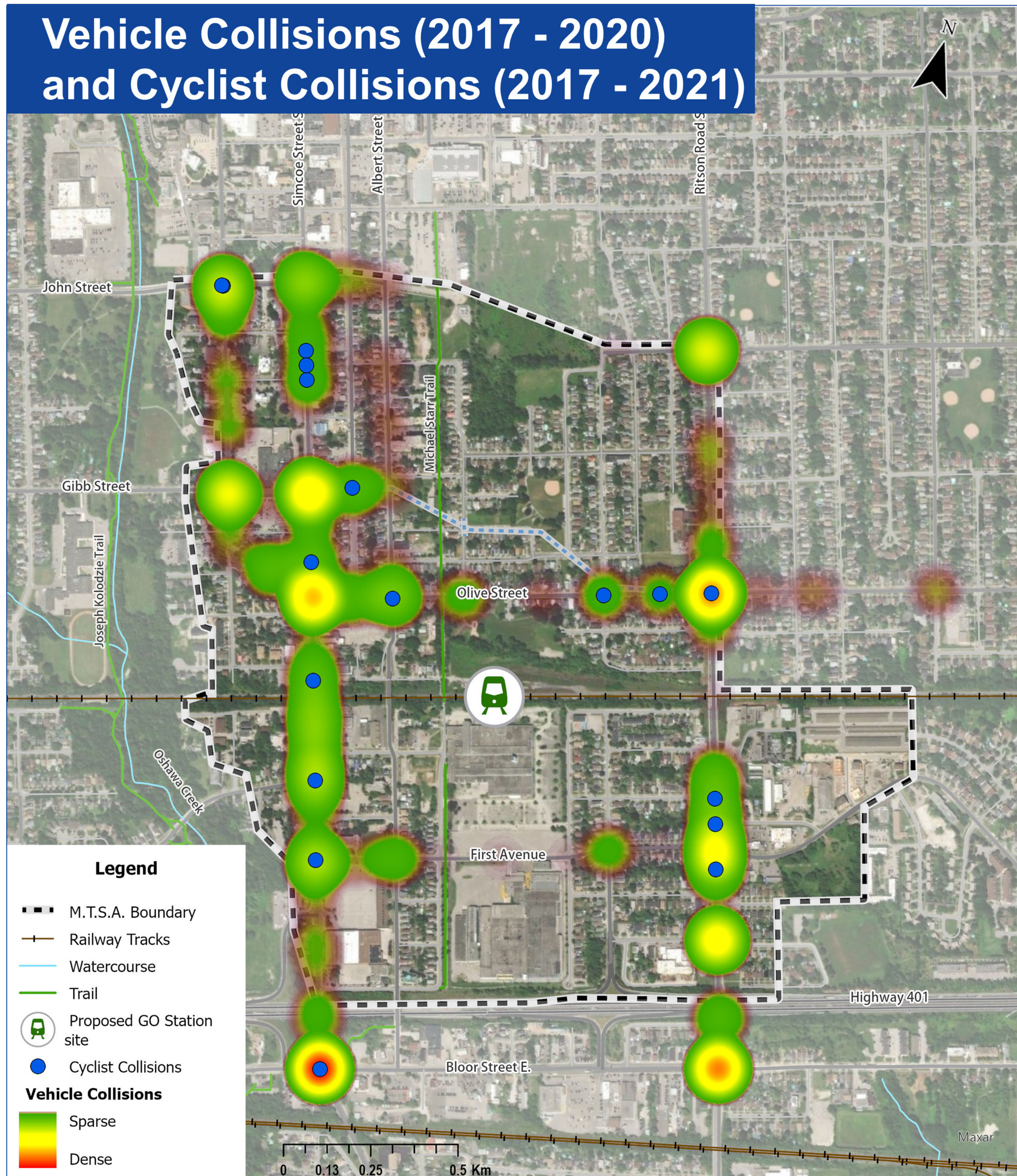
LOS C
Some restricted traffic flow with delays. Decline in comfort and convenience.

Lane Configurations



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!

EXISTING CONDITIONS – COLLISION DATA



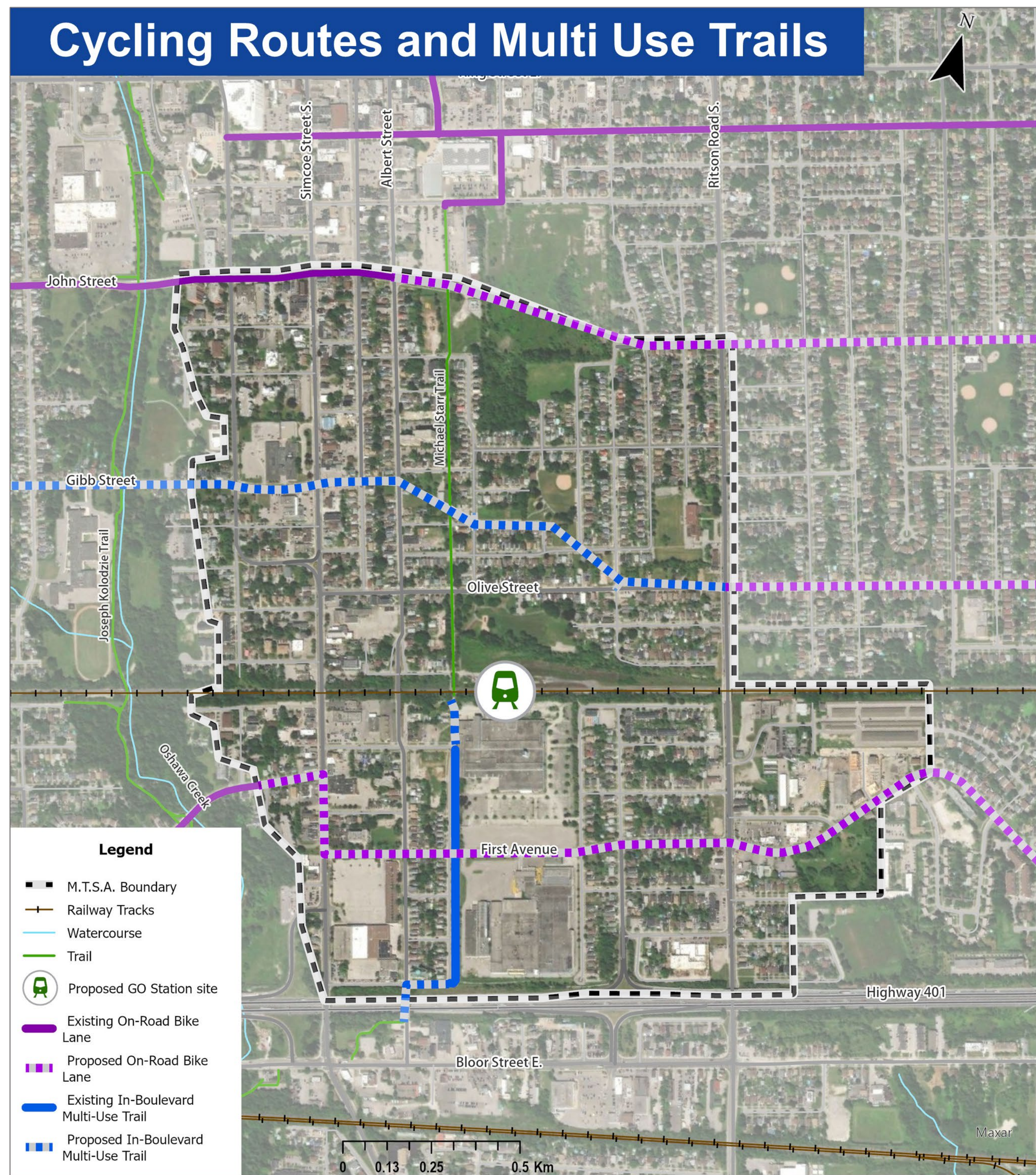
- Over 80% of vehicle collisions occur at intersections, two thirds of which result in property damage only. Most collisions occur during the winter months.
- Most collisions involving cyclists occur at intersections (84%) and almost two thirds resulted in an injury (63%). There were no fatalities.



Intersection at Olive Avenue and Simcoe Street South, Oshawa

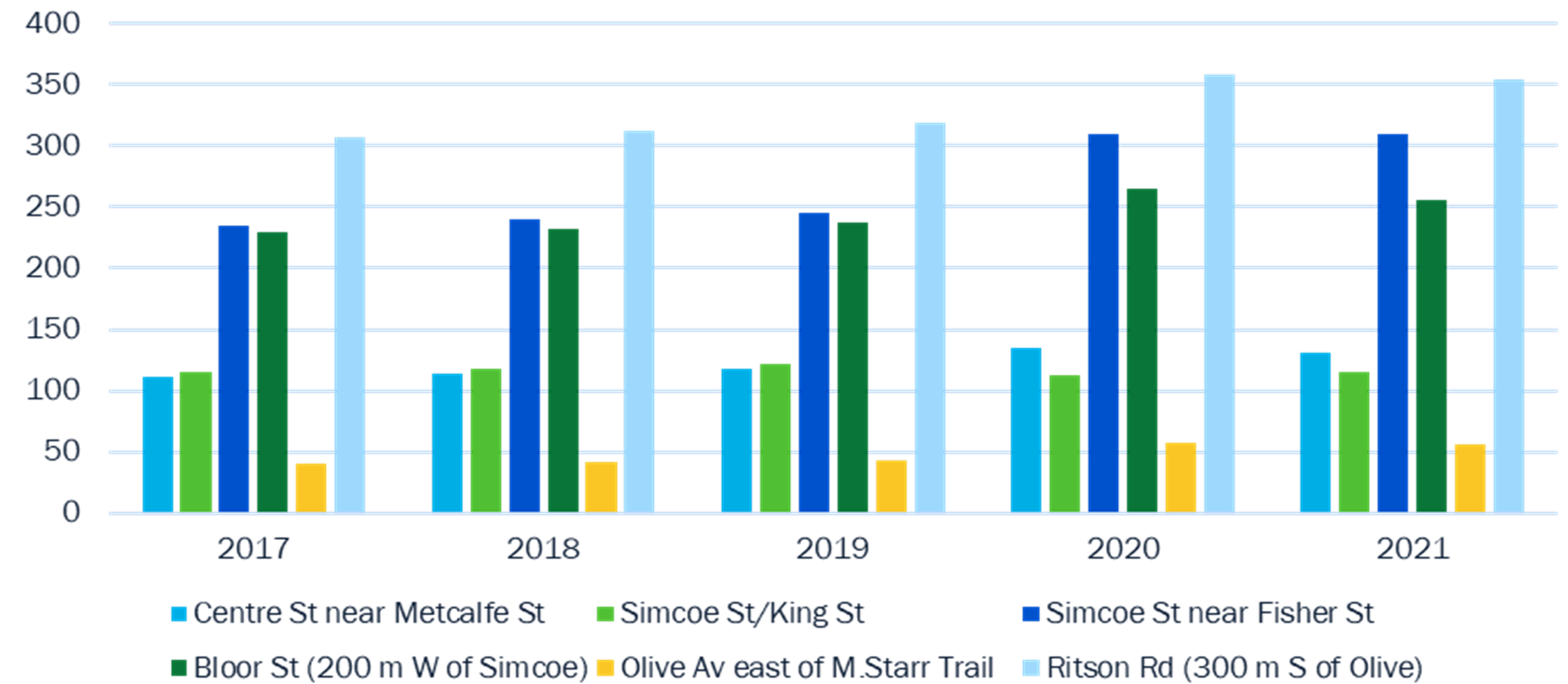
This study will work towards Durham Region’s Vision Zero goals to reduce the number and severity of collisions through a transportation network design that prioritizes the safety of vulnerable road users, including pedestrians, cyclists, children, and seniors.

EXISTING CONDITIONS – ACTIVE TRANSPORTATION



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

Cyclist Volumes (2017-2021)



Sidewalks

- Most roadways have sidewalks on both sides.
- Some local roads have sidewalks on one side only
- Limited locations with minimal buffer between sidewalks and traffic lanes

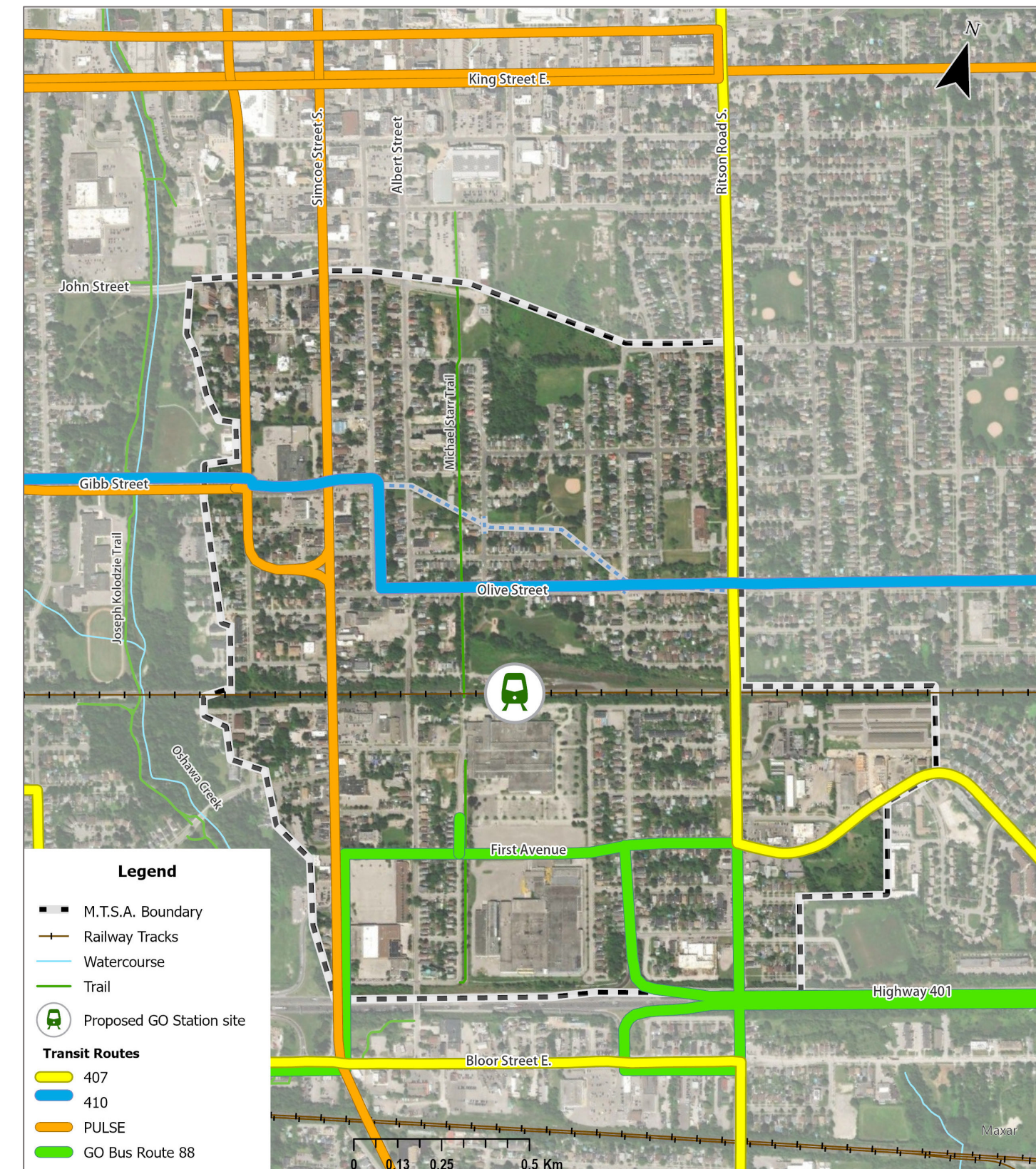


Sidewalk along Ritson Road S., Oshawa

EXISTING CONDITIONS – TRANSIT

There are several transit routes that traverse the study area:

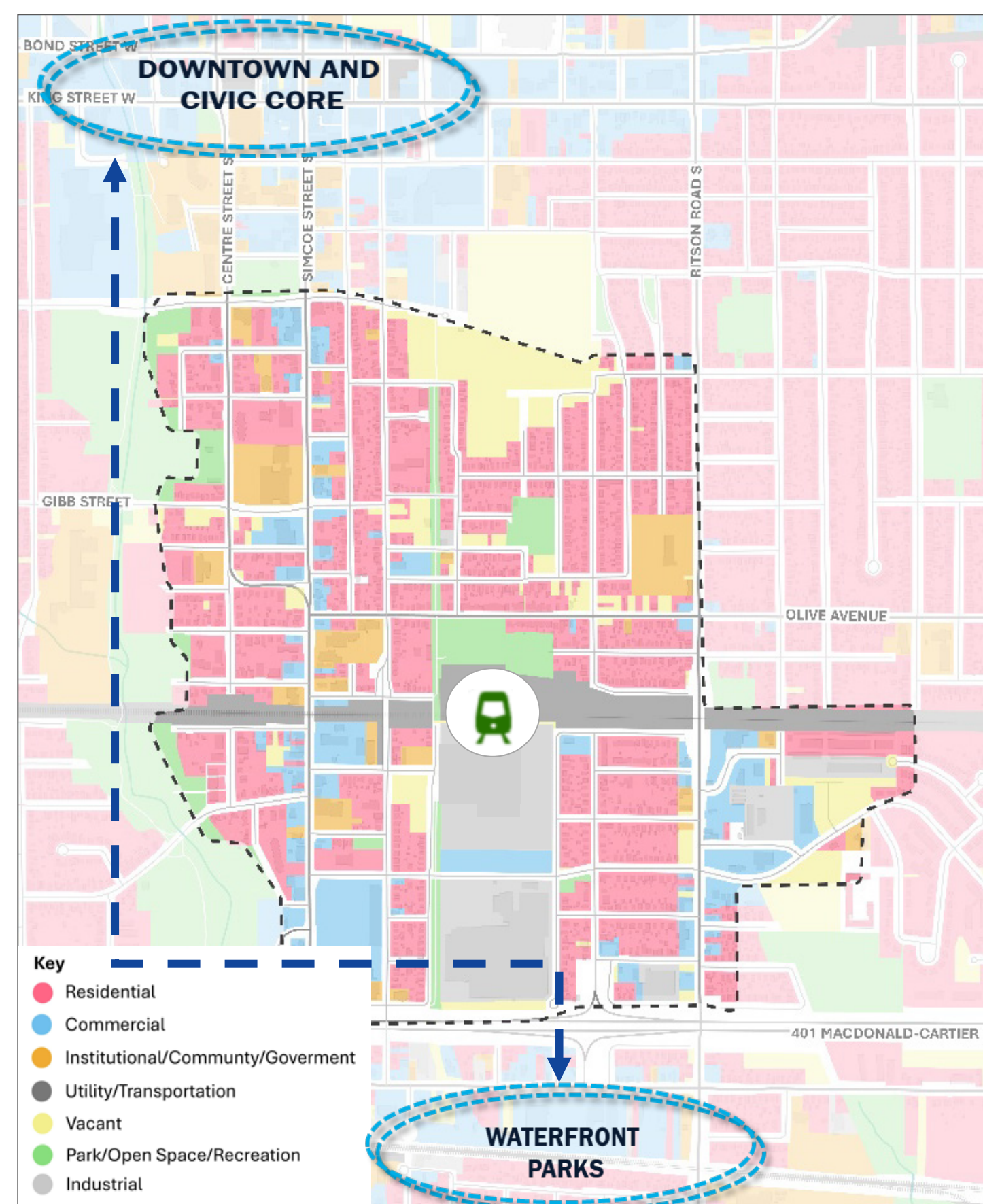
- Durham Region Transit PULSE rapid, high frequency service routes along Simcoe Street South, Centre Street South, and Gibb Street.
- Durham Region Transit Local bus routes along Olive Avenue and Ritson Road South connect to the transit hubs at the Oshawa Centre, Smart Centres North Oshawa, and Downtown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



Map of Existing Transit Routes

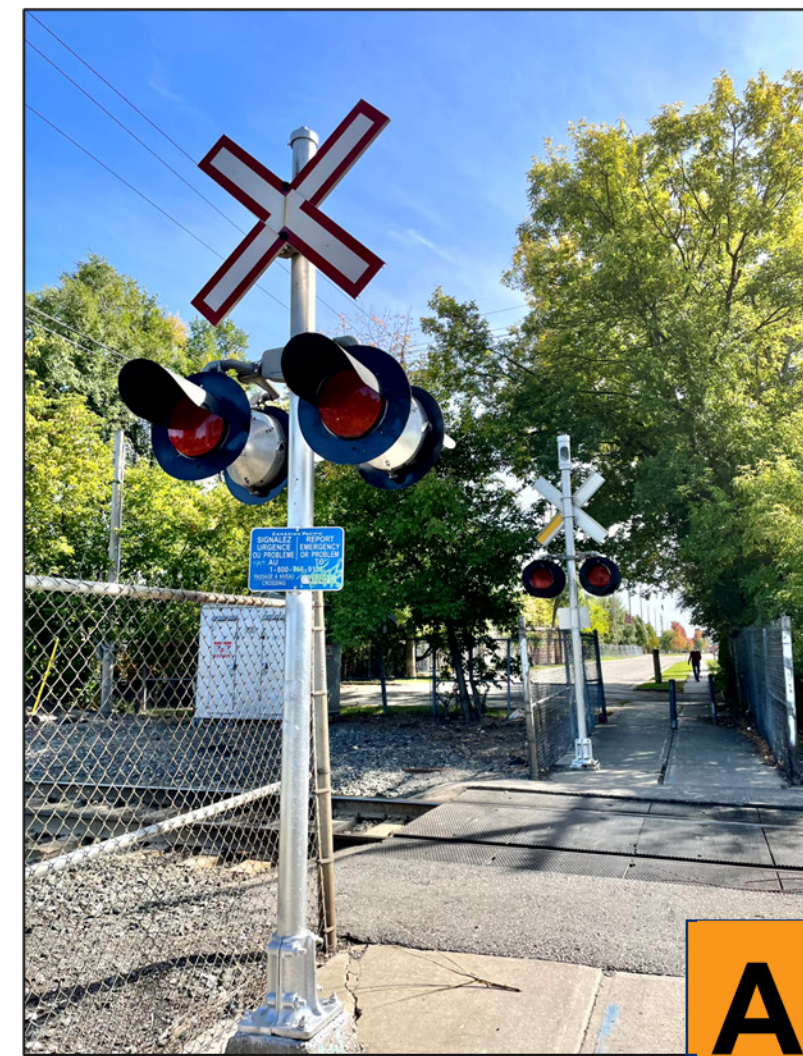
EXISTING CONDITIONS – LAND USE

- The C.P. Rail corridor bisects the study area and presents a hurdle to connect to major amenities like Downtown Oshawa and the waterfront.
- There are several underutilized and vacant lots.
- There are many examples of built form, heritage and community character which can be integrated and highlights in the M.T.S.A
- Road network is grid-based, with many small, rectangular blocks, which is typically beneficial to areas planned for intensification



Map of Existing Land Use

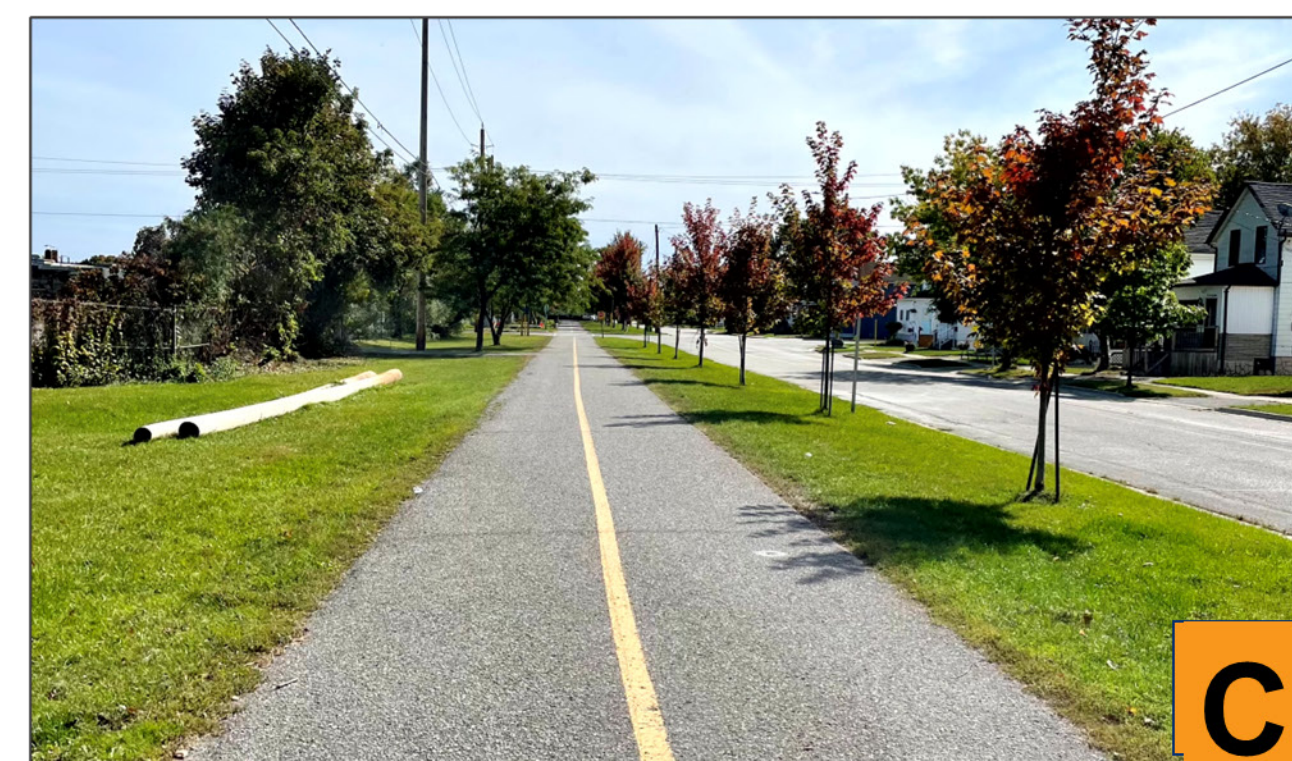
EXISTING GO STATION SITE AND SURROUNDING AREA



A Pathway crossing C.P. Rail corridor, Oshawa



B Heritage Resource along Front St., Oshawa



C Michael Starr Trail, Oshawa



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



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



E Former Knob Hill Terminal, Oshawa

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.

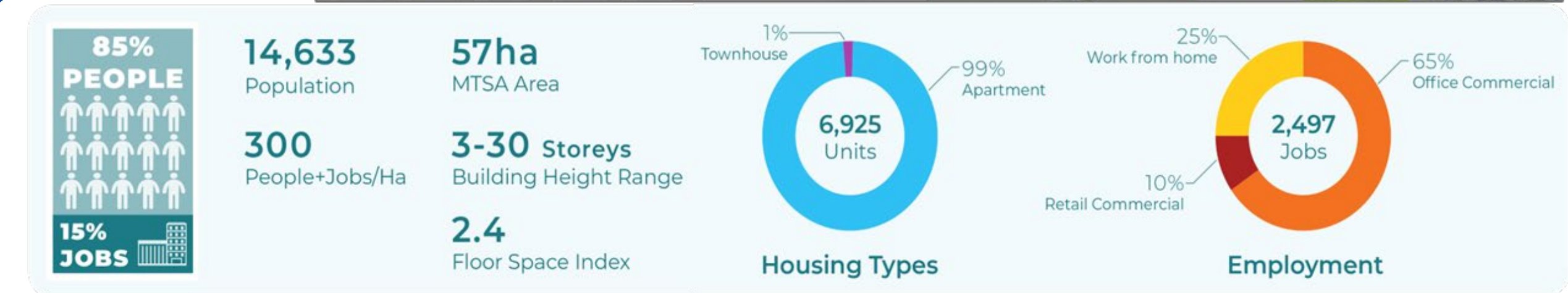


EXISTING CONDITIONS – RESIDENTIAL AND EMPLOYMENT TARGETS

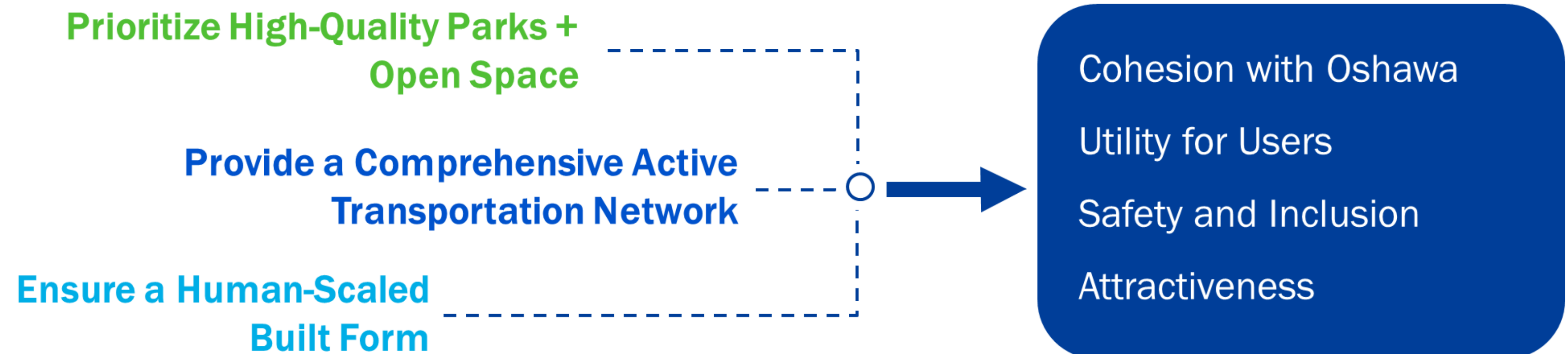
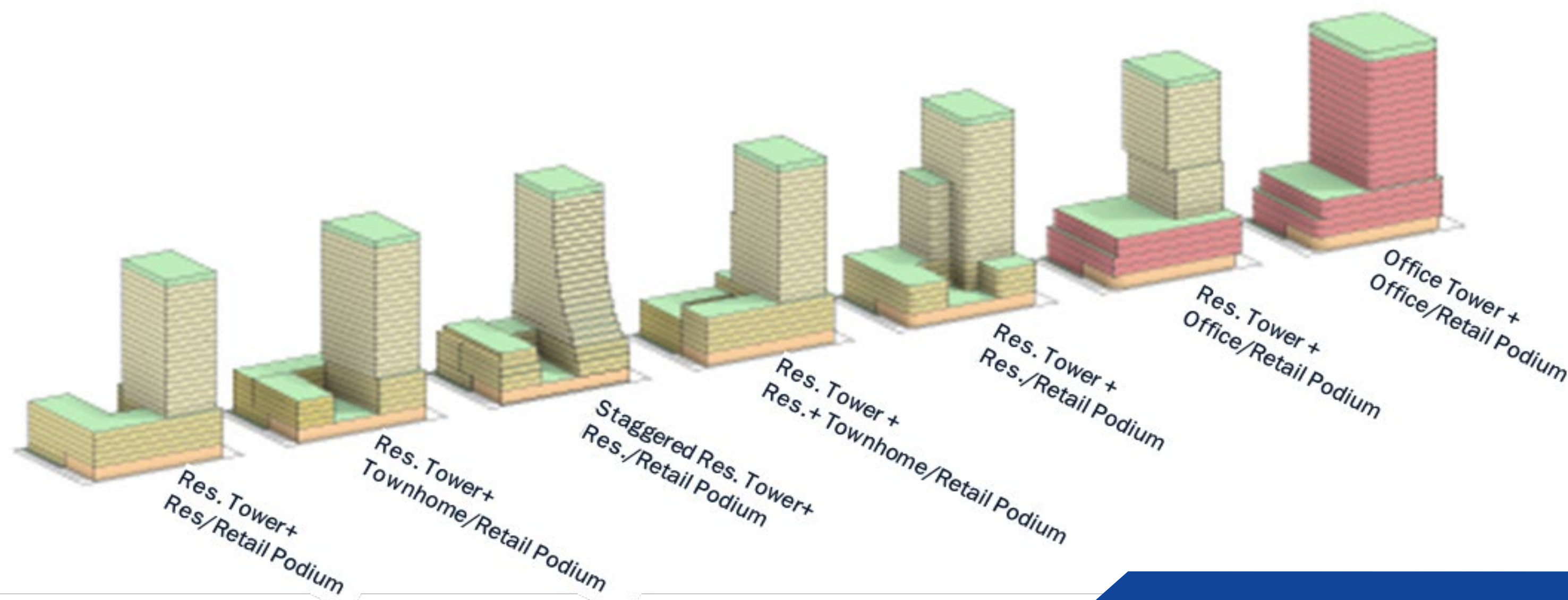
- The Major Transit Station Area has a minimum Provincial density target of 150 residents and jobs combined per hectare. In Stage 2 of the Integrated M.T.S.A. Study, we will test different scenarios on how this will be achieved, which will inform the physical typologies in the M.T.S.A. This will be in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



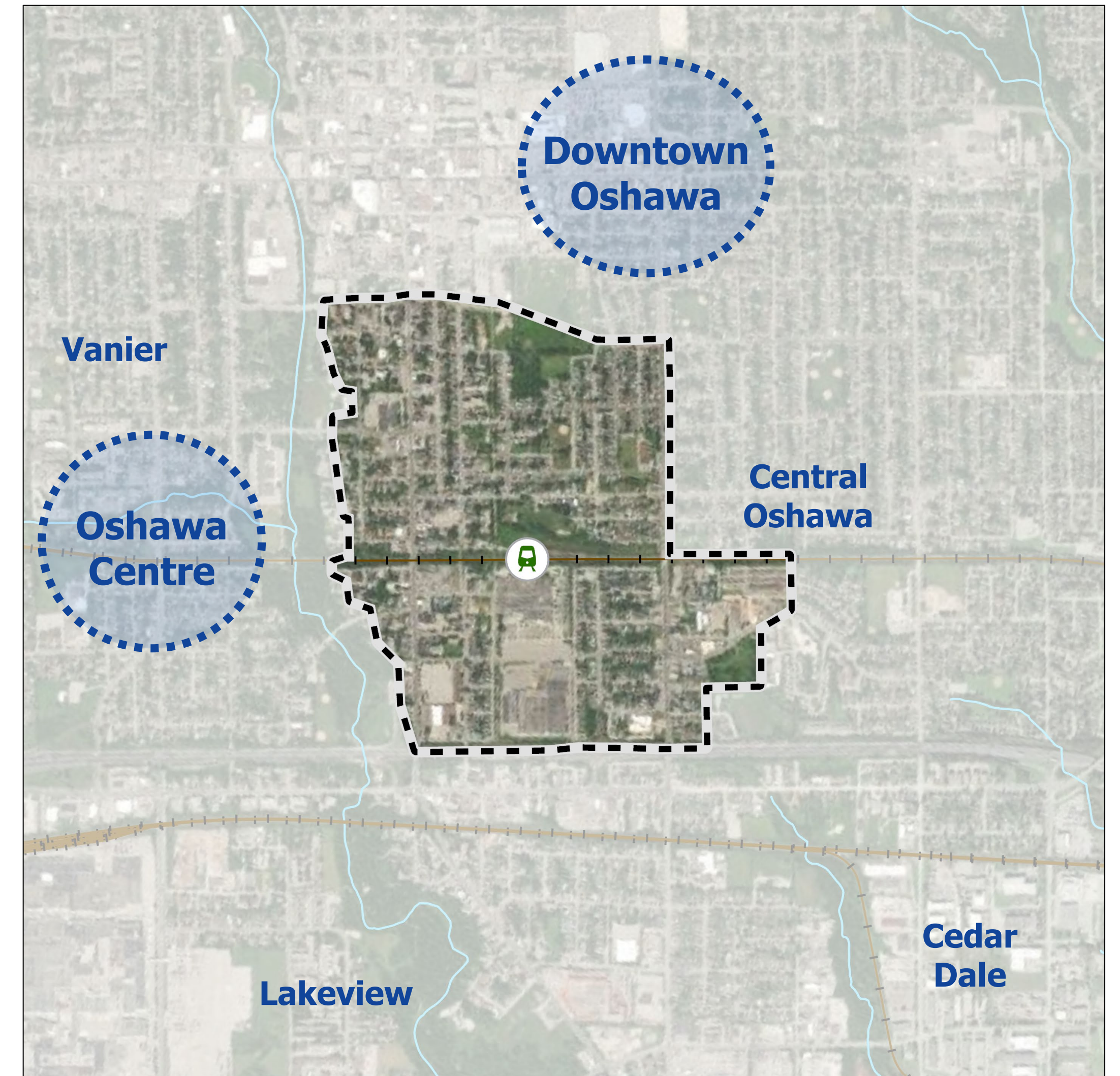
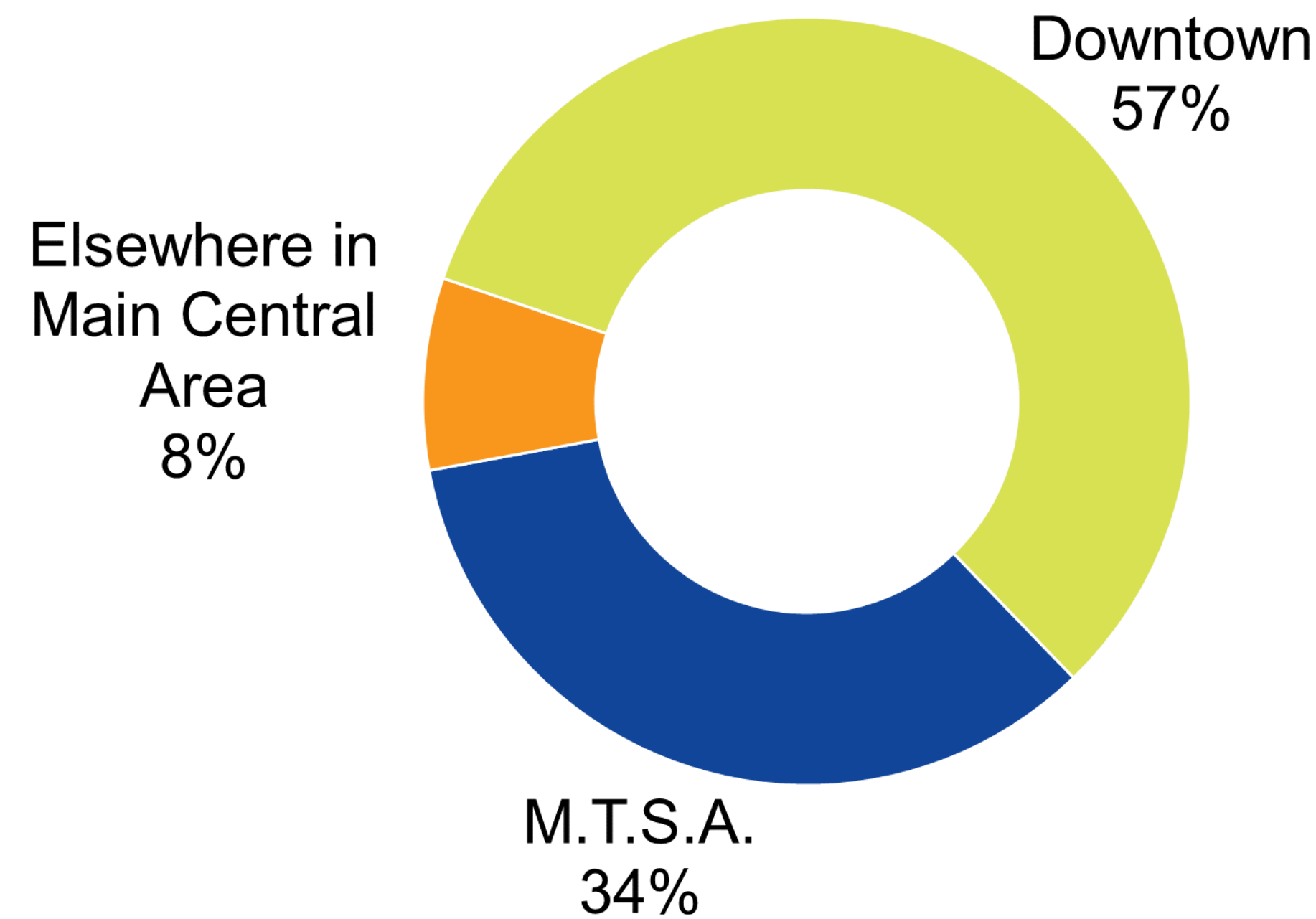
Priority will be placed on high quality parks and open space, with a greater emphasis on active transportation and architecture that is human-scale and livable. Built form and block structure will consider the planned density and how it can be better adapted to the area.

EXISTING CONDITIONS – COMMERCIAL ANALYSIS

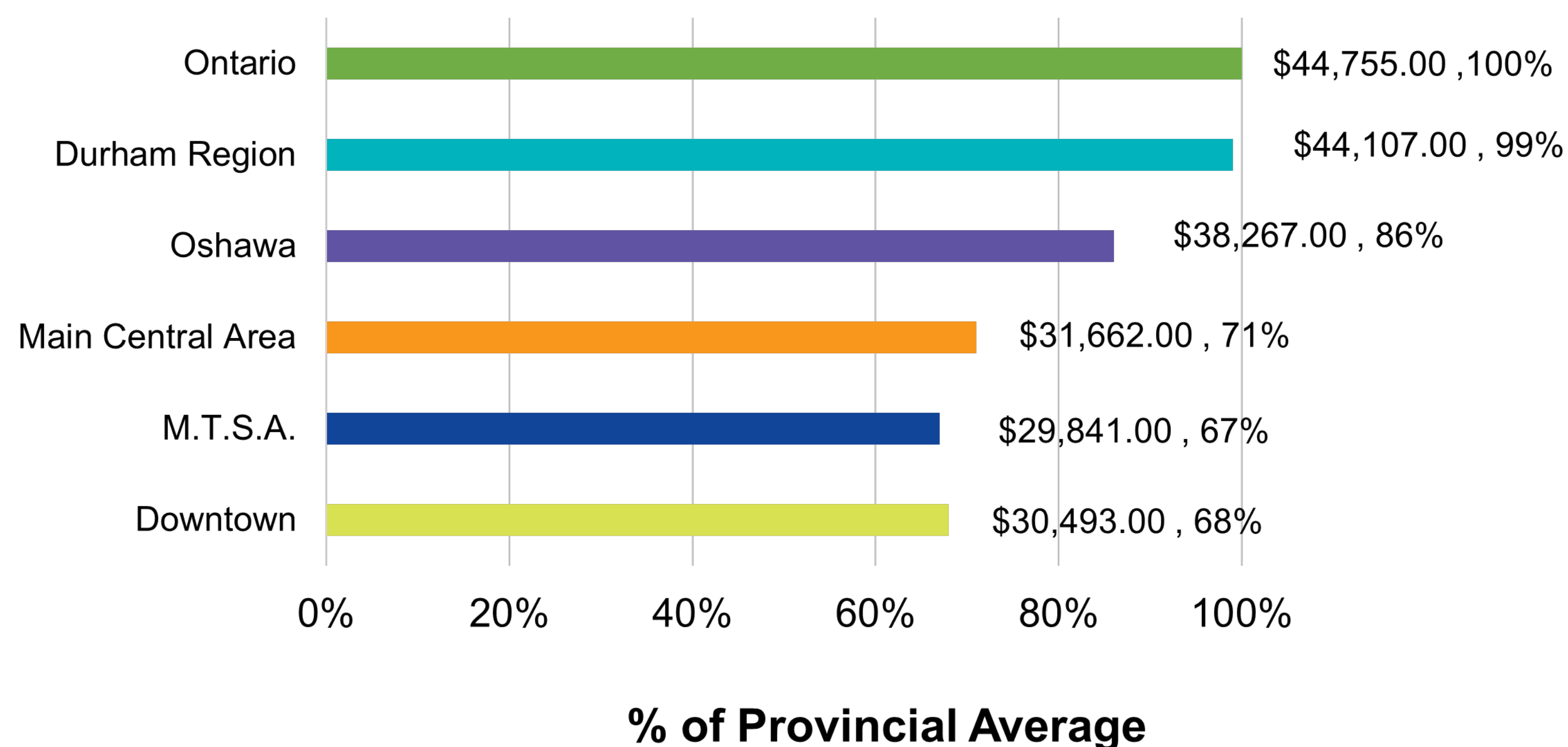
Study Area Context

- 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.

Population Increase within the Main Central Area - 10 Year (%)



Income

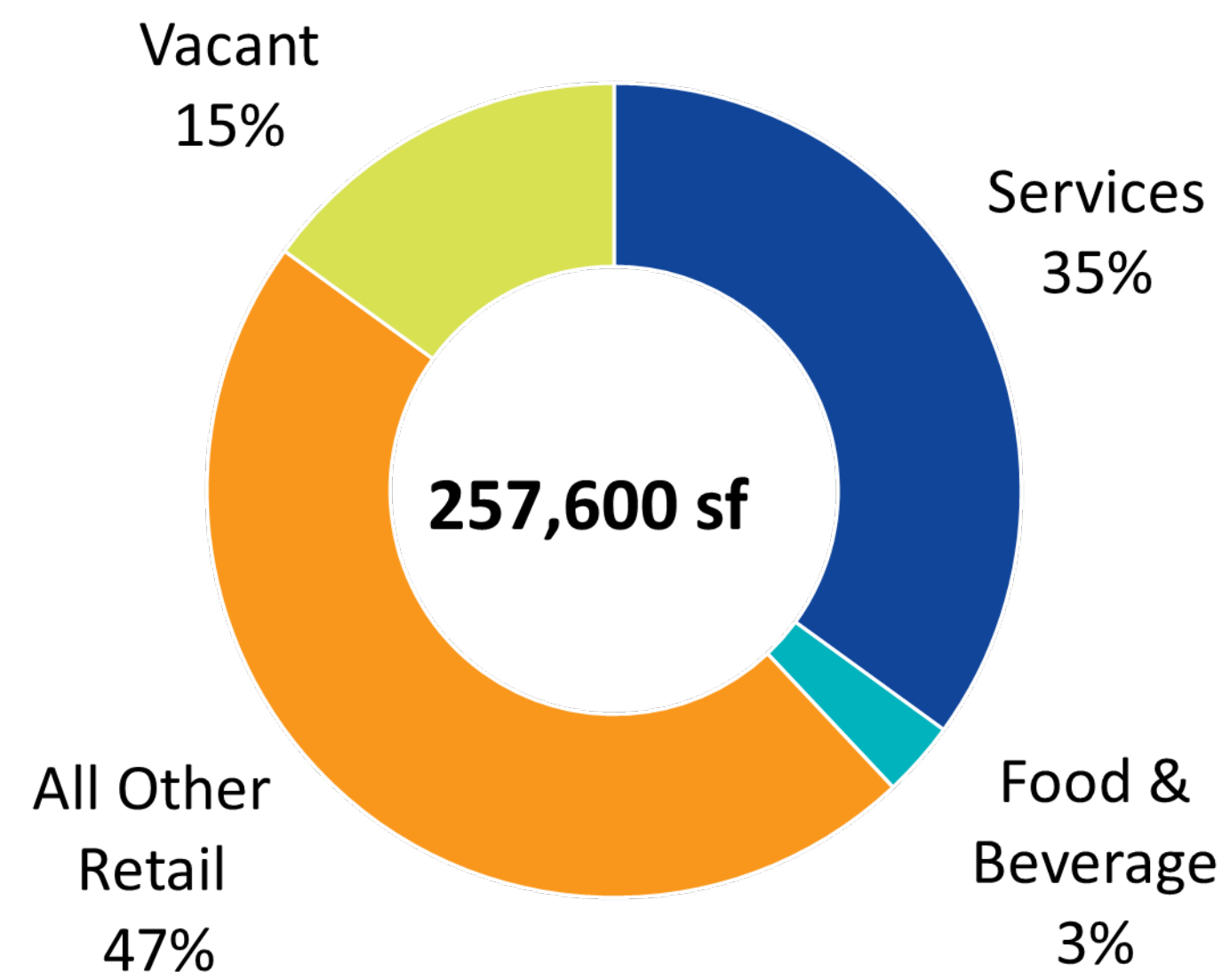


- **Average Income per Capita** is a key metric to help quantify market opportunity
- Durham Region is generally aligned with the Province; the City of Oshawa, Main Central Area, and Central Major Transit Station Area fall below the average

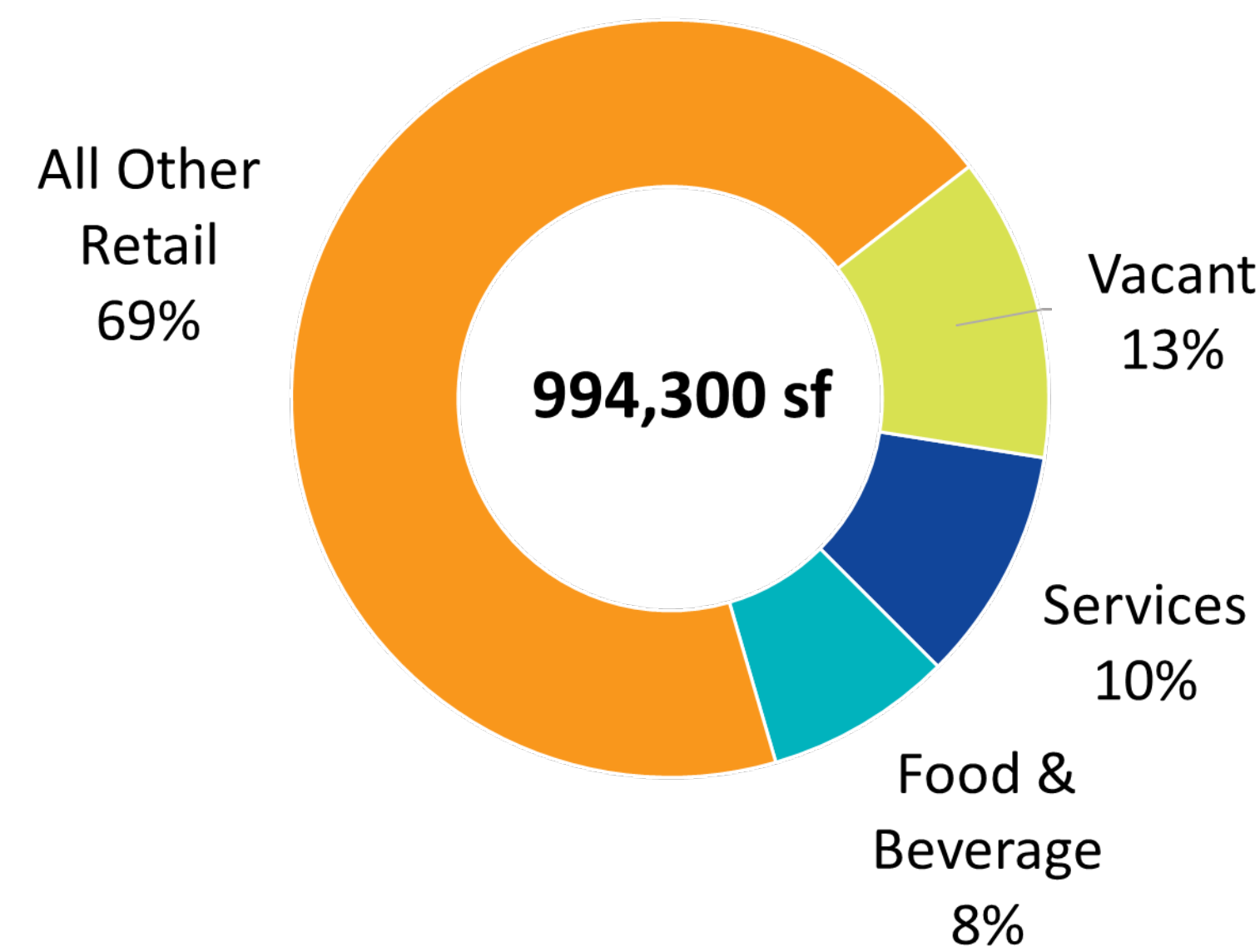
EXISTING CONDITIONS – COMMERCIAL ANALYSIS

Retail/Service Commercial

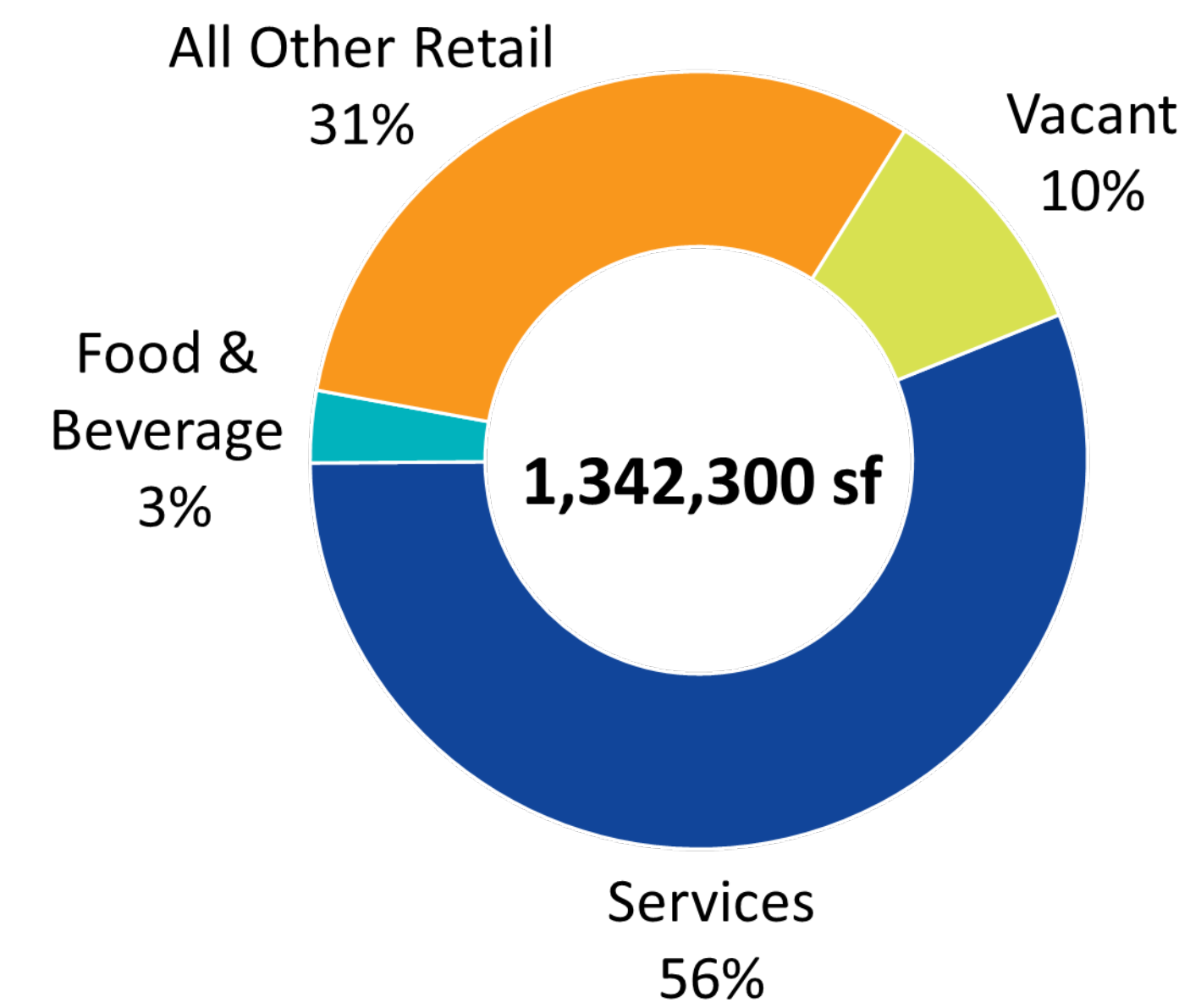
Oshawa Centre



Downtown



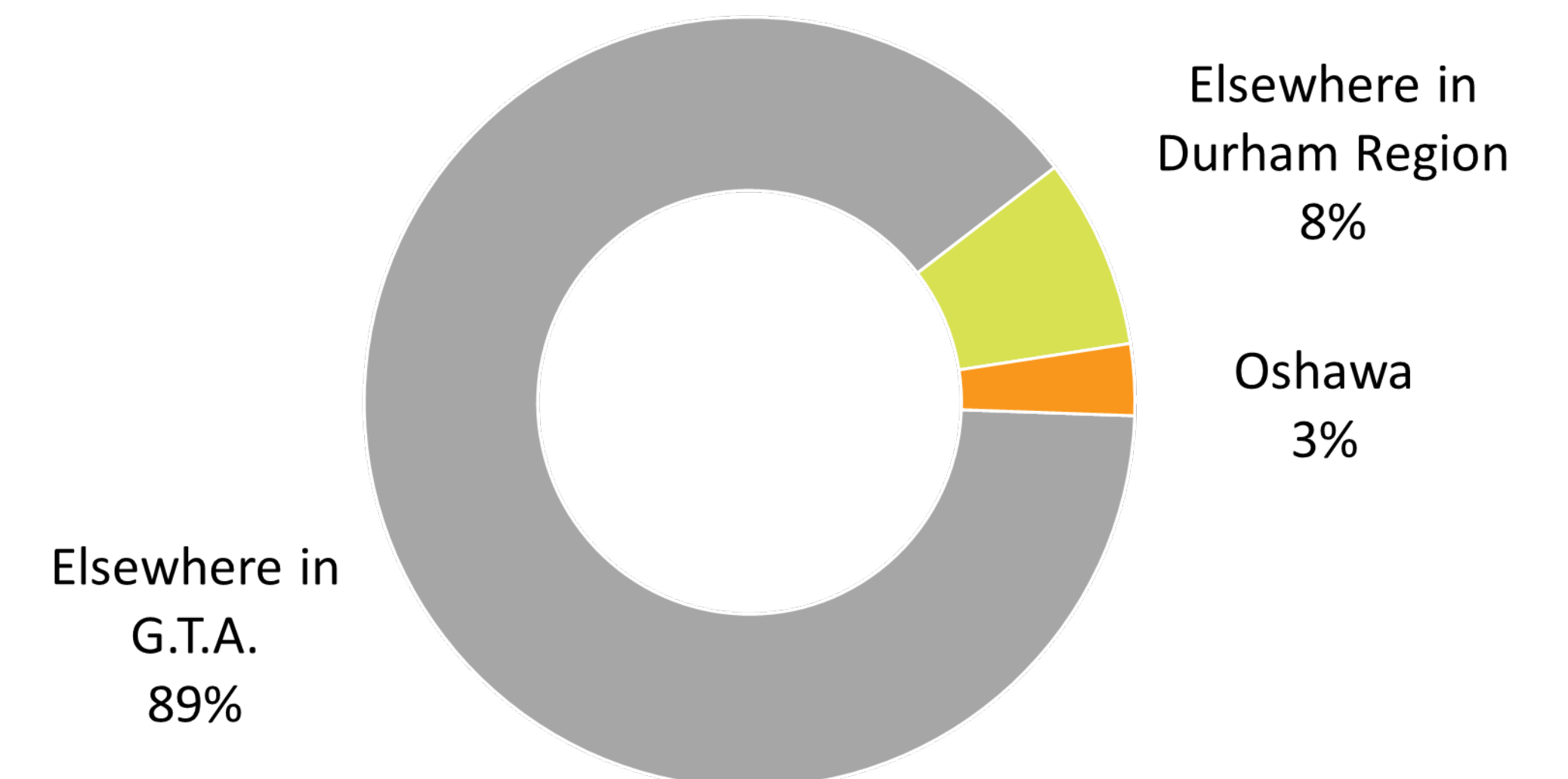
M.T.S.A.



Highlights

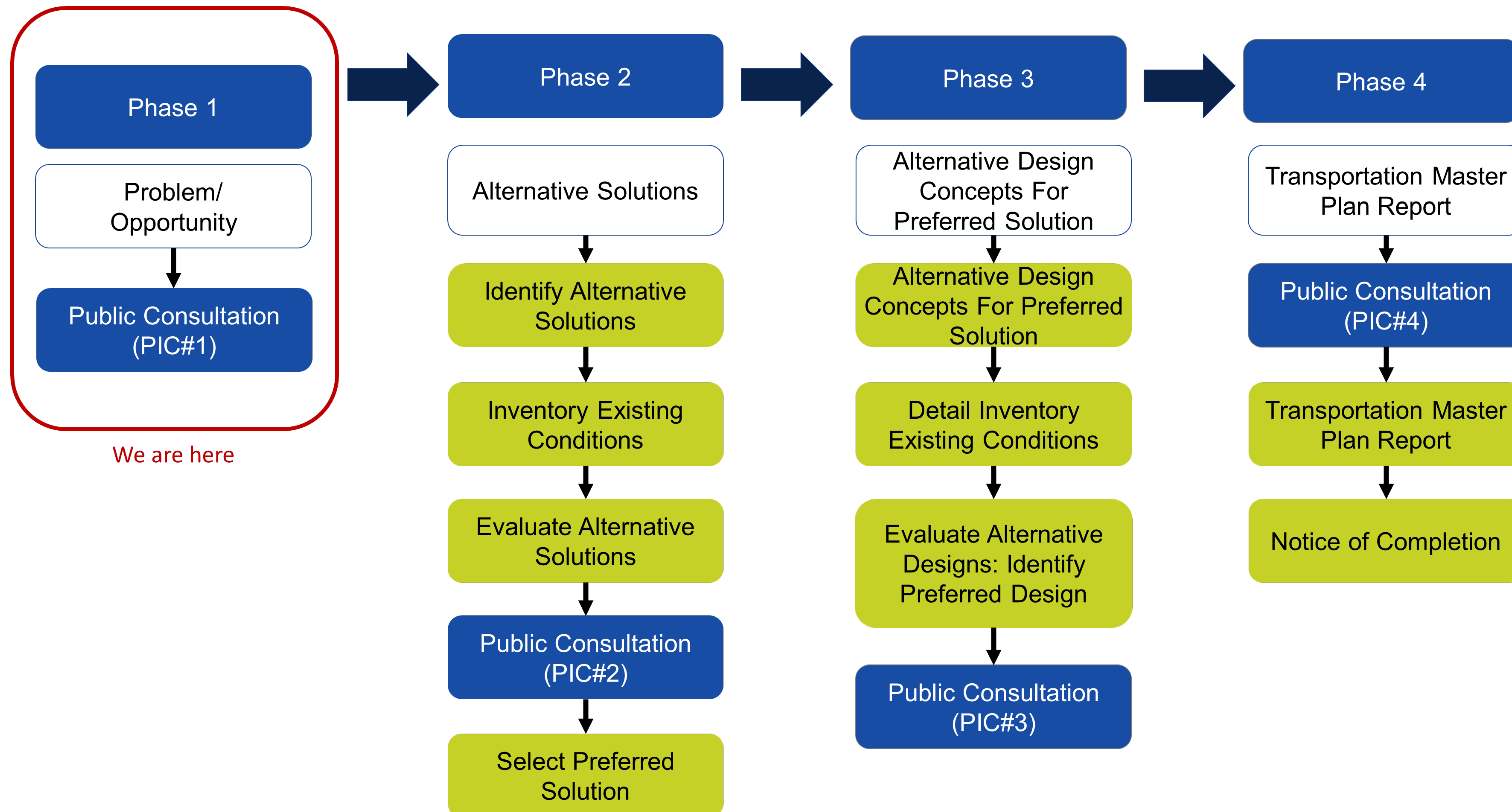
- 27%** Portion of Durham Region Retail Space located in Oshawa
- 5%** Net Rental Rates in Oshawa compared to Durham Region
- Higher** Vacancy Rate than Durham Region
- 42%** of the Under Construction space in Durham Region is in Oshawa
- 5%** of the Under Construction space in GTA is in Oshawa
- 38.9%**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

Existing Commercial Space - G.T.A.



AREA-SPECIFIC TRANSPORTATION MASTER PLAN

- The Area-specific Transportation Master Plan for the Integrated Major Transit Station Area Study will follow Phases 1 to 4 of the Municipal Class Environmental Assessment (as amended to 2015).
- This involves the preparation of the Transportation Master Plan document at the conclusion of Phases 1 to 4 of the Class Environmental Assessment process.
- The level of investigation, consultation and analysis are sufficient to fulfill the requirements for Schedule A, A+, B and C projects.



VISION AND 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 which should improve the lives of those who live, work, and play in the area.
- A reduction in auto-dependency supported by an 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
- Prioritize Sustainable and Livable Development
- Cultivate a Strong Economy
- Integrate Travel Equity, Choice, and Safety

What do the **Vision** and **Guiding Principles** mean to you?
How would you like to see development and revitalization be guided in the Major Transit Station Area?

DRAFT PROBLEM/OPPORTUNITY STATEMENTS

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.

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.



Olive Avenue, Oshawa



Simcoe Street South, Oshawa

How were the Problem/Opportunity Statements Developed?

They were developed by the City and Parsons to focus on promoting transportation choice, investing in public transit, cycling and walking, revitalize land use development, and promote financial viability.

STUDY TIMELINE

STAGE 2: Develop Alternative Solutions

- Public Information Centre #1
- Identify all reasonable and feasible transportation and land use 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



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 T.M.P. Report

WE WANT TO HEAR FROM YOU!

- Visit [ConnectOshawa.ca](https://connectoshowa.ca) to view Public Information Centre Number 1 materials and complete a feedback form.
- Visit [Oshawa.ca/MTSASTudy](https://oshowa.ca/MTSASTudy) to view project updates or join the project mailing list.
- The commenting period tied to Stage 1 of the Study, collecting feedback on the Problem and Opportunity Statement, Guiding Principles, and Background Studies, closes on **February 16th at 12:00 P.M.**

Have questions or would like to provide further comments? Reach out to the Project Team for the duration of the study:



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