

# WELCOME

## INTEGRATED MAJOR TRANSIT STATION AREA STUDY FOR CENTRAL OSHAWA

PUBLIC INFORMATION CENTRE  
NUMBER 2

June 28, 2023

Open House from  
6:00 p.m. to 7:00 p.m.

Presentation at 7:00 p.m.  
followed by a Question-  
and-Answer Session



SCAN ME

# AGENDA

1. Study Overview & Timeline
2. Stage #1 Consultation Results
3. Land Use Alternatives
4. Future Transportation Analysis
5. Draft Urban Design Plan
6. Evaluation Criteria
7. Question and Answer Period

# STUDY OVERVIEW & TIMELINE

# STUDY OVERVIEW

- The purpose of the Integrated Major Transit Station Area (M.T.S.A.) Study will 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 (2015)).



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. 2)

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:

- Three Land Use Alternatives
- Land Use Alternative Evaluation Criteria
- Urban Design Plan and Implementation Guidelines
- Future Transportation Analysis of the Land Use Alternatives
- 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 #1 PUBLIC CONSULTATION



# FEEDBACK FROM STAGE 1 PUBLIC CONSULTATION

## Safety

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



## Active Transportation

- Expand active transportation network, including separated facilities.
- Provide direct active transportation connections to amenities and the future GO Station.
- Need for more reliable and frequent public transit connecting the areas of Oshawa.



## P.I.C. #1 Public Consultation Results

## Community Enhancements

- Revitalize area to create welcoming and vibrant streets.
- Desire for more greenspace, parks, and people-oriented community spaces.
- Enhance existing greenspaces and parks, making them safer and cleaner (e.g., better lighting, garbage cans).
- Acknowledge Oshawa's history through community amenities and cultural heritage features.
- Protect of historical building facades.



## Residential & Commercial Density

- Urgent need for more housing, particularly low-to-mid-rise developments.
- Concern for building many high-rise towers.
- Increased residential density that is appropriate to the surrounding neighbourhoods.
- More mixed-use developments with commercial/retail that serve the community (e.g., pharmacy, grocery, cafes, daycares).



# 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

# BLOCKS & BUILT FORM

**FSR:** Floor space ratio  
**UPH:** Units per hectare  
**Ppl&j/Ha:** People and jobs per hectare

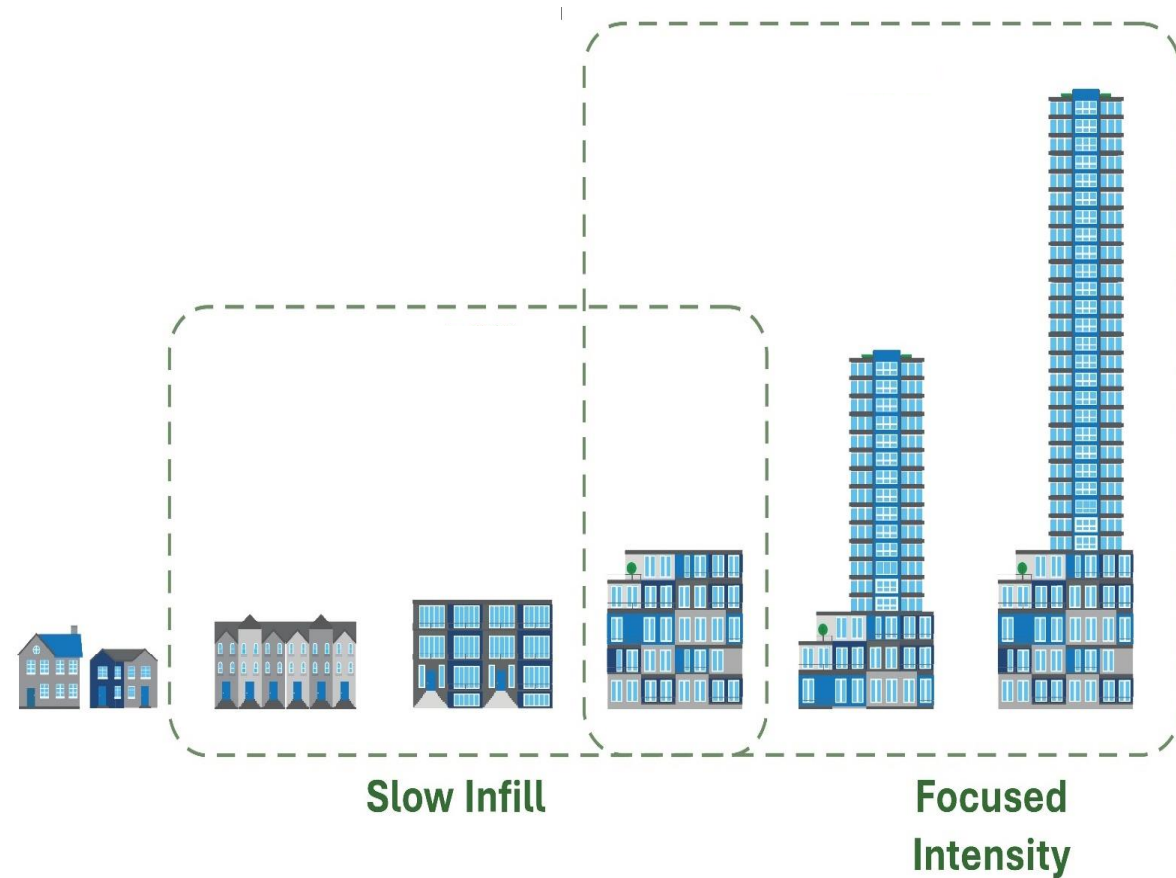
- Transformation of the M.T.S.A. will be driven by a change in urban form, including block structure and architectural types.
- There are several options which could yield the final density targets. The M.T.S.A. does not need to subscribe to a single form of urban redevelopment.

Low Residential	Low-Moderate Residential	Moderate Mixed Use	High-Moderate Mixed Use	High Mixed Use
Net FSR: .5 to 1.25 UPH: <75 Pp/Ha: <150	Net FSR: 1.25-2.5 UPH: 75-150 Pp/Ha: 150-300	Net FSR: 2.5-3.5 UPH: 150-300 Pp/Ha: 300-600	Net FSR: 3.5-4.5 UPH: 300-400 Pp/Ha: 600-800	Net FSR: 5 and up UPH: >400 Pp/Ha: >800



# DENSITY BLOCKS & BUILT FORM

- Opportunities exist to create strategic areas that encourage growth, with blocks that transition to residential stable areas and areas designated for **slow infill** to support the existing character of the community and context.
- These built form typologies allow for flexibility to create an urban form that brings intensification to strategic parts of the study area, while helping to create transitional built form options within and surrounding stable neighborhoods.



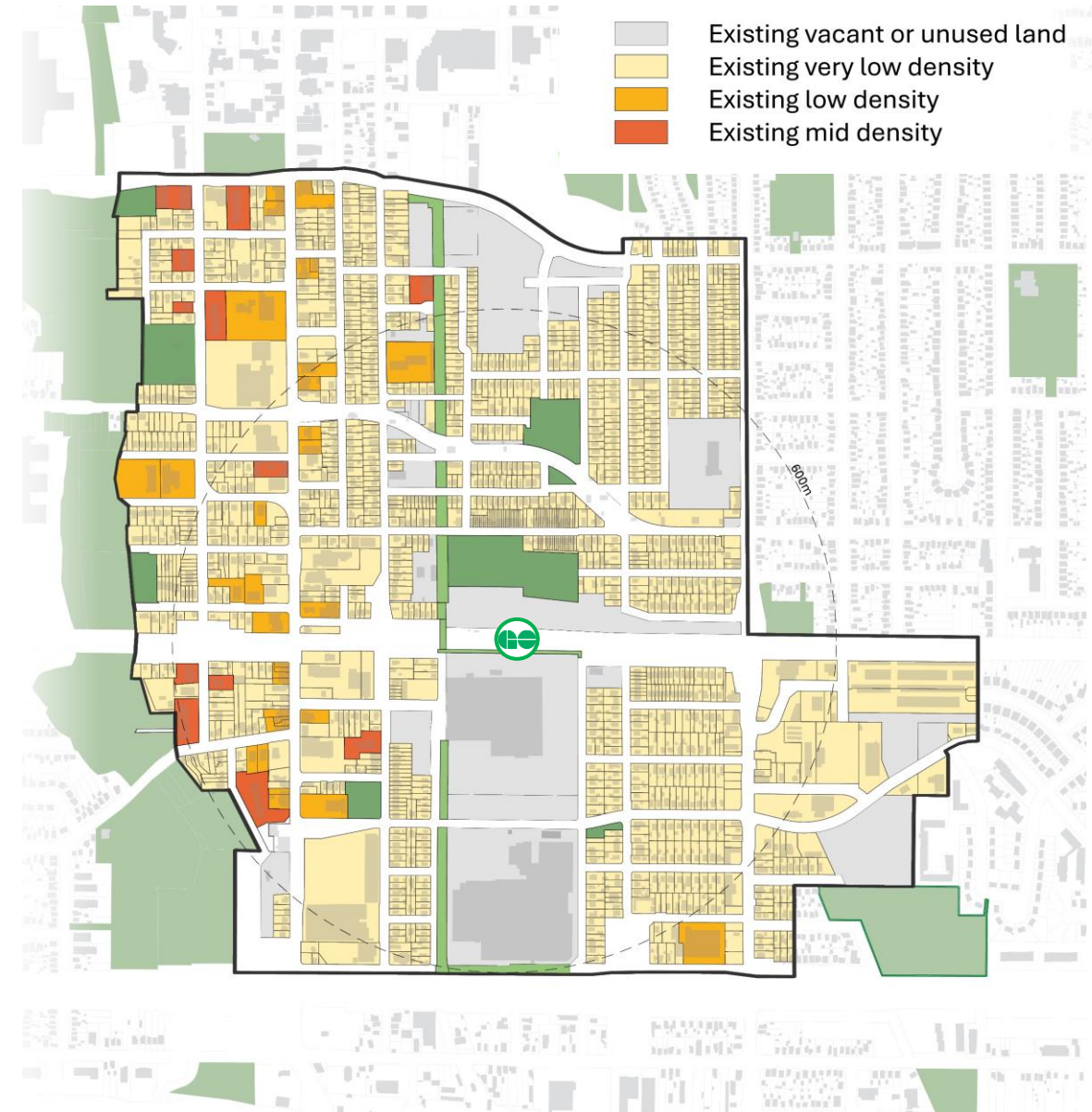
# EXISTING LAND USE CONDITION

  
RESIDENTS  
6,510\*

  
JOBS  
575\*

  
PEOPLE & JOBS  
/ Ha (GROSS)  
42\*

- The current density of the M.T.S.A. is 42 people & jobs per hectare (ppl&j/ha)
- Planning policy for the Central Oshawa M.T.S.A. is set for a minimum density of **150 ppl&j/ha.**



\* Estimates as of 2022

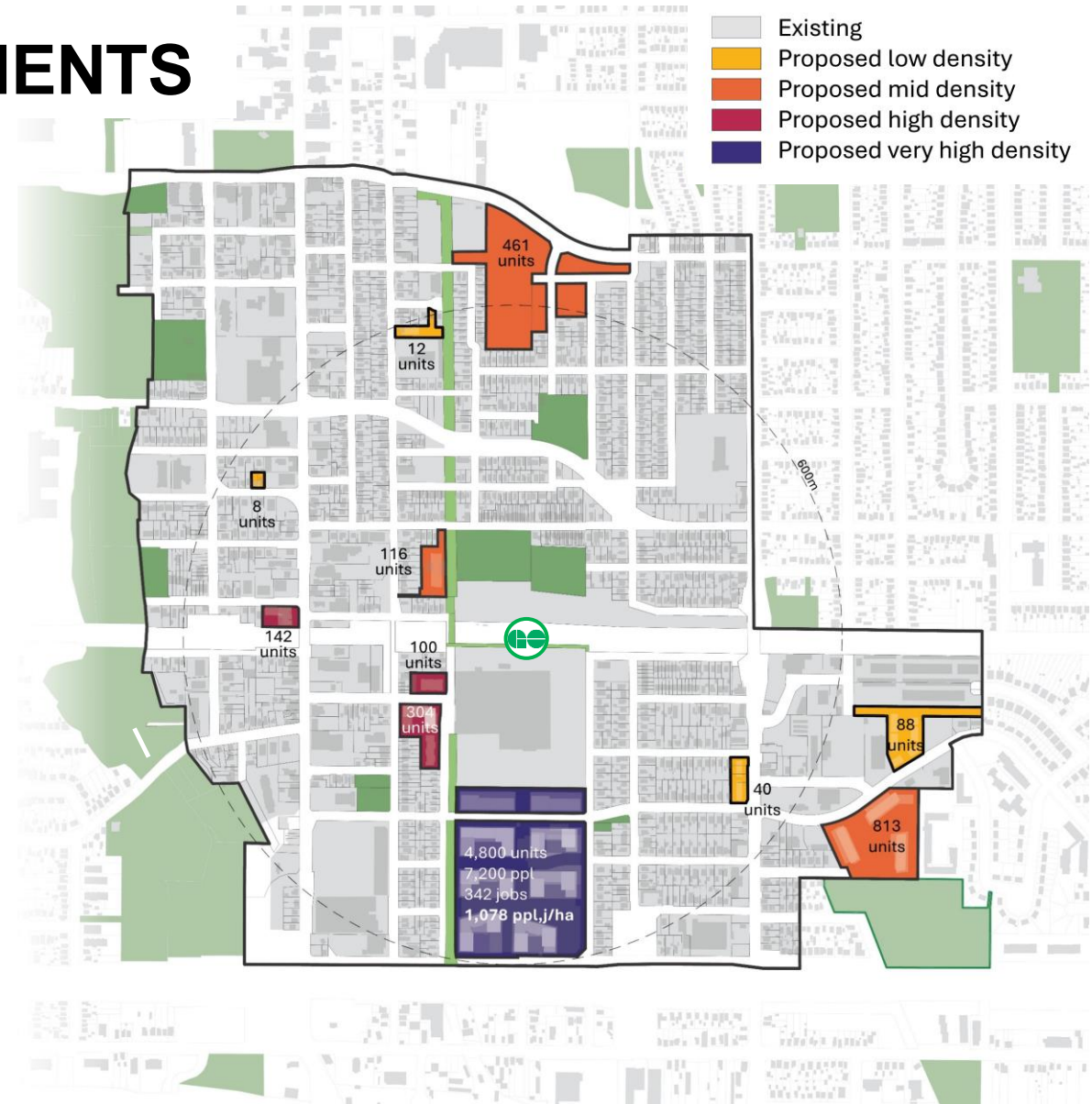
# CURRENT PROPOSED DEVELOPMENTS

  
RESIDENTS  
17,610\*

  
JOBS  
1,000\*

  
PEOPLE & JOBS  
/ Ha (GROSS)  
110\*

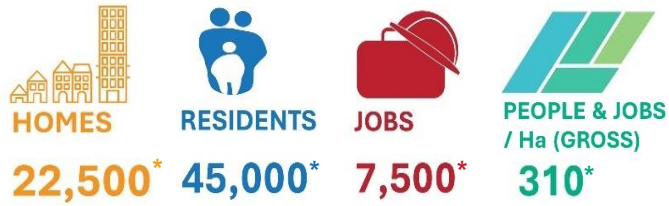
- The density within the existing study area with the current proposed developments is projected to be **110 ppl&j/ha**.
- This includes 6,900 new units on 15.5 ha, 14% of the M.T.S.A's developable area.
- The figure denotes the distribution of development without specific land-use planning for the M.T.S.A.



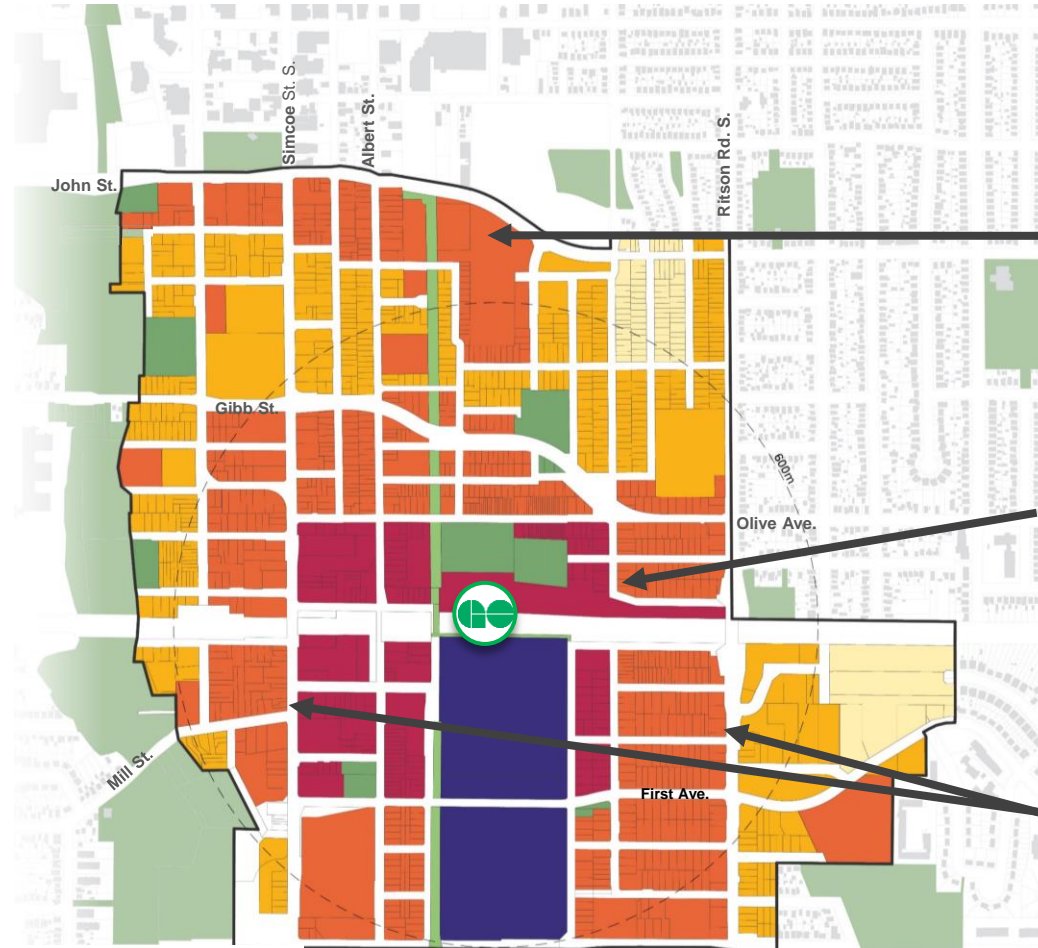
\* Estimates as of 2022



# ALTERNATIVE 1 | GO STATION TRANSIT ORIENTED DEVELOPMENT CENTRE



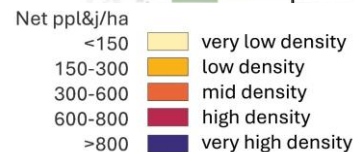
Alternative 1 provides **gradual transition** zones between stable neighbourhoods and the surrounding context.



Additional density in the north of the M.T.S.A. will support intensification of the Downtown and Civic Core.

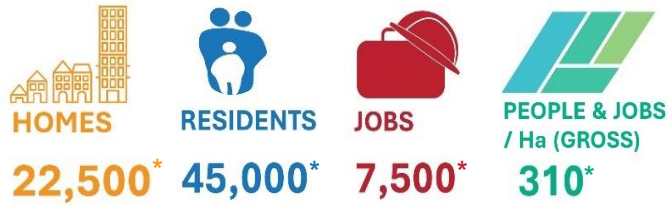
Focuses higher-density redevelopment within 600m of the Central Oshawa GO Station.

Allows for stable-to-moderate growth along the north/south arterial roads Simcoe Street South and Ritson Road South.

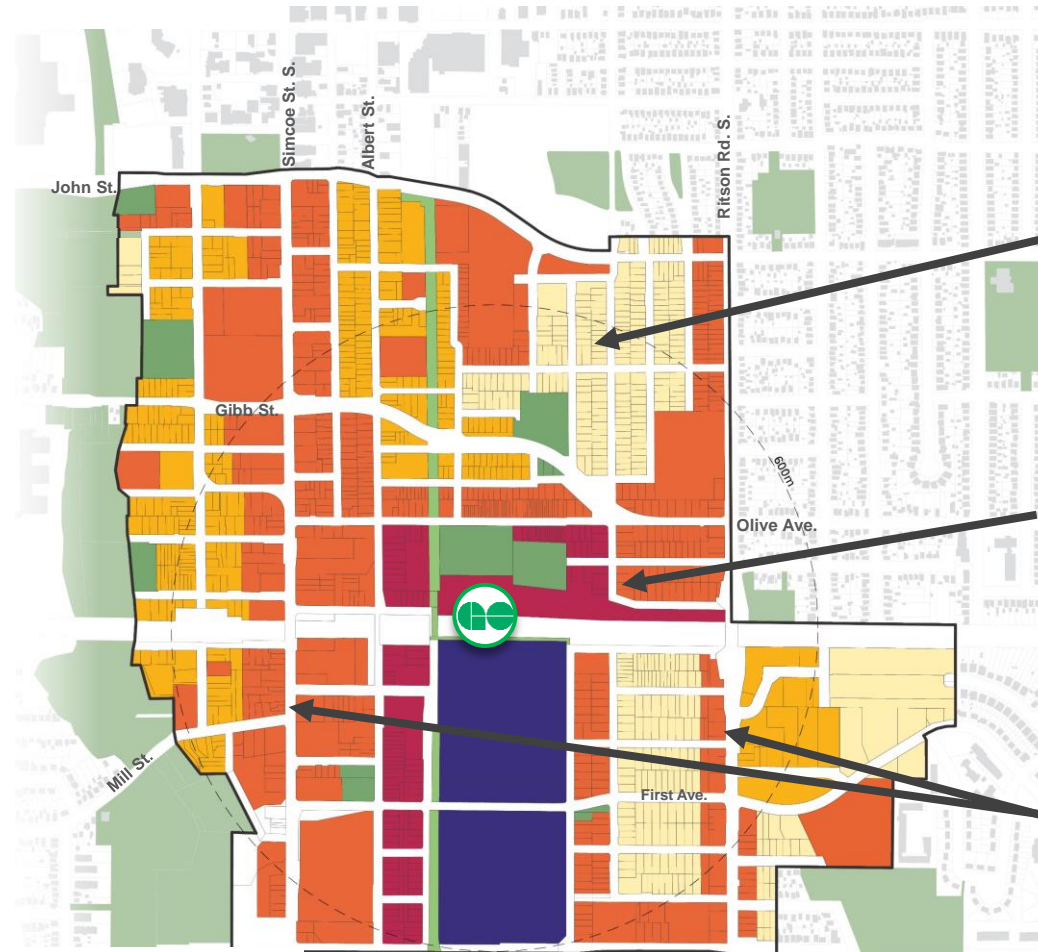


**NOTE:** 25% of development lands anticipated to not fully build-out (10% for public uses, 15% for existing to remain)

# ALTERNATIVE 2 | MID-RISE HIGH STREETS & TRANSIT ORIENTED DEVELOPMENT CENTRE



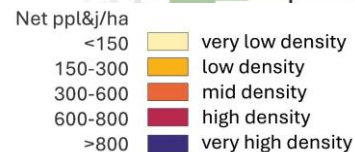
Alternative 2 provides more **distributed density** that supports strategic infrastructure improvements over time.



Permits modest intensification throughout stable neighbourhoods within the M.T.S.A.

Focuses higher-density redevelopment close to the Central Oshawa GO Station.

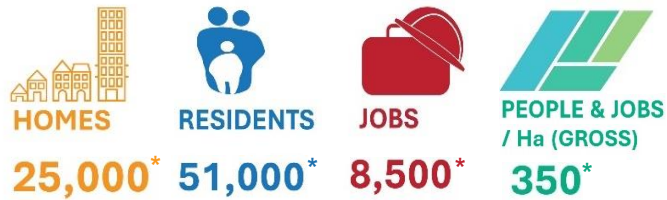
Prioritizes density along the north/south arterial roads Simcoe Street South and Ritson Road South.



**NOTE:** 25% of development lands anticipated to not fully build-out (10% for public uses, 15% for existing to remain)

\* Estimates as of 2022

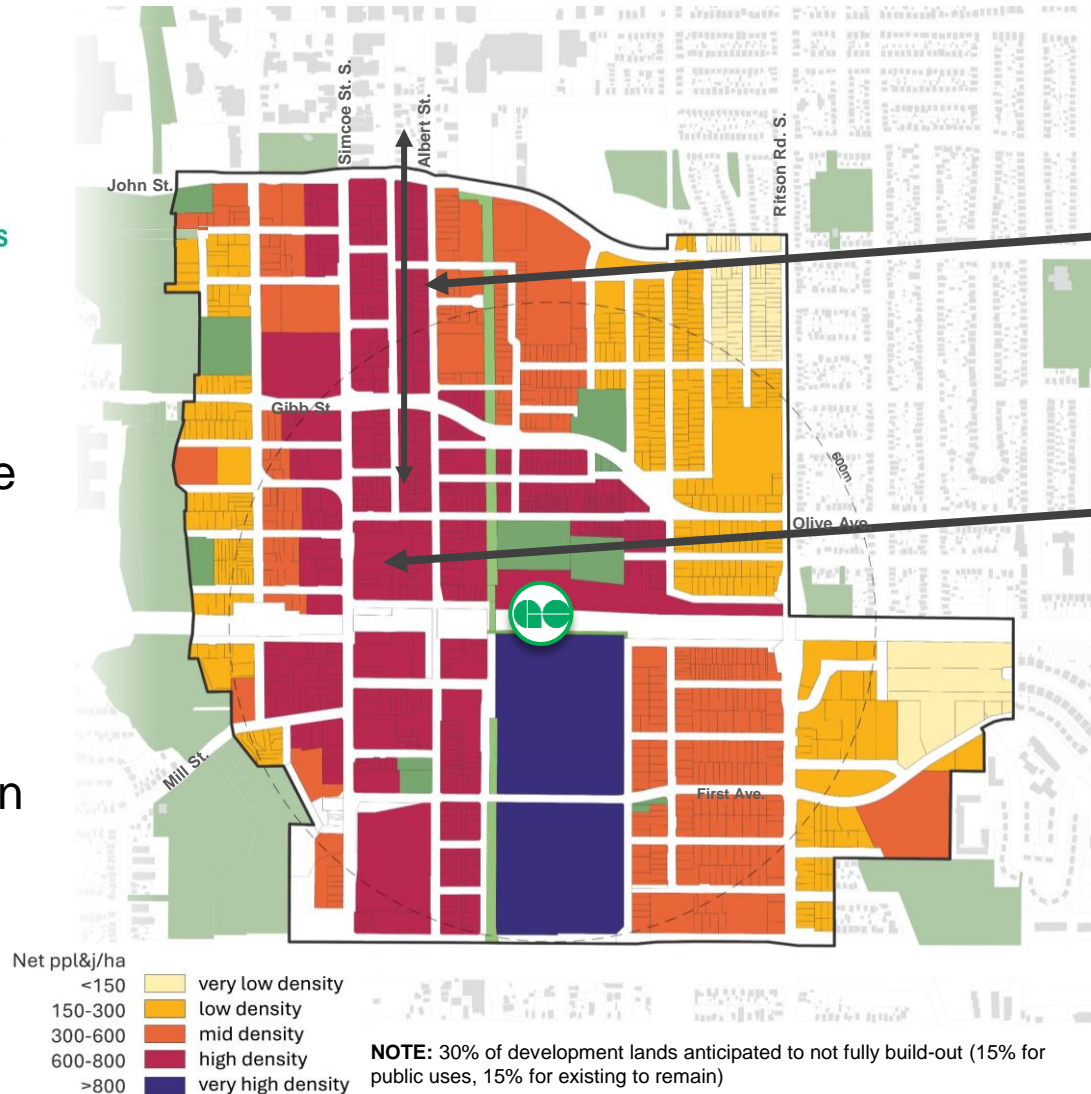
# ALTERNATIVE 3 | BRIDGING TO DOWNTOWN



Alternative 3 will create more **distinct transformation** of the M.T.S.A. lands and surrounding context.

Due to density and built form requirements, it is anticipated that this alternative will result in more lands that will be impacted by redevelopment potentials.

\* Estimates as of 2022






Focuses on creating a seamless redevelopment linkage between the Central Oshawa GO Station and the Downtown.

Through Simcoe Street Rapid Transit investments connecting with the GO Station, redevelopment will aim to maximize high density opportunities against all transit investment.

# **FUTURE TRANSPORTATION ANALYSIS**

# FUTURE TRANSPORTATION ANALYSIS (2033)

- A future (2033) network analysis for each Alternative was conducted and network performance was compared against the 2033 Durham Region Model (below).
- The maps illustrate the volume-to-capacity ratio (V/C), which measures vehicular demand relative to the carrying capacity of the roadway based on known relationships with geometry, traffic control and driver behaviour.

- Key**
-  **Free-flowing** traffic with no delays.
  -  **Stable** traffic flow with some delays.
  -  **Restricted** traffic flow with increased delays.



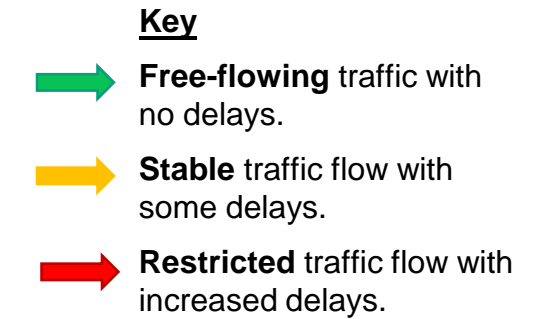
2033 DURHAM REGION MODEL



EXISTING CONDITION + PROPOSED DEVELOPMENTS

# FUTURE TRANSPORTATION ANALYSIS (2033)

- Network performance of each scenario is similar to the Region's model & the Existing Condition + Proposed Development trend.
- The need for capacity improvements on First Avenue, Simcoe Street South and Ritson Road South is consistent across all scenarios



LAND USE ALTERNATIVE 1



LAND USE ALTERNATIVE 2



LAND USE ALTERNATIVE 3

# DRAFT URBAN DESIGN PLAN

# DRAFT URBAN DESIGN PLAN AND IMPLEMENTATION GUIDELINES

The **Urban Design Plan** and **Implementation Guidelines** are currently in development for this Study. The following are draft urban design principles and implementation guidelines for transforming the the Central Oshawa M.T.S.A.

1. Build from existing policy framework and best practices in complete, Transit-Oriented Communities.
2. Through the selection of a Preferred Alternative, the correct density target will be determined that would be appropriate for the Central Oshawa M.T.S.A.
3. Establish the correct mixture of built form typologies to respond to the residential and employment growth forecasts.
4. Ensure that redevelopment creates a complete community, with amenities for a growing population i.e., schools, recreation, emergency services, etc.
5. Protect for parks and open space for the community's growing population, which support the City of Oshawa's parks plan and public spaces.
6. Support overall planning objectives to revitalize the traditional Downtown and Civic Core of the City.
7. Plan for a changing modal split and less dependency upon the automobile. Rapid transit investments and active transportation will play a more important role within the community.
8. Employ sustainable/green redevelopment and infrastructure upgrades, aiming for a carbon neutral community model.



*Building LeBreton Flats, Ottawa Ontario*

This is an **example** of a complete community and active transportation model.



# EVALUATION CRITERIA

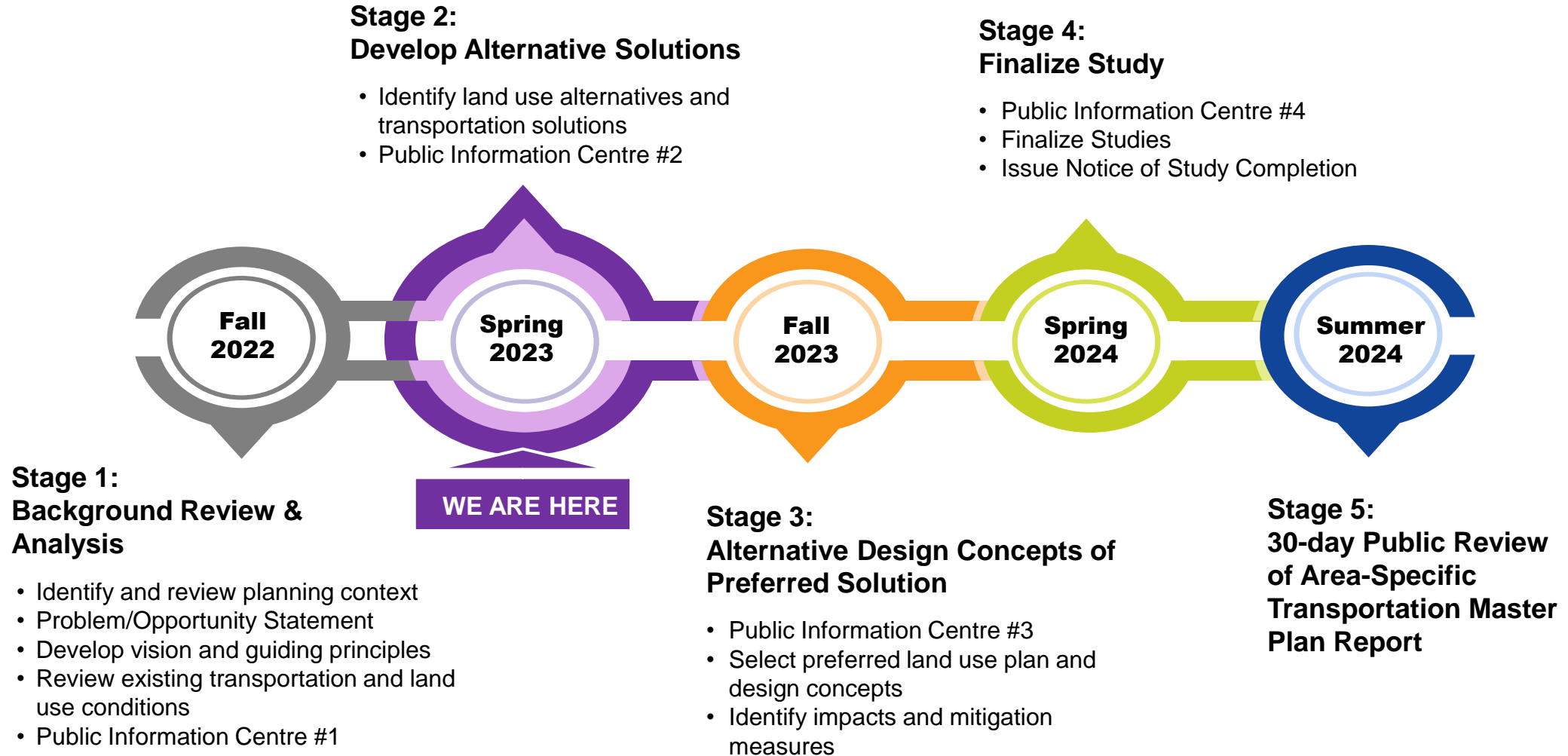
## EVALUATION CRITERIA

The following questions will assist in evaluating the three Land Use Alternative Scenarios. We encourage all participants to review each Alternative and respond to the questions posed, given the M.T.S.A.'s current challenges and the vision of this Study for the M.T.S.A.

1. Which Alternative provides the best conditions for redevelopment to accommodate population growth while creating a complete community that improves the lives of those who live, work, and play in the area?
2. Which Alternative presents the most sensitivity to maintaining existing stable blocks and neighbourhoods within the M.T.S.A. and surrounding context?
3. Which Alternative exhibits the best complement to the Study's established land-use objectives, including strengthening the Downtown, protecting cultural and natural heritage, economic growth, and providing more affordable housing options?
4. Which Alternative best accommodates reduced automobile dependency (reduced trips), and supports more sustainable and multi-modal mobility options (transit and active modes)?
5. Which Alternative would best deliver an overall positive transformation of the Central Oshawa neighbourhood over the next 50 years?

**What additional questions might you consider in evaluating the Three Land Use Alternatives?**

# STUDY TIMELINE



# THANK YOU!

[www.oshawa.ca/MTSAStudy](http://www.oshawa.ca/MTSAStudy)  
[www.connectoshawa.ca/MTSAStudy](http://www.connectoshawa.ca/MTSAStudy)



Connor Leherbauer  
Senior Planner, City of Oshawa  
E-mail: [cleherbauer@oshawa.ca](mailto:cleherbauer@oshawa.ca)  
Phone: 905-436-3311 ext. 2402

Ranjit Gill, P.Eng.  
Manager, Professional Services, City of Oshawa  
E-mail: [rgill@oshawa.ca](mailto:rgill@oshawa.ca)  
Phone: 905-436-3311 ext. 2868



Yannis Stogios, P.Eng.  
Parsons Project Manager  
Email: [yannis.stogios@parsons.com](mailto:yannis.stogios@parsons.com)  
Phone: 437-236-7130

John Grieve, MCIP, RPP  
Parsons Deputy Project Manager  
Email: [john.grieve@parsons.com](mailto:john.grieve@parsons.com)  
Phone: 289-404-5363

# QUESTIONS?