SOCIO-ECONOMIC ENVIRONMENT REPORT

Draft

Integrated Major Transit Station Area Study for Central Oshawa Area Specific Transportation Master Plan: First Avenue and McNaughton Avenue Municipal Class Environmental Assessment

Prepared for: City of Oshawa

March 15, 2024

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Version	Date	Description
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1 Introduction

Parsons has been retained by the City of Oshawa to complete an Area-Specific Transportation Master Plan (T.M.P.). This study is being completed in conjunction with the Master Land Use and Urban Design Plan for the Central Oshawa Major Transit Station Area (M.T.S.A.). Completed as one integrated study, the M.T.S.A. Study intends to streamline the requirements of both the Oshawa Official Plan (2023) and the Municipal Class Environmental Assessment (E.A.) process (Municipal Engineers Association, M.C.E.A., 2000, as amended in 2007, 2011, 2015, 2023, and 2024).

As part of the T.M.P., a Schedule "C" E.A. for First Avenue/McNaughton Avenue between Simcoe Street South and Ritson Road South has been undertaken. This Socio-Economic report serves to support decisions made through the E.A. process by providing a review of the policy context; existing demographics and community characteristics; existing and future land use and built form; and an assessment of the impacts construction will have on the corridor.

1.1 Project Objectives

As a component of the larger Integrated M.T.S.A. Study, the First Avenue/McNaughton Avenue E.A., serves to support the objectives of the M.T.S.A. Study, which can be defined as preparing the Central Oshawa area for the future Central Oshawa GO Station, and the consequential growth and transformation of the area (specifically land use, urban design guidelines and transportation). Specific objectives include advancing development in the study area that:

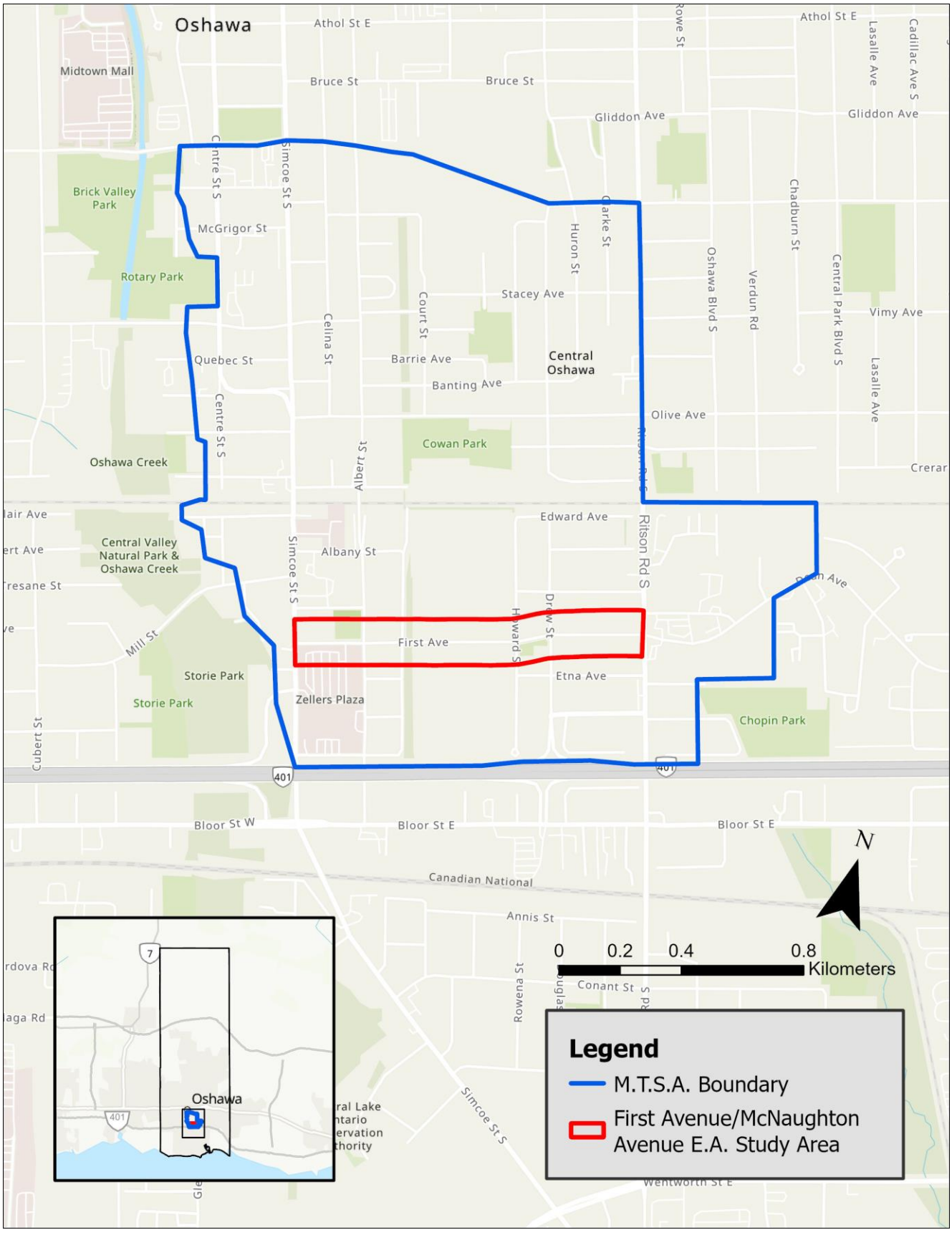
- Meets Provincial population and employment density targets;
- Is sensitive to the existing urban fabric of the study area;
- Promotes active transportation and enhances safety for vulnerable road users;
- Emphasizes sustainability and the protection/enhancement of the existing natural and cultural environments; and
- Integrates well with surrounding neighbourhoods, including Downtown Oshawa.

As a central corridor within the M.T.S.A., the E.A. study area is critical to support these objectives.

1.2 Project Study Area

First Avenue and McNaughton Avenue traverse east-west, and are located within Central Oshawa, situated south of Oshawa's Downtown Core and north of Highway 401. The First Avenue and McNaughton Avenue study area is within the M.T.S.A. of the future GO Transit station located on Howard Street, both of which can be seen in **Figure 1**. The study corridor boundary is from Ritson Road South to Simcoe Street South This report will refer to the First Avenue and McNaughton Avenue study area as the "study area".

FIGURE 1: FIRST AVENUE AND MCNAUGHTON AVENUE E.A. STUDY AREA AND M.T.S.A. BOUNDARY



2 Indigenous History

The City of Oshawa is located on the traditional and treaty territories of the Mississauga and Chippewa Anishinaabeg, covered under the Williams Treaties.[1]

The Mississaugas of Scugog Island First Nation are a branch of the greater Ojibwa Nation, one of the largest native groups in Canada. Traditionally living in single-family dome shaped or conical birch bark wigwams, the Mississauga people lived off the land and secured their needs from the surrounding environment through hunting, fishing, and harvesting plant materials for food and medicines.[2]

The Mississaugas moved into southern Ontario from their former homeland north of Lake Huron, following the dispersal of the Huron-Wendat people. Once a numerous people, the Huron-Wendat and their close relatives, the Petun and Neutrals, were severely impacted by the spread of European diseases and around 1650 were attacked by another Indigenous community from south of Lake Ontario, leading to resettlement.[2]

The Mississaugas arrived in southern Ontario around 1700 and the first people to settle in the basin of Lake Scugog flourished as resources were abundantly available in the untouched forests and wetlands, game and fur animals, waterfowl and fish were plentiful, and wild rice grew in profusion in the shallow waters.[2]

This prosperity was ended with the arrival of the British, as colonial wars and European settlement continuously pushed Indigenous peoples off their lands. This was exacerbated by the American Revolution (1775 to 1783), as approximately 30,000 to 50,000 Loyalists fled the U.S.A.[3]

To gain title to Indigenous land, Britain negotiated a series of treaties, known as the Upper Canada Land Surrenders, with the Mississauga, Chippewa and other First Nations residing near the lower Great Lakes of Lake Ontario, Lake Erie, and Lake Huron.[3] The Mississauga and Ojibwa people neither understood the language of the British nor fully grasped the concept of permanently selling their territory.[2] These land surrenders transferred ownership to the Crown in exchange for one-time payments and in some cases, hunting and fishing rights; millions of acres of valuable Indigenous lands were given up with very little received in return.[2,3]

The Mississaugas of Scugog Island First Nation are signatories to the Williams Treaties. These treaties involved the surrender of the last large portion of the territory in the southern regions of Ontario that had not been given up to government in the earlier Upper Canada Land Surrenders.[1] No negotiations preceded the signing of the Williams Treaties in 1923; predetermined terms were dictated to the First Nations signatories.[3] The outcomes of these treaties were continued injustices against the Indigenous communities including insufficient compensation, inadequate reserve lands, and the inability to freely exercise harvesting rights.[1]

In 2012, a case brought by the Mississaugas of Alderville First Nations, resulted in the Canadian and Ontario governments recognizing the Williams Treaties people's constitutionally protected harvesting rights, meaning Williams Treaties harvesters are able to exercise rights in line with those of other treaty people in most of Ontario.[1]

In June 2018, the Williams Treaties First Nations ratified the Williams Treaties Settlement Agreement with Canada and Ontario aiming to reconcile some of the injustices of the Williams Treaties. The settlement recognized the pre-existing treaty harvesting rights for Indigenous members, compensated the communities who were unfairly compensated in the original treaties, added additional reserve lands, and the governments of Canada and Ontario formally apologized for the harmful impacts of the Williams Treaties.[1]

[1] Source: City of Oshawa. (2022). *Truth and Reconciliation*. https://www.oshawa.ca/en/city-hall/truth-and-reconciliation.aspx#What-is-the-history-of-the-Mississaugas-of-Scugog-Island-First-Nation
[2] Source: Mississaugas of Scugog Island First Nation. *Origins & History*. https://www.scugogfirstnation.com/Public/Origin-and-History
[3] Source: Canadian Encyclopedia. (2020). *Williams Treaties*. https://www.thecanadianencyclopedia.ca/en/article/williams-treaties

3 Planning and Policy Context

3.1 Provincial Policy

3.1.1 PROVINCIAL POLICY STATEMENT (2020)

The Provincial Policy Statement (P.P.S.) is the overarching land use planning policy direction from the Government of Ontario. Section 1.6.8 outlines policies for transportation and infrastructure corridors, including the following:

- Planning authorities shall plan for and protect corridors and rights-of-way for infrastructure, including transportation, transit and electricity generation facilities and transmission systems to meet current and projected needs;
- Major goods movement facilities and corridors shall be protected for the long term;
- Planning authorities shall not permit development in planned corridors that could preclude or negatively affect the use of the corridor for the purpose(s) for which it was identified;
- The co-location of linear infrastructure should be promoted, where appropriate;
- When planning for corridors and rights-of-way for significant transportation, electricity transmission; and infrastructure facilities, consideration will be given to the significant resources in Section 2: Wise Use and Management of Resources of the P.P.S..

3.1.2 A PLACE TO GROW: GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE (2020)

The Growth Plan for the Greater Golden Horseshoe (G.G.H.) outlines the province's planning objectives to accommodate growth and development in the G.G.H., including the City of Oshawa. Part of the Plan's vision for the G.G.H. is that an "integrated transportation network will allow people choices for easy travel both within and between urban centres throughout the Region". General transportation policies under Section 3.2.2 and 3.2.3 of the Growth Plan, applicable to the study, include:

- The transportation system within the G.G.H. will be planned and managed to:
    - Provide connectivity among transportation modes for moving people and goods;
    - Offer a balance of transportation choices that reduces reliance upon the automobile and promotes transit and active transportation;
    - Be sustainable and reduce greenhouse gas (G.H.G.) emissions by encouraging the most financially and environmentally appropriate mode for trip making and supporting the use of zero- and low-emission vehicles;
    - Offer multimodal access to jobs, housing, schools, cultural, and recreational opportunities, and goods and services; and
    - Provide for the safety of system users.
- In the design, refurbishment, or reconstruction of the existing and planned street network, a "complete streets" approach will be adopted that ensures the needs and safety of all road users are considered and appropriately accommodated.
- Municipalities will ensure that active transportation networks are comprehensive and integrated into transportation planning to provide:
    - Safe, comfortable travel for pedestrians, cyclists, and other users of active transportation; and
    - Continuous linkages between strategic growth areas, adjacent neighbourhoods, major trip generators, and transit stations, including dedicated lane space for cyclists on the major street network, or other safe and convenient alternatives.

The Growth Plan outlines the following specific policies for M.T.S.A.s in Section 3.2.3:

- Public transit will be priority for transportation infrastructure planning and major transportation investments;
- All decisions on transit planning and investment will be made according to the following criteria:

- How they align with, and support, the priorities identified in Moving People Schedule 5: Transit of the Plan;
- Prioritizing areas with existing or planned higher residential or employment densities to optimize return on investment and the efficiency and viability of existing and planned transit service levels;
- Increasing the capacity of existing transit systems to support Strategic Growth Areas (S.G.A.);
- Expanding transit service to areas that have achieved, or will be planned to achieve, transit-supportive densities and provide a mix of residential, office, institutional, and commercial development, wherever possible;
- Facilitating improved linkages between and within municipalities from nearby neighbourhoods to urban growth centres, M.T.S.A.s, and other strategic growth areas;
- Increasing the modal share of transit; and
- Contributing towards the provincial greenhouse gas emissions reduction targets.

The Growth Plan indicates that all M.T.S.A.s will be planned and designed to be transit-supportive and to achieve multimodal access to stations and connections to nearby major trip generators by providing, where appropriate, connections to local and Regional transit services to support transit service integration, infrastructure to support active transportation, including sidewalks, bicycle lanes, and secure bicycle parking, and commuter pick-up/drop-off areas.

3.1.3 ACCESSIBILITY FOR ONTARIANS WITH DISABILITIES ACT (2005)

The Accessibility for Ontarians with Disabilities Act (A.O.D.A.) is a series of mandated provincial standards for organizations to remove existing and prevent future barriers for people with disabilities. Within the A.O.D.A., the Design of Public Spaces Standard focuses on the need for newly constructed or redeveloped outdoor spaces to be accessible for those with disabilities. These spaces include outdoor paths for travel for example, sidewalks, ramps, stairs, curb ramps, rest areas and accessible pedestrian signals. Key policies under Part IV.1: Exterior Paths of Travel (particularly Section 80.21 to 80.31) of this Standard which are applicable to this study include, but are not limited to:

- The exterior path and curb ramps must have a minimum width of 1.5m and 1.2m, respectively;
- Where the curb ramp is provided at a pedestrian crossing, it must have tactile walking surface indicators with raised tactile profiles, a high tonal contrast with the adjacent surface, and extends the full width of the curb ramp;
- Accessible pedestrian control signals must:
    - Have a locator tone that is distinct from a walk indicator tone;
    - Be installed within 1.5m of the curb's edge and mounted at a maximum of 1.1m above ground level;
    - Have tactile arrows that align with the direction of crossing;
    - Include both manual and automatic activation features and audible and vibro-tactile walk indicators; and
- Exceptions to the requirements are permitted where it can be demonstrated that the requirements would likely affect the cultural heritage value or interest of a property protected under the Ontario Heritage Act, 1990.

3.1.4 METROLINX REGIONAL TRANSPORTATION PLAN (2018)

In March 2018, the Metrolinx Board of Directors adopted the 2041 Regional Transportation Plan (R.T.P.) for the Greater Toronto and Hamilton Area (G.T.H.A.). The R.T.P. is a strategy centered on creating an integrated, multimodal Regional transportation system that will serve the needs of residents, businesses, and institutions. It sets out a broad vision for where and how the Region will grow, identifies policies on transportation planning in the G.T.H.A., and supports the Growth Plan. The goals of the R.T.P. are to achieve strong connections, complete travel experiences, and sustainable and healthy communities.

The R.T.P. recognizes that M.T.S.A.s can be attractive locations for new employment, public institutions, and Regionally significant services, creating important transit network connections. This provides an opportunity to integrate various modes of transportation, and accommodate an intensive concentration of places to live, work, shop, play and complete daily activities. M.T.S.A.s are particularly significant because of their combination of existing or planned frequent rapid transit service with an elevated development potential.

Metrolinx approved a market driven Transit Oriented Development (T.O.D.) strategy in 2018 to deliver new transit stations across their rail network. This strategy offers air rights above the station and/or expanded permissions allowing the development of higher density mixed-use developments near the station.

3.2 Regional Policy

3.2.1 ENVISION DURHAM (2023)

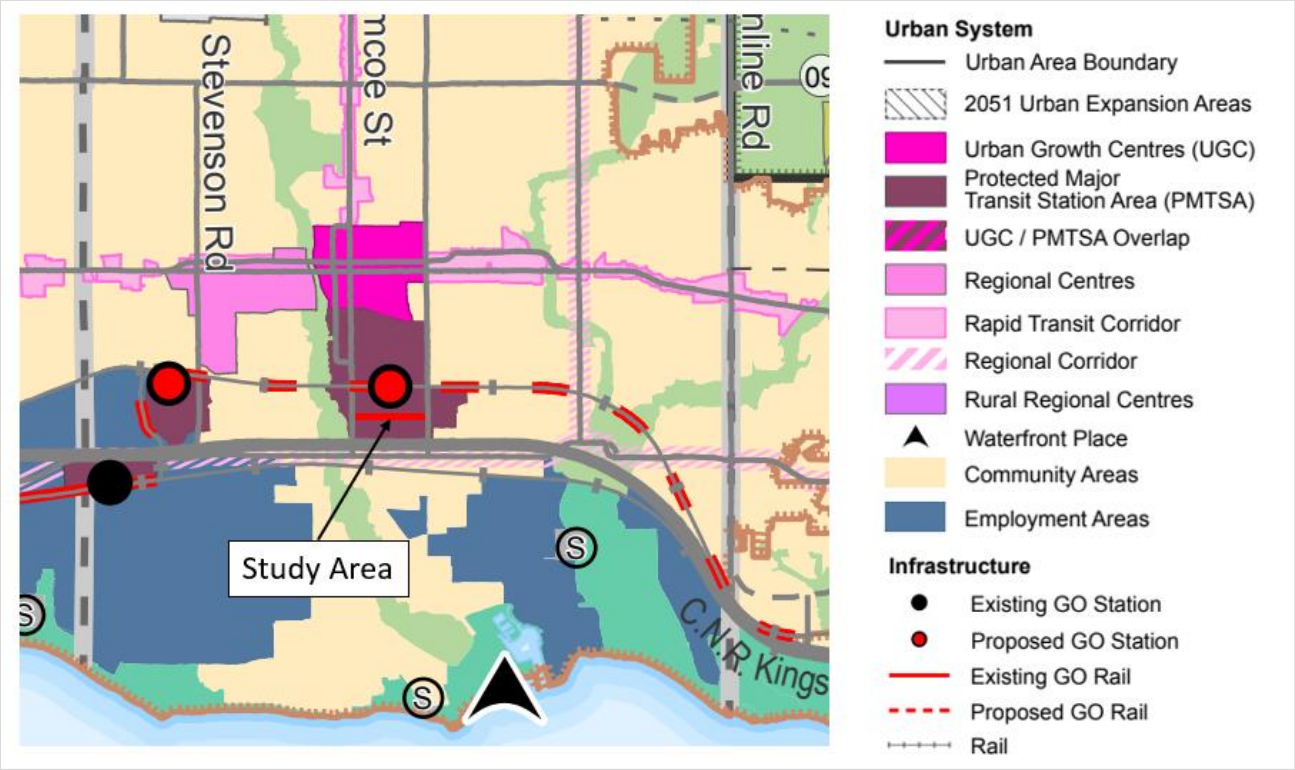
Envision Durham, the Durham Regional Official Plan, guides land use, development, growth, and transportation within the Region. The Plan provides a framework of transportation policies for the road network and improvements, transportation demand management, transit, regional cycling, goods movement, and strategies for mitigating community and environmental impacts.

The Plan's Regional Structure includes the planned GO Rail Lakeshore East line extension, Central Oshawa GO Station and the Central Oshawa Protected Major Transit Station Area (P.M.T.S.A.) for which the Study Area is located. P.M.T.S.A.s are designated as Strategic Growth Areas, which are subject to specific development policies and strategies, including the following:

- Direct higher density and mixed-use intensification to these areas;
- Protect these areas from uses that can be accommodated elsewhere such as low-density residential, low-density employment, and automobile-oriented uses;
- Promote placemaking, active transportation and pedestrian oriented land uses;
- Incorporate transit-oriented development design principles.

Furthermore, the plan prescribes transit supportive density targets for Strategic Growth Areas; P.M.T.S.A.s have a minimum target of 150 people and jobs per gross hectare. **Figure 2** displays the Region's Official Plan Regional Structure with the study area highlighted.

FIGURE 2: ENVISION DURHAM – MAP 1 REGIONAL STRUCTURE

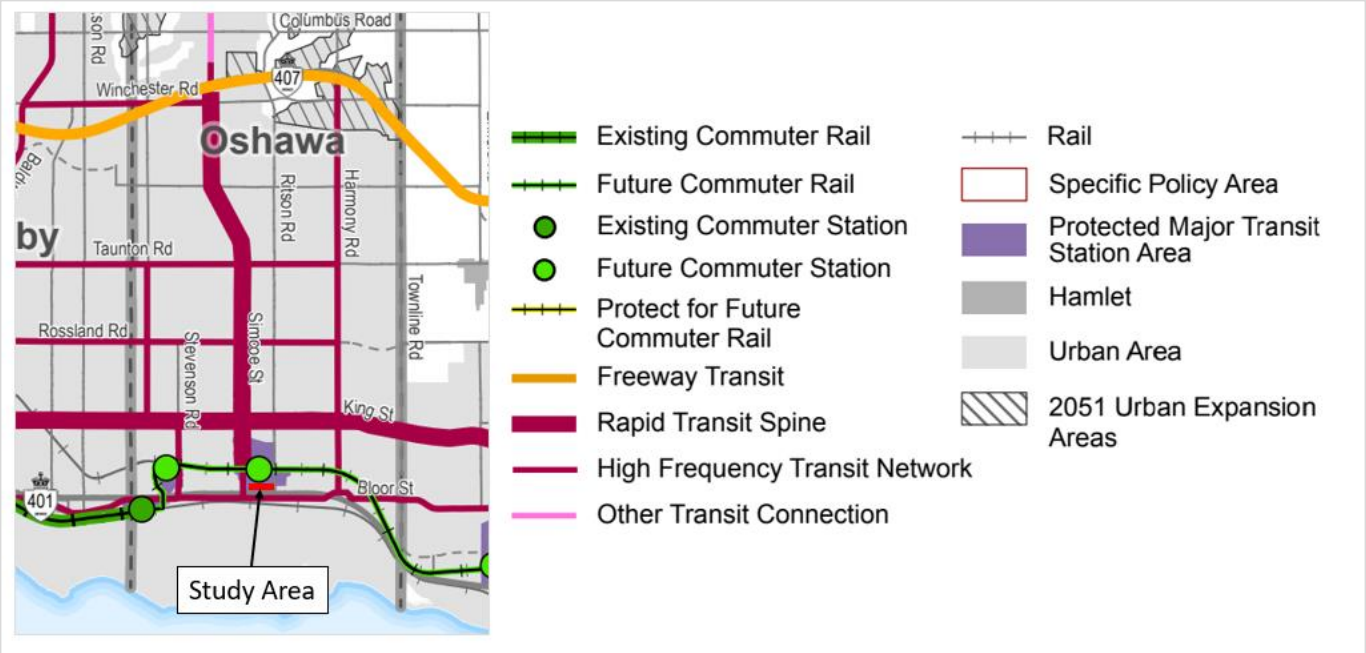


The study area is situated adjacent to Simcoe Street, which is designated a Rapid Transit Spine. These corridors are planned to provide dedicated transit lanes, high frequency service, and intersect with local transit services. The Plan outlines several policies and strategies aimed at achieving T.O.D. within Strategic Growth Areas and Rapid Transit Corridor, including:

- Providing facilities for non-auto modes such as drop off facilities and bus loops, bus bays, bus shelters, bike racks, walkways, trails, and other pedestrian and cycling facilities;
- Limiting parking requirements and surface parking;
- Creating an urban grid pattern of street and walkways to support active transportation connections to transit stops; and
- Supporting active streetscapes through a wide range and mix of medium and high-density uses, and orienting buildings towards the street to reduce walking distances to transit facilities.

Figure 3 displays Envision Durham's Transit Priority Network with the Study Area highlighted.

FIGURE 3: ENVISION DURHAM – MAP 3A. TRANSIT PRIORITY NETWORK



The Plan also maintains the proposed future connection of Gibb Street and Olive Street, and associated cycling facility, which will be discussed in the following **Sections 3.2.2** and **3.2.3**.

3.2.2 DURHAM TRANSPORTATION MASTER PLAN (2017)

The Durham Transportation Master Plan (Durham T.M.P.) is a strategic multimodal plan that establishes the policies and programs needed to manage the anticipated transportation demands of the future. Strategic areas of focus include public transit, walking, cycling, autos, and goods movement. Key directions and actions for the development and implementation of M.T.S.A. policies from the Durham T.M.P. include:

- Strengthening the connections between transportation and land uses, through transit-supportive development and creating travel demand management supportive development strategies;
- Promoting and enhancing the role of integrated public transit, including rapid transit;
- Making walking and cycling more practical and attractive and supporting them through the development review process and the implementation of design and policy documents;
- Promoting sustainable travel choices; and
- Investing strategically in the transportation system.

The Plan recommends the construction of a new connection between Gibb Street and Olive Avenue directly north of the study area. Furthermore, the Durham T.M.P. designates Simcoe Street as a Rapid Transit Spine and recommends improvements to convert it to a higher-order transit corridor.

3.2.3 DURHAM REGIONAL CYCLING PLAN (2021)

The Durham Regional Cycling Plan identifies ways to better connect the Region's existing trails and cycling routes with routes in local municipalities, building from the Region's 2012 Cycling Plan. The Plan develops new policies and programs to support the implementation of the Region's cycling network, with the main objective to create safe and connected cycling infrastructure throughout the Region.

The Plan proposes an in-boulevard multi use pathway on Gibb Street and the new connection to Olive Avenue, and a buffered cycle lane on Gibb Street as part of the Region's primary cycling network.

3.3 City of Oshawa Policy

3.3.1 OSHAWA OFFICIAL PLAN (2023)

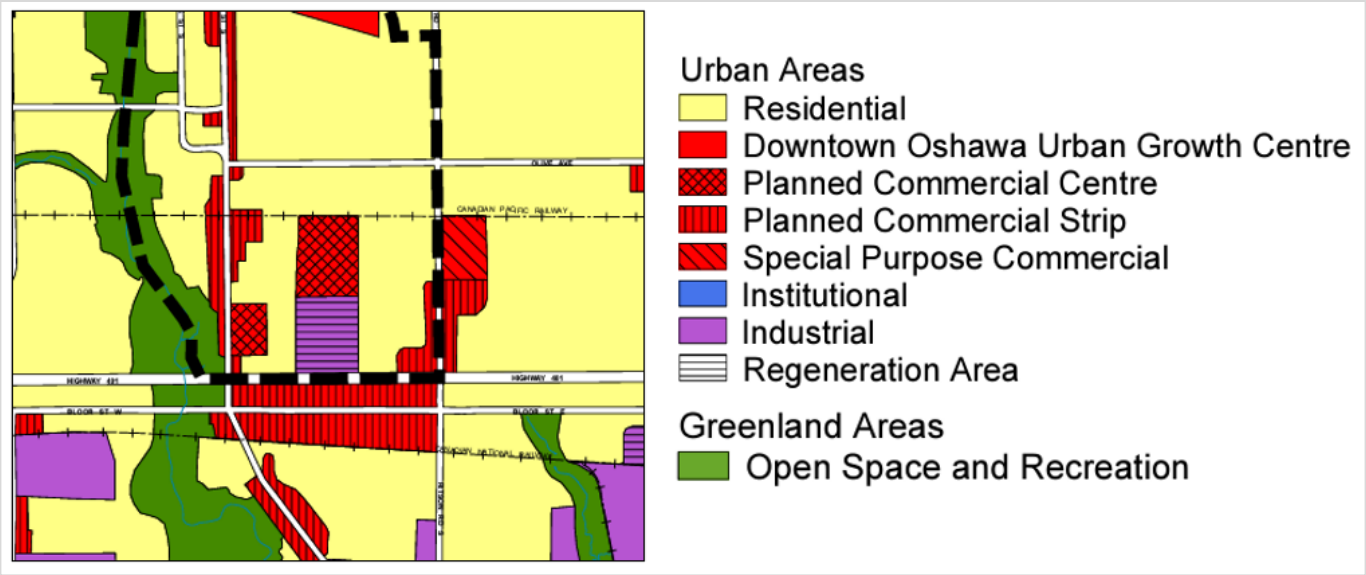
The Oshawa Official Plan establishes a set of policies and land use designations to guide development in the City, with providing an integrated and balanced transportation system as a core component. The Plan works towards optimizing the existing infrastructure and providing multiple travel mode choices throughout the City while minimizing adverse economic and environmental impacts and promoting financial and environmental sustainability.

First Avenue and McNaughton Ave are designated as Collector Roads in the Plan (**Figure 4**). Collector roads function to accommodate moderate volumes of short distance traffic, provide adjacent property access where permitted, are to have appropriate convenient and safe pedestrian facilities on both sides, and shall have cycling facilities in accordance with Regional and City Active Transportation Plans. The typical right-of-way for urban collectors is 20m to 26m.

FIGURE 4: CITY OF OSHAWA OFFICIAL PLAN - SCHEDULE 'B' ROAD NETWORK

The designated land uses around the study area are a mix of residential, commercial, and industrial as can be seen in **Figure 5**. The commercial uses are designated as 'planned' and in two different forms; commercial centre and commercial strip. Industrial use is designated as a regeneration area.

FIGURE 5: CITY OF OSAHWA OFFICIAL PLAN - SCHEDULE 'A' LAND USE

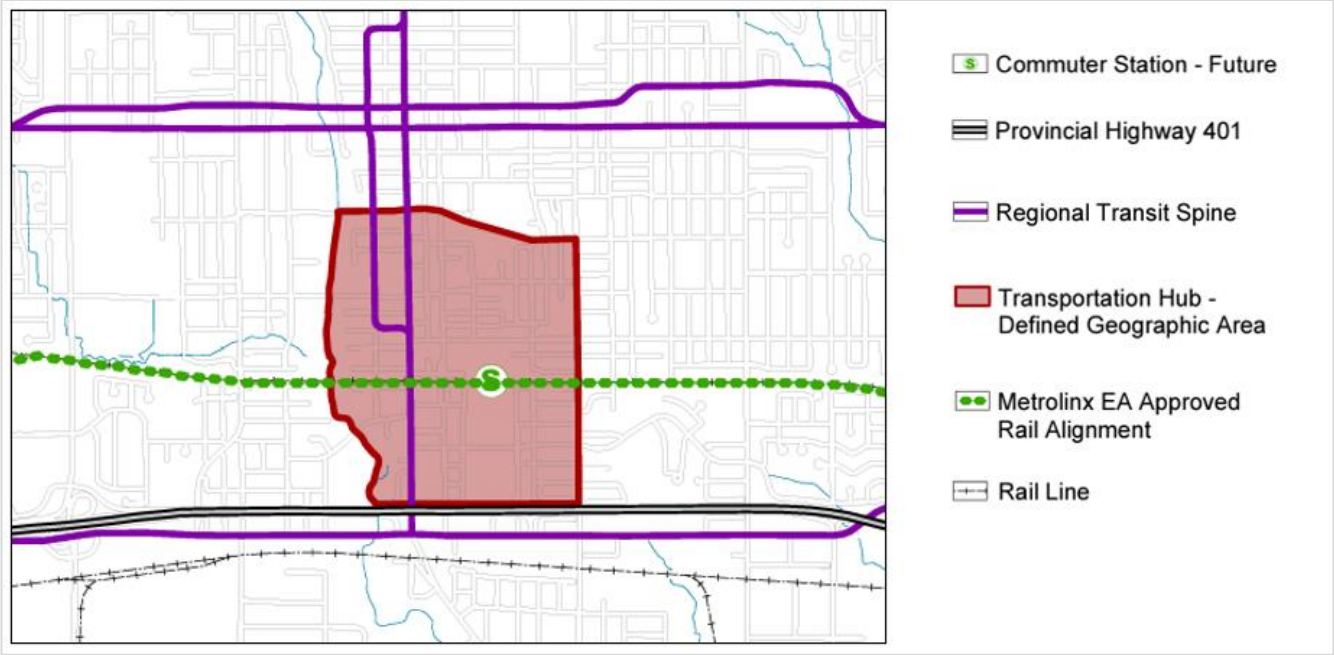


The Plan designates the M.T.S.A. as the Central Oshawa Transportation Hub (**Figure 6**). In this designated area, the Plan envisions high connectivity and multiple modes of transportation integrated, emphasizing that the area will be accessible by foot and bicycle in a "convenient, safe, accessible, and comfortable manner". Key themes include:

- Achieving a multi-modal transportation environment through a balanced approach to Level of Service (L.O.S.) measures (Section 3.2.19);
- Increasing public transit use and encouraging transit-supportive design of developments (Section 3.3.1);
- Supporting walking and cycling through infrastructure that is safe, accessible, connected, direct, comfortable, and attractive (Section 3.4.1); and
- Developing and implementing urban design that supports the implementation and operation of an integrated network of transit services and active transportation facilities for pedestrians and cyclists (Section 3.6.2).

The Plan also specifies that significant developments may require corridor plans that provide the design's vision to address the existing and planned vehicular and active transportation function of the corridors. Specifically, it states that Master Land Use and Urban Design Plans and implementing urban design guidelines must be undertaken for Transportation Hubs and areas adjacent to future commuter stations. This would guide development and ensure a high quality, coordinated urban environment where buildings, spaces and connections are designed with pedestrian priority.

FIGURE 6: CITY OF OSHAWA OFFICIAL PLAN - SCHEDULE 'B-1' TRANSIT PRIORITY NETWORK



3.3.2 CITY OF OSHAWA INTEGRATED TRANSPORTATION MASTER PLAN (2015)

The City's Integrated Transportation Master Plan (I.T.M.P.) provides guidance for transportation-related decisions as Oshawa develops to "more effectively anticipate future challenges and opportunities" in transportation. The I.T.M.P. envisions a balanced, sustainable, multi-modal, and integrated transportation system, with integration being the key theme, and intends to support multiple modes working together seamlessly.

In response to Metrolinx's Mobility Hub Guidelines, the I.T.M.P. outlines several recommendations for mobility hubs and the designation of two mobility hubs at the existing Durham College Oshawa GO Station and Downtown Oshawa. These recommendations include the review and update of land use planning and zoning to maximize intensification within mobility hubs, construct active transportation facilities as identified in Oshawa's Active Transportation Master Plan, and review the system of one-way streets in Downtown Oshawa. Although the I.T.M.P. predates the M.T.S.A.'s designation as a Transportation Hub in the Oshawa Official Plan and its pending designation as a Protected Major Transit Station Area (P.M.T.S.A.) by Durham Region through Regional Official Plan Amendment (R.O.P.A.) #186, the I.T.M.P. provided the foundation for transit-oriented policies within Oshawa's land use planning.

First Avenue and McNaughton Avenue are not identified as needing improvements in the I.T.M.P., however the plan proposes construction of a new road connecting John Street to Eulalie Avenue, north of the study area.

3.3.3 CITY OF OSHAWA ACTIVE TRANSPORTATION MASTER PLAN (2015)

The City's Active Transportation Master Plan (A.T.M.P.) is a long-term strategy to promote "active lifestyle opportunities and choices for residents, visitors, and employees" to encourage and support "a high quality of life for all residents in the long term". It builds upon existing City policies to reflect best practices in cycling pedestrian, trail planning and design, and includes a framework for project prioritization as well as a phased implementation strategy to 2031.

A key component of the A.T.M.P. is the implementation of a multimodal transportation system that meets the needs of all Oshawa residents, no matter their age or abilities. It recognizes that creating the physical infrastructure alone will not lead to a successful active transportation network, therefore it recommends a strategic framework that supports and manages an effective active transportation network encouraging promotional and educational programs and maintenance activities.

The City's proposed Active Transportation Network was selected based on several criteria and features up to 200 kilometres of new active transportation facilities. Priority is given to gaps in the sidewalk network along roads and segments near commercial centres, major institutions, transit hubs or retirement/long-term care residences.

The Plan includes the proposed regional cycling facilities on Gibb Street/Olive Avenue and proposes a bicycle lane on First Avenue and McNaughton Avenue as illustrated in **Figure 7**.

FIGURE 7: CITY OF OSHAWA A.T.M.P. - EXHIBIT E2 PROPOSED CYCLING AND TRAIL NETWORK BY FACILITY TYPE

3.4 Other Related Plans and Studies

3.4.1 CITY OF OSHAWA CITYWIDE PARKING STUDY (2021)

The City of Oshawa completed a Parking Study to analyze existing parking operations and future needs within the Urban Growth Centre (U.G.C.), situated just north of the M.T.S.A. and two Transportation Hubs (including the M.T.S.A.). This Study examined existing parking supply and demand in Oshawa's U.G.C. and two Transportation Hubs, projected future parking needs, and recommended parking management strategies. The Study emphasizes the importance of sustainable parking policies, such as minimizing surface parking, promoting mixed land uses, and integrating structured parking.

The Study determined that the anticipated parking demand in the two Transportation Hubs is expected to be fulfilled by incorporating private parking facilities. The municipal parking system is not intended to serve the needs of the Transportation Hubs. The Study recommends adopting a flexible parking policy for different areas and reducing parking requirements in high-density zones. Parking demand is to be managed through T.O.D., complemented by parking regulations customized to the specific local context. Developers will also be encouraged to adopt Transportation Demand Management strategies like provision of bike parking, car sharing, and shared parking.

3.4.2 CENTRAL OSHAWA GO STATION – TRANSPORTATION REVIEW (2020)

The purpose of the transportation review was to assess the adequacy of the road, transit, and active transportation networks in the vicinity of the proposed Central Oshawa GO Station. The strategic and operational assessment highlighted the importance of the Albert Street bridge crossing over the C.P. Rail corridor for network capacity and redundancy in case of road closures. It is also an important access to the future Central Oshawa GO Station and relieves traffic along Simcoe Street South and Ritson Road South.

The assessment also determined that First Avenue is a vital roadway, serving as the main connection between Highway 401 and Ritson Road, following the removal of the Drew Street Highway 401 off-ramp by the 2031 horizon.

Recommended improvements along First Avenue include signal enhancements, left turn lanes, and appropriate safety measures for pedestrians, cyclists, and transit riders.

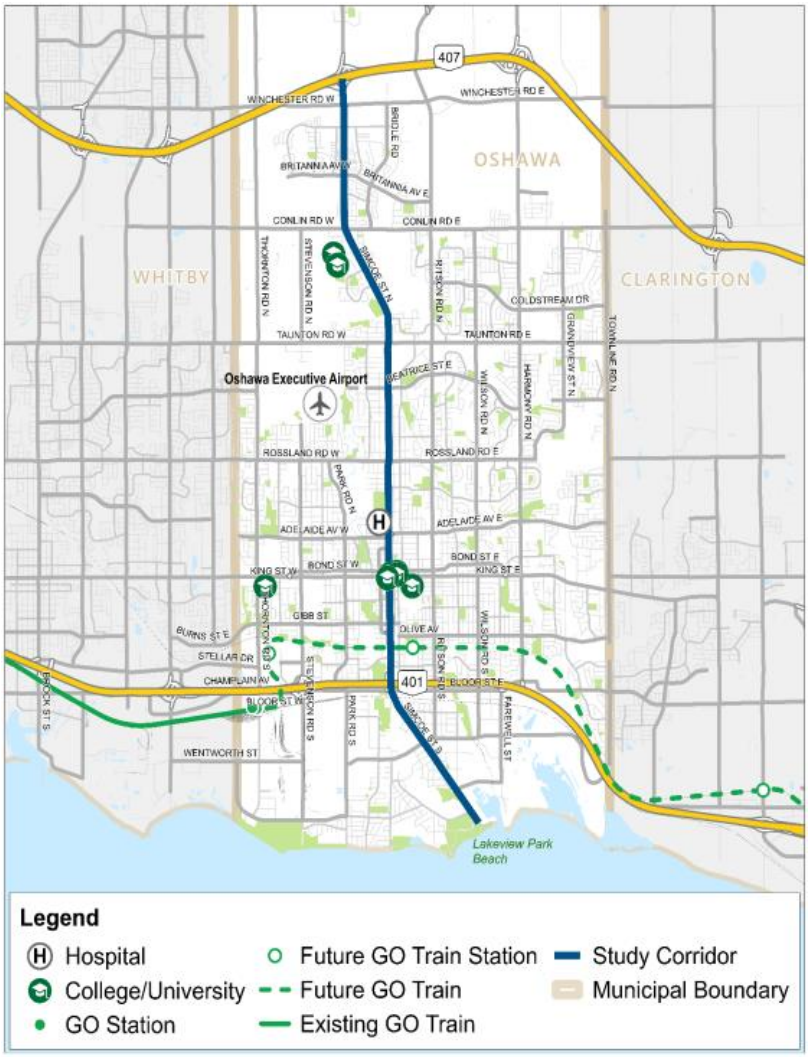
A review of the future GO Station concept indicates sufficient pick-up/drop-off areas and parking, however, active transportation links to the broader network need improvement. The sensitivity analyses revealed traffic volume increases by 2% to 4% if mode share targets aren't met, most significantly near the future GO Station, highlighting the importance of Albert Street in these mitigating impacts.

3.4.3 SIMCOE STREET RAPID TRANSIT VISIONING STUDY AND INITIAL BUSINESS CASE (IN PROGRESS)

D.R.T. has initiated the Simcoe Street Rapid Transit Visioning Study and Initial Business Case (I.B.C.) to identify the most suitable form of higher order transit to operate in a dedicated right-of-way for the Simcoe Street corridor. The proposed rapid transit corridor will run from Highway 407 in the north to Lakeview Park Beach in the south of the City of Oshawa, as illustrated in **Figure 8**. This study will explore opportunities to assess rapid transit investments and guide how Simcoe Street will evolve and grow.

This study is still in early stages and construction is expected to commence no earlier than 2029.

FIGURE 8: SIMCOE STREET RAPID TRANSIT CONCEPT



3.4.4 CENTRAL LAKE ONTARIO CONSERVATION AUTHORITY - OSHAWA CREEK WATERSHED PLAN UPDATE (2020)

The 2020 update of the Central Lake Ontario Conservation (C.L.O.C.A.) Oshawa Creek Watershed Plan builds upon the 2013 Watershed Plan by incorporating changes in provincial planning legislation and land use that affect how watershed resources are managed. This includes the introduction of the Water Resource System, the revised future land use scenario maps, natural heritage, hazard, and policy area maps, maps that identify Key Hydrologic Areas and Key Hydrologic Features. The vision, goals, indicators for measuring, actions for maintaining and improving watershed health were re-evaluated, resulting in 26 goals and 15 objectives (new and existing). This update adopts the C.L.O.C.A. framework for planning and management, providing a new basis for monitoring watershed health.

The updated plan establishes clear goals and objectives for a resilient watershed and identifies measurable targets and indicators for monitoring watershed health. It incorporates Provincial planning language to aid municipal partners in aligning with policy requirements and provide up-to-date resource mapping. The update encompasses completed Action Plans from the 2013 version and introduces new ones to address knowledge gaps and enhance achievement of goals. It emphasizes collaboration and coordination among C.L.O.C.A., Municipal partners, and the broader community.

The study area falls within lands that are part of the Oshawa Creek Watershed. Therefore, the planning and development of the M.T.S.A. must account for the environmental considerations, constraints, and strategies for mitigating adverse environmental impacts outlined in this document. Key considerations for the mitigation of adverse impacts and the restoration of the creek will be considered for the final design, recommended policies, and development process.

3.4.5 CENTRAL LAKE ONTARIO CONSERVATION AUTHORITY - MONTGOMERY CREEK RESTORATION PLAN (2015)

The Montgomery Creek Restoration Plan assesses the existing condition of the sub watershed, identifies sources that may have negative impacts (past and present), and pinpoints chances for rehabilitation and restoration to enhance the situation. The primary goal of this plan is to focus on improving water quality which involves closing knowledge gaps through academic partnerships, identifying contamination sources, and implementing best management practices.

The sub watershed has experienced extensive urbanization and is considered environmentally degraded, contributing to the contamination of Oshawa Harbour. Despite the presence of adequate riparian vegetation and canopy coverage, increased runoff is causing significant bank erosion. Impervious surfaces extensively cover the sub watershed, resulting in significant stormwater runoff directly entering the creek and contributing to adverse impacts (e.g., poor water quality), increased contamination, higher stream temperatures, erosion, sedimentation, eutrophication, and habitat degradation.

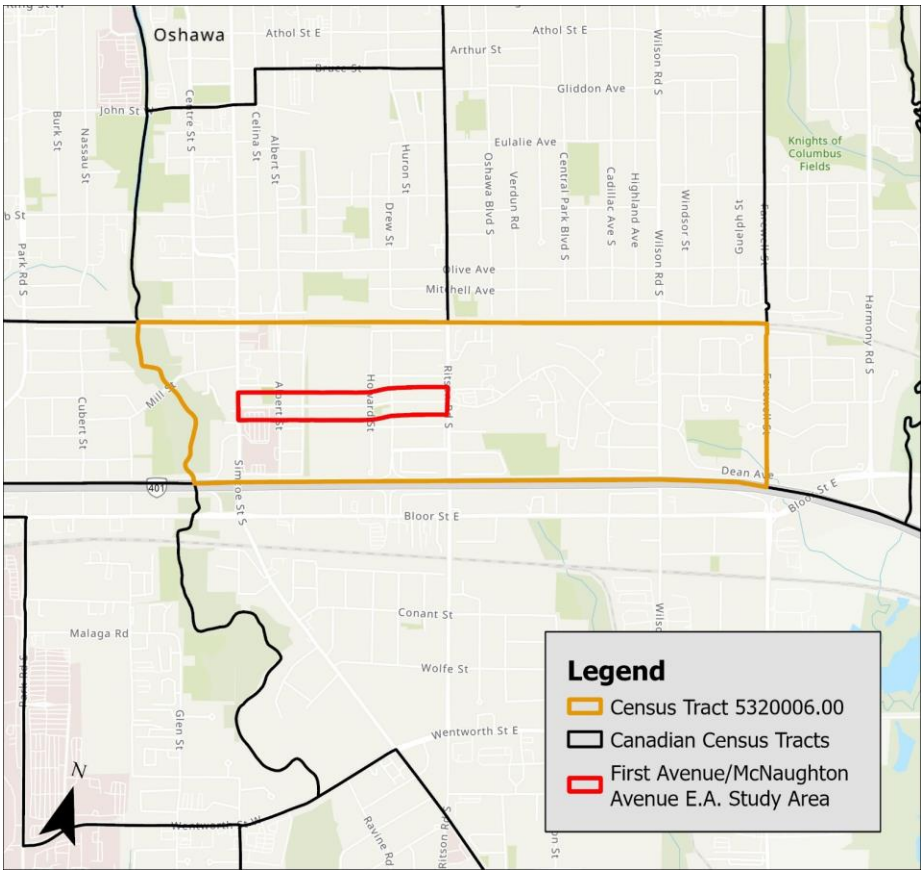
The study area is within the Montgomery Creek watershed, and C.L.O.C.A. collaborates with the City for the restoration of Montgomery Creek and mitigation efforts. Any development and traffic within and surrounding the M.T.S.A. will have a direct impact on the creek, particularly with surface run-off and pollution. Key considerations for reducing negative impacts on the creek will be considered in the final design and policies, and development procedure.

4 Existing Neighbourhood Composition

4.1 Demographics

Demographic data has been obtained from the 2021 Canadian Census. The study area is located within Census Tract 5320006.00 of the Canadian Census as illustrated in **Figure 9**.

FIGURE 9: STUDY AREA CANADIAN CENSUS TRACT



Several key characteristics and a comparison to the City-wide data from the 2021 Census is summarized below in **Table 1.**

TABLE 1: STUDY AREA CENSUS TRACT AND CITY OF OSHAWA DEMOGRAPHIC SUMMARY

Demographic	Census Tract 5320006.00	City of Oshawa	% Difference
Population (total persons)	3,641	175,383	N/A
Private Dwellings (total dwellings)	1,650	69,324	N/A
Population Density (per Square Kilometre)	2,514.50	1,203.60	109%
Average Age (Years)	39.4	40.3	-2%

Average Household Size (total persons)	2.3	2.6	-12%
Median Total Household Income (CAN)	$61,600	$86,000	-28%
House Ownership (% of ownership)	43%	64%	-33%
Visible Minority (% of total population)	21%	29%	-27%

The data reveals that the general area surrounding the study area has similar age, household size, and number of visible minorities as compared to the rest of Oshawa but has a lower median household income and home ownership rate.

4.2 Land Use and Built Form

4.2.1 LAND USE

The land uses along the study corridor are primarily residential and industrial, the latter of which consists of two sizable and vacant industrial blocks located on either side of First Avenue. The residential uses consist of low-density single detached housing. In between Simcoe Street South and Albert Street, there is a large vacant commercial plaza south of First Avenue, while a senior residence facility and a small park, Elena Park, are north of First Avenue. In between Howard Street and Drew Street there is a small parkette, Howard Park, south of First Avenue. To the west, several commercial uses are located along Simcoe Street South and an open space corridor runs north-south along the Oshawa Creek valley, stretching across the City to Lake Ontario. East of the study area are a mix of land uses, including commercial (mainly concentrated on Ritson Road South), industrial, and low- to medium-density housing.

There are several community and institutional uses within the surrounding neighbourhood. Open green space is provided by Cowan Park, Sunnyside Park, and Mitchell Park north of the study area, and Chopin Park southeast of the study area. The neighbourhood has several churches, the most notable being the St. James Presbyterian Church, St. George Ukrainian Catholic Church, Corner Christian Church, and the Marantha Evangelical Christian Church, all of which are within close proximity to the study area. There are several schools outside of the study area within the surrounding neighbourhoods.

4.2.2 BUILT FORM

The surrounding area street network generally follows a modified grid pattern consisting of low-density housing, the notable exception being industrial and commercial properties. There are several key physical barriers which effectively cut off the areas from the surrounding urban fabric, creating a distinct neighbourhood: the C.P. Rail corridor to the north, Highway 401 to the south, and Oshawa Creek Valley to the west.

Although a mixed-use area, buildings are primarily single use and one to two storeys in height. Many properties are in disrepair or vacant.

4.3 Streetscape

The Streetscape follows a similar typology throughout its length, with slight variation mainly in vegetation, land use and property access. The corridor maintains a two-lane cross-section with sidewalks on either side separated from the road by a median throughout the whole corridor length. From Simcoe Street South to Front Street, and Howard Street to Ritson Road South, there are grass sidewalk medians and substantial mature trees located on both the medians and private property. In between Front Street and Howard Street, (the location of the vacant industrial properties), there are concrete sidewalk medians and no vegetation. There is limited property access along First Avenue, with access provided to the

vacant industrial and commercial properties and several residential properties. McNaughton Avenue has residential houses fronting the road, and property access is provided. **Figure 10** through **Figure 13** demonstrate the varying streetscapes along the study corridor.

FIGURE 10: FIRST AVENUE – SIMCOE STREET SOUTH TO ALBERT STREET (GOOGLE MAPS, 2024)

FIGURE 11: FIRST AVENUE – ALBERT STREET TO FRONT STREET (GOOGLE MAPS, 2024)

FIGURE 12: FIRST AVENUE – FRONT STREET TO HOWARD STREET (GOOGLE MAPS, 2024)

FIGURE 13: MCNAUGHTON AVENUE – DREW STREET TO RITSON ROAD SOUTH (GOOGLE MAPS, 2024)

4.4 Vegetation

N.T.D.: Information to be obtained from Natural Environment Report once available.

4.5 Active Transportation and Transit

4.5.1 PEDESTRIANS

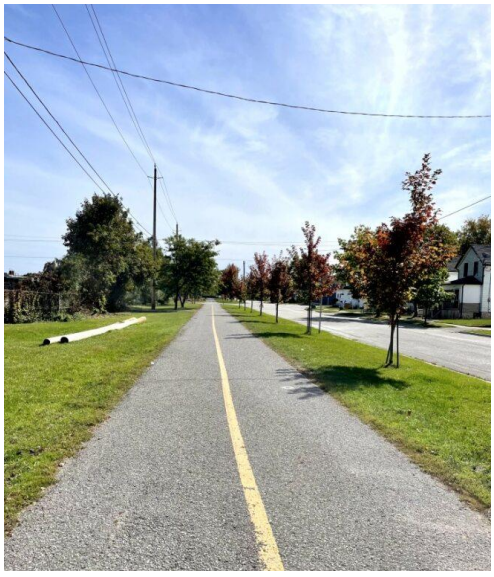
There are pedestrian sidewalks on both sides of First Avenue and McNaughton Avenue throughout the whole study area. The sidewalks are generally narrow with an approximate width of 1.2m, however a grass or concrete median provides a buffer between the sidewalk and roadway throughout the entire study area, although the width of the median varies from less than 1m to approximately 2.5m. All intersecting streets have either one or two sidewalks, providing pedestrian connectivity to the surrounding neighbourhood. Pedestrian sidewalks can be seen in **Figure 10** through **Figure 13.**

4.5.2 CYCLING

There are no dedicated cycling facilities along First Avenue and McNaughton Avenue, however the study corridor intersects the Michael Starr Trail (**Figure 14**) at Front Street. The Michael Starr Trail is the most prominent active transportation connection within the M.T.S.A. and part of Durham Region's Primary Cycling Network. This active transportation facility travels from Lviv Boulevard in the south to Bruce Street just north of the Central Oshawa M.T.S.A., establishing a vital link to Downtown Oshawa. The trail configuration is an in-boulevard facility from Lviv Boulevard to the C.P. Rail crossing, and outside the boulevard from the C.P. Rail crossing to Bruce Street.

To the west of Simcoe Street, the Joseph Kolodzie Oshawa Creek Bike Path supports north-south connections along the periphery of the Central Oshawa M.T.S.A. in the Oshawa Creek Valley. It extends north of Downtown Oshawa to the south toward the City's Lake Ontario waterfront and has several access points from the M.T.S.A, namely Mill Street and Gibb Street.

FIGURE 14: MICHAEL STARR TRAIL



4.5.3 TRANSIT

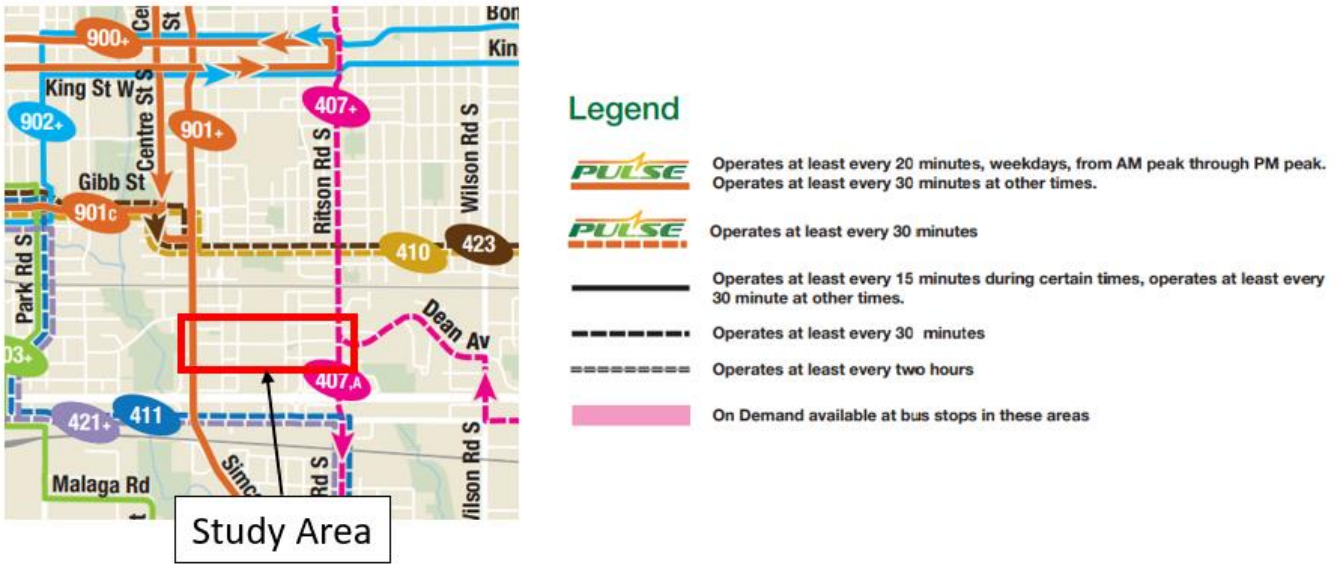
The study area and Central Oshawa M.T.S.A. are served by Durham Regional Transit (D.R.T.) and GO Transit. D.R.T. provides service within the Durham Region, serving all area municipalities, while GO Transit provides regional bus service within and outside the Greater Toronto and Hamilton Area.

The most approximate D.R.T. routes to the study area are Routes 901, 410, 423, 407, 411 and 421. Route 901 is a PULSE route and operates at least every 10 minutes during weekdays from AM peak through PM peak, and every 15-30 during off-peak times. The remaining routes operate at least every 30 minutes. The D.R.T. system map illustrating the study area's transit access is shown in **Figure 15**, which notes the Bus Route numbers in the ovals and the corresponding service frequency by line type.

Route 901 forms part of Durham Region's Rapid Transit Spine Network and a critical transit corridor. According to D.R.T.'s 2022-2027 Service Strategy, Route 901 is one of highest performing routes. The Route travels north to south along Simcoe Street and connects the study area to several major destinations including Downtown Oshawa, Oshawa Centre Terminal, Lakeridge Health, and the Durham College/Ontario Tech University North Campus. Furthermore, the route provides connections to other major D.R.T. routes including the east to west Route 900.

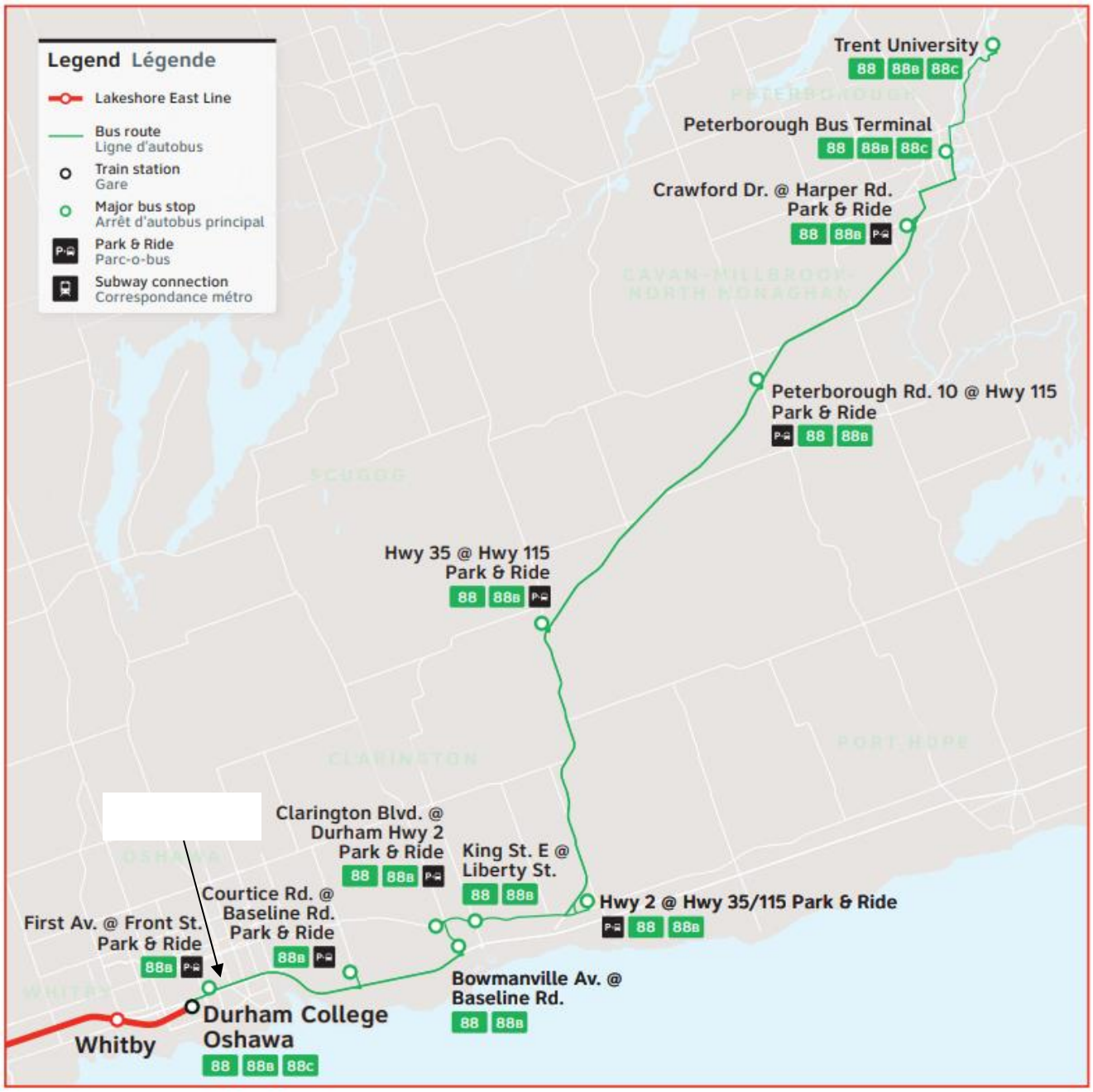
Given the study area's access to Route 901 and proximity to other D.R.T. routes (all of which are within walking distance), the study area has strong transit connectivity.

FIGURE 15: D.R.T. SYSTEM MAP EXCERPT



The study area is also served by GO Bus Route 88, with a stop located at the GO Park & Ride located at First Avenue and Front Street, as illustrated in **Figure 16**. Route 88 offers weekday AM peak service to Durham College Oshawa GO Station, providing connection to the Lakeshore East GO Rail line and further GO Bus routes. PM Peak service is provided to Peterborough, terminating at Trent University's Peterborough Campus. There is no weekend GO Bus service to Peterborough.

FIGURE 16: GO TRANSIT BUS ROUTE 88.



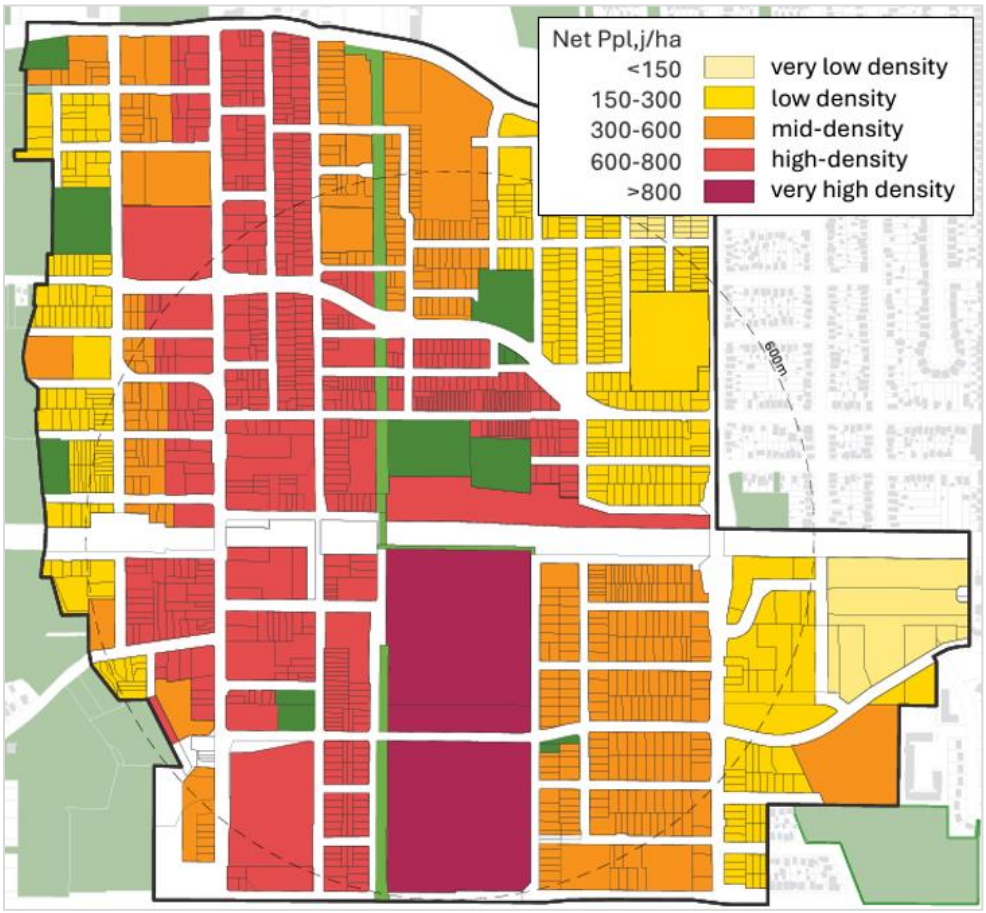
5 Future Neighbourhood Composition

5.1 Land Use and Built Form

The Central Oshawa M.T.S.A. Land Use and Urban Design Guidelines propose substantial changes to land use, density, and built form within the study area and surrounding area. The preferred land use alternative proposes a very high density on the 144 and 155 First Avenue development, with a high-density 'bridge' to downtown along Simcoe Street South and Albert Street. The preferred land use alternative can be seen in **Figure 17**.

The preferred alternative results in high to very high density on First Avenue from Simcoe Street South to Howard Street, and medium density on First Avenue from Howard Street to Drew Street, and McNaughton Avenue.

FIGURE 17: PREFERRED LAND USE ALTERNATIVE



5.2 Streetscape

The preferred alternative proposes significant alterations to study area streetscape, with improvements to pedestrian and cycling facilities, and a focus on placemaking and green infrastructure.

N.T.D.: Section will be completed upon selection of preferred design

5.3 Active Transportation

5.3.1 FIRST AVE AND MCNAUGHTON AVENUE IMPROVEMENTS

N.T.D.: Section will be completed upon selection of preferred design

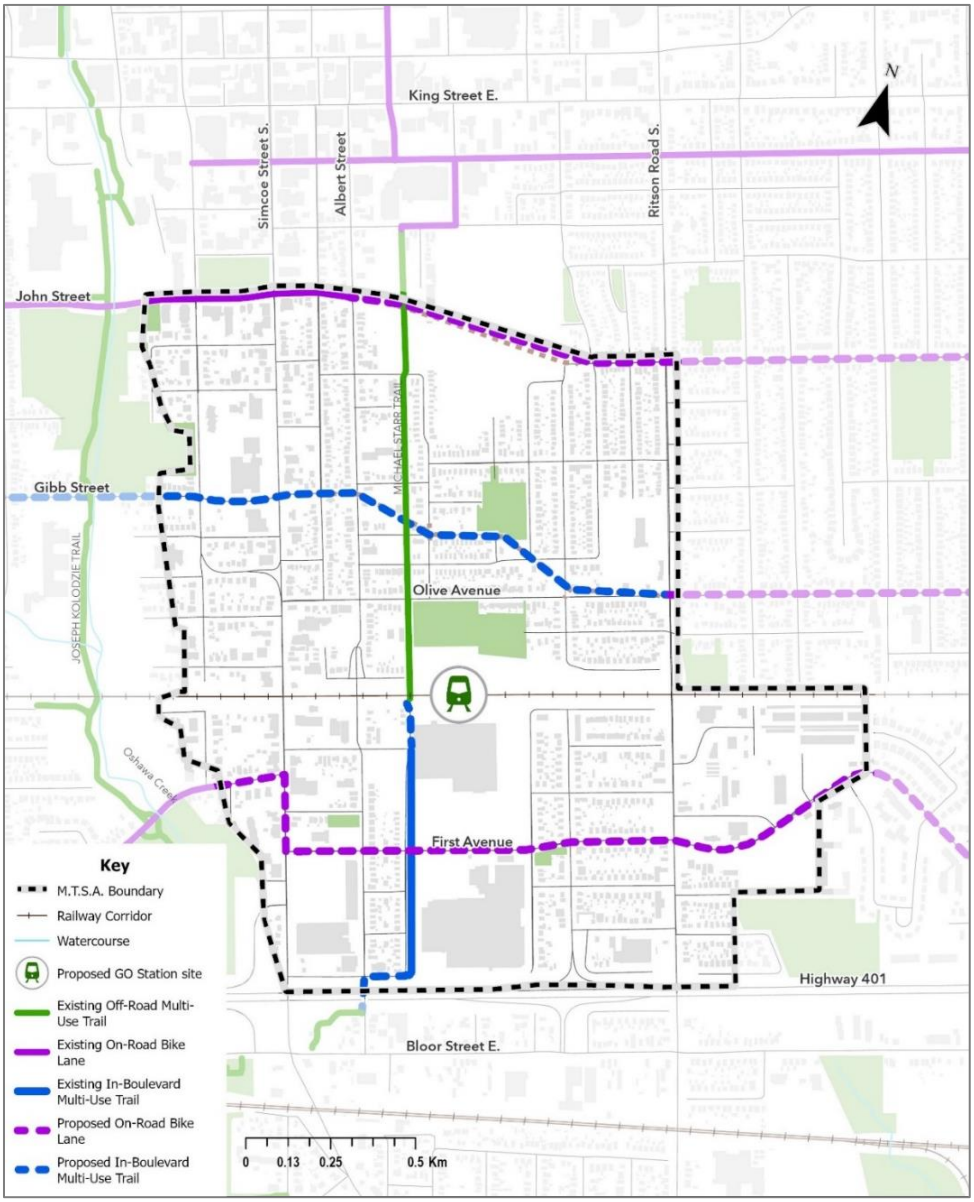
5.3.2 NEIGHBOURHOOD IMRPOVEMENTS

As previously discussed, both the City and Region plan on improving cycling connections in and around the study area, as illustrated in **Figure 18**.

The City has a planned bike lane along Eulalie Avenue, which will connect with the existing facility on John Street once the John Street and Eulalie Avenue connection is constructed. Both routes are part of Phase 1 implementation (2014-2023), however neither have been completed as of Spring 2024.

Durham Region's 2021 Cycling Plan proposes a future in-boulevard multi-use path facility along the Gibb Street-Olive Avenue extension, as part of the Region's Primary Cycling Network (**Figure 18**). This route was identified as part of the Region's Short-Term Capital Projects to be implemented by 2029.

FIGURE 18: EXISTING AND PROPOSED ACTIVE TRANSPORTATION NETWORK



5.4 Transit Network

5.4.1 CENTRAL OSHAWA GO STATION

The Central Oshawa GO Station is expected to bring substantial change to how Oshawa residents travel, providing stronger access to regional and commuter rail, and improving connectivity to the Greater Toronto Area (G.T.A.). The station will have substantial impacts on not only the study area and M.T.S.A., but the downtown and surrounding neighbourhoods. The station will result in higher vehicular and transit traffic, development activity and intensification, and increase demand for active transportation; this study was prompted to guide this change, ensuring it meets the City's vision and objectives for the area.

5.4.2 DURHAM-SCARBOROUGH BUS RAPID TRANSIT

Metrolinx has proposed a 36km long bus rapid transit line designed to connect the Durham Region and Scarborough, through a combined service of Toronto Transit Commission (T.T.C.), D.R.T., and GO Transit buses. The proposed corridor is to run mainly along Highway 2, connecting communities, employment centers, educational institutions, and other key destinations in both Toronto and the Durham Region. The project aims to enhance integration with local transit networks, providing residents with more efficient and versatile travel choices.

The proposed transit route will have six stops in Oshawa, terminating at Simcoe Street. Once the future Central Oshawa GO Station is constructed and in operation, buses may be rerouted to connect with the station.

5.4.3 DURHAM REGION TRANSIT

As the M.T.S.A. develops, it is anticipated that transit services in the area will be enhanced with route modifications, additional routes, frequency, and transit priority measures to meet the growing demands resulting from increasing population and job density over time.

5.4.4 SIMCOE STREET RAPID TRANSIT

As discussed in Section 3.4.3, D.R.T. is in the early stages of investigating rapid transit along Simcoe Street which will bring more efficient and reliable transit service and connections to the M.T.S.A. The corridor will provide connections between north Oshawa, Durham College, Downtown Oshawa, and the Central Oshawa GO station, drastically changing the way people travel within, to, and from the City.

6 Construction Impact Assessment and Mitigation Measures

6.1 Built Form

6.1.1 LANDSCAPE AND VEGETATION COMMUNITIES

N.T.D.: Section will be completed upon selection of preferred design.

6.1.2 AESTHETICS

N.T.D.: Section will be completed upon selection of preferred design.

6.1.3 PROPERTY IMPACTS

N.T.D.: Section will be completed upon selection of preferred design.

6.2 Transportation

6.2.1 EMERGENCY ACCESS

N.T.D.: Section will be completed upon selection of preferred design.

6.2.2 PROPERTY ACCESS

N.T.D.: Section will be completed upon selection of preferred design.

6.3 Community Cohesiveness and Quality of Life

N.T.D.: Section will be completed upon selection of preferred design.

7 Monitoring

N.T.D.: Section will be completed upon selection of preferred design.

8 Conclusion

N.T.D.: Section will be completed upon selection of preferred design.