

To: Economic and Development Services Committee

From: Warren Munro, HBA, MCIP, RPP, Commissioner,
Economic and Development Services Department

Report Number: ED-23-47

Date of Report: March 1, 2023

Date of Meeting: March 6, 2023

Subject: Results of Stage 1 of the Integrated Major Transit Station Area
Study for Central Oshawa

Ward: Wards 4 and 5

File: 12-03

1.0 Purpose

On September 27, 2021, City Council endorsed the Terms of Reference for an Integrated Major Transit Station Area Study to Develop a Land Use and Transportation Plan and Environmental Study Report (the “Terms of Reference”) for the Central Oshawa Major Transit Station Area (“M.T.S.A.”) through Report DS-21-162, which can be found at the following link: http://app.oshawa.ca/agendas/development_services/2021/09-13/report_ds-21-162.pdf.

On March 28, 2022, City Council endorsed the selection of Parsons Inc. (“Parsons”) through Report FIN-22-31 to complete the Integrated Study to Develop a Land Use and Transportation Plan and Environmental Study Report for the Central Oshawa Major Transit Station Area (the “Integrated M.T.S.A. Study”).

The primary objective of the Integrated M.T.S.A. Study is to produce a Land Use and Urban Design Plan and an Area-specific Transportation Master Plan.

On December 12, 2022, City Council endorsed the scheduling of Public Information Centre Number 1 (“P.I.C. 1”) for the Integrated M.T.S.A. Study through Resolution ED-22-200.

Parsons has completed Stage 1 of the Integrated M.T.S.A. Study, including holding P.I.C. 1 on February 2, 2023. The purpose of this Report is to provide the Economic and Development Services Committee with the results of Stage 1 of the Integrated M.T.S.A. Study, including the Stage 1 public consultation results, and obtain authorization to advance to Stage 2 and hold P.I.C. 2.

Attachment 1 is a map showing the limits of the study area for the Integrated M.T.S.A. Study, based on the boundaries proposed by the Region of Durham.

Attachment 2 is a table containing the results of Stage 1 of the Integrated M.T.S.A. Study including public comments and staff responses.

Attachment 3 is a copy of the display boards from P.I.C. 1. Owing to their size, these boards are not attached but can be found at the following link:

https://www.oshawa.ca/en/business-development/resources/Documents/Oshawa_MTSA_PIC1_Boards.pdf.

Attachment 4 is a copy of the presentation from P.I.C. 1. Owing to its size, this presentation is not attached but can be found at the following link:

https://www.oshawa.ca/en/business-development/resources/Documents/Oshawa_MTSA_PIC1_Presentation.pdf.

Attachment 5 is a copy of the Existing Conditions Report for Stage 1 of the Integrated M.T.S.A. Study. Owing to its length, this Report is not attached but can be found at the following link: https://www.oshawa.ca/en/business-development/resources/Documents/Oshawa_MTSA_Existing-Conditions-Analysis.pdf.

2.0 Recommendation

That the Economic and Development Services Committee recommend to City Council:

1. That, pursuant to Report ED-23-47, dated March 1, 2023, staff be authorized to advance the public consultation process under Stage 2 of the Integrated Major Transit Station Area Study to Develop a Land Use and Transportation Plan and Environmental Study Report for the Central Oshawa Major Transit Station Area, in accordance with the Council approved Terms of Reference, as follows:
 - (a) Schedule Public Information Centre Number 2 to be held in the second quarter of 2023, to be held at Oshawa City Hall in-person but also offering a virtual forum, for the purpose of presenting for public review and input the land use and transportation alternative solutions for the Integrated Major Transit Station Area Study; and,
 - (b) Provide notice of the public consultation process for Stage 2 of the Integrated Major Transit Station Area Study as generally outlined in Section 5.4.1 of said Report.
2. That Parsons Inc. present to the Economic and Development Services Committee the land use and transportation alternative solutions for the Integrated Major Transit Station Area Study, prior to the holding of Public Information Centre Number 2.
3. That upon concluding the public consultation process for Stage 2 of the Integrated Major Transit Station Area Study, staff be directed to report back to the Economic and Development Services Committee with the results of the public consultation.

3.0 Executive Summary

Not applicable.

4.0 Input From Other Sources

The following have been consulted in the preparation of this Report:

- Chief Administrative Officer
- Commissioner, Community and Operations Services

In addition, Parsons consulted with City staff, Advisory Committees to Council, key stakeholders, Indigenous Communities, and the general public through the Integrated M.T.S.A. Study process.

Attachment 1 to this Report is a table containing the results of Stage 1 of the Integrated M.T.S.A. Study including public comments and staff responses.

Parsons has also maintained a study mailing list for interested parties which has been and will continue to be used to provide notices and updates regarding the Integrated M.T.S.A. Study.

5.0 Analysis

5.1 Background

The City of Oshawa has retained Parsons to undertake the Integrated M.T.S.A. Study. The Integrated M.T.S.A. Study Area is centered on the future Central Oshawa GO Station site located at 500 Howard Street (the “Study Area”).

The Study Area is generally bounded by John Street and Eulalie Avenue to the north, Ritson Road South to the east, Highway 401 to the south, and, the Oshawa Creek Valley to the west. The Study Area also includes certain lands east of Ritson Road South (see Attachment 1).

There are two (2) key components to the Integrated M.T.S.A. Study:

- A Master Land Use and Urban Design Plan to advance appropriate development and intensification within the M.T.S.A. Boundary, in accordance with the Ontario Planning Act; and,
- An Area-specific Transportation Master Plan (“T.M.P.”) to identify and recommend a preferred transportation option that accommodates future development. The T.M.P. will follow the Municipal Class Environmental Assessment (“M.C.E.A”) process for Master Plans, in accordance with the Environmental Assessment Act, R.S.O. 1990, c. 1 (the “Environmental Assessment Act”).

At the time of study commencement, it was anticipated there would be a third component for this exercise, that being the First Avenue/McNaughton Avenue Class Environmental Assessment. Upon review of the M.C.E.A. process (October 2000, as amended in 2007, 2011 and 2015), the Class Environmental Assessment anticipated for First Avenue/McNaughton Avenue, including any other roads that may be identified in the

T.M.P., will be captured under the Transportation Master Plan by following Approach Number 3 of the M.C.E.A process for Master Plans.

More information is available on the Study webpage at: www.Oshawa.ca/MTSASTudy.

5.2 Results of Stage 1: Study Commencement, Existing Conditions

5.2.1 Study Commencement

Notice of Study Commencement for the Integrated M.T.S.A. Study was issued November 28, 2022 in accordance with the Council approved Terms of Reference.

On November 28, 2022, the Economic and Development Services Committee considered resolution ED-22-200 concerning the Integrated M.T.S.A. Study and recommended Council authorize staff to:

- “1. Schedule Public Information Centre Number 1 in the first quarter of 2023, to be held at Oshawa City Hall in-person but also offering a virtual forum, for the purpose of presenting for public review and input the reports on the existing conditions for the Integrated M.T.S.A. Study to Develop a Land Use and Transportation Plan and Environmental Study Report for the Central Oshawa Major Transit Station Area; and,
1. Provide notice of Public Information Centre Number 1 for the Integrated M.T.S.A. Study a minimum of four (4) weeks in advance of the meeting through:
 - Advertising in the Oshawa This Week newspaper;
 - Mailing notice to all property owners in the Integrated M.T.S.A. Study Area boundary and all property owners within 120 metres (400 ft.) of the Integrated M.T.S.A. Study Area boundary;
 - Circulating notice to all interested parties and stakeholder groups (including Indigenous community groups) on the Integrated M.T.S.A. Study mailing list; and,
 - Posting on the City’s Connect Oshawa and social media channels.”

On December 12, 2022, Oshawa City Council endorsed the above recommendation of the Economic and Development Services Committee.

On January 9, 2023, Parsons provided a presentation to the Economic and Development Services Committee at their regularly scheduled meeting, for informational purposes. Topics covered included details of the upcoming P.I.C. 1, details on Study progress and next steps.

5.2.2 Public Information Centre Number 1

Notice of P.I.C. 1 for the Integrated M.T.S.A. Study was issued on January 5, 2023 in accordance with the approved Terms of Reference and Council direction through Resolution ED-22-200. A second posting, in accordance with the requirements of the Environmental Assessment Act, was published on January 26, 2023. P.I.C. 1 was also advertised on the City's social media channels, website, and Connect Oshawa site.

P.I.C. 1 was held at Oshawa City Hall on February 2, 2023 from 6:00 p.m. to 8:45 p.m., with approximately 40 participants attending in-person and 30 attending virtually.

Comments received at P.I.C. 1 and through other public feedback opportunities are contained in Attachment 2.

Display boards for P.I.C. 1 were available for viewing by those attending in-person and were posted on Connect Oshawa for those attending virtually (see Attachment 3). A presentation by Parsons was given at P.I.C. 1, visible to both in-person and virtual participants.

5.2.3 Existing Conditions Report

Parsons has completed the Existing Conditions Report under Stage 1 of the Integrated M.T.S.A. Study, as outlined in the Council approved Terms of Reference. Owing to its length the Existing Conditions Report is not attached to this Report but is available at the following link: <https://connectoshawa.ca/34489/widgets/143611/documents/96961>.

The Existing Conditions Report contains the following three (3) components as per the approved Terms of Reference:

1. Transportation Analysis
2. Land Use Analysis and Sustainable Development Analysis
3. Commercial Analysis

The following subsections provide a broad overview of the findings of the Existing Conditions Report under each of the Analyses outlined above.

5.2.3.1 Transportation Analysis

The findings of the Transportation Analysis within the Existing Conditions Report are summarized as follows:

- The existing road network in the M.T.S.A. is made up of established arterial, collector, and local roads. They typically have a bi-directional flow, with the exception of Simcoe Street South and Albert Street which flow in a northbound direction north of Olive Avenue, and Centre Street South and Celina Street which flow southbound north of Olive Avenue.
- It is recognized that opportunities for expanding the road network in the Study Area are significantly limited due to existing development and constrained rights-of-way, with the exception of the planned Gibb-Olive widening and realignment project.

- Given that opportunities to increase road capacity are limited, the established road network will need to be optimized before adding new infrastructure. Further, it will be critical to maximize the use of non-auto travel modes, particularly for residents and workers in the area, to maintain acceptable levels of service in the context of the desired future densities.
- The C.P. Rail corridor limits connectivity between north and south portions of the Study Area. However, it provides a centrally located transit hub and there are opportunities to create cohesion between the north and south portions by enhancing existing crossings and adding new crossings.
- Highway 401 creates a barrier between the M.T.S.A. and neighbourhoods to the south of the Study Area. The current crossings are not pedestrian friendly, with minimal buffer or separation between pedestrians and high-speed traffic.
- The existing road network operates at an acceptable or better level of service during peak periods. With the future density and development of the area, there will be a significant increase in traffic volumes within the Study Area which will impact the Level of Service (“L.O.S.”)
- Simcoe Street South and Ritson Road South are the busiest corridors in the Study Area, whereas the east-west roads do not have as high a volume. Major east-west corridors are generally located outside of the M.T.S.A.
- Measures to reduce traffic volumes and shift mode share through transit-supportive development and travel demand management strategies will assist in mitigating future traffic demands.
- Collisions in the M.T.S.A. most often occur at signalized intersections and often are a result of a turning movement or rear-end collision. No collision fatalities have been recorded since 2017.
- The Study Area is currently serviced by D.R.T. “PULSE” routes and local bus routes which connect the Study Area to key destinations within the City, Durham Region, and beyond. The current transit service provides a solid base for the M.T.S.A., which will be enhanced through additional routes and transit priority measures as the area develops.
- The Study Area has an established pedestrian network of sidewalks and crosswalks. The multi-modal network consists of two existing multi-use trails serving the area, with additional on-road and off-road trails planned to provide greater connectivity.
- The future GO station will be a major trip generator within the M.T.S.A. and will require an enhanced multimodal first-mile/last-mile mobility zone around the station providing safe, convenient and direct connectivity to jobs, homes, and higher-order transit for residents and those that work and move throughout the M.T.S.A.

5.2.3.2 Land Use Analysis and Sustainable Development Analysis

The findings of the Land Use Analysis and Sustainable Development Analysis within the Existing Conditions Report are summarized as follows:

- The Integrated M.T.S.A. Study presents a unique opportunity to address sociodemographic deficiencies in the services expected by residents. Schools, parks and open space, community facilities and ancillary facilities are lacking in the existing neighbourhood.
- The M.T.S.A. brings an opportunity to inject new life into a part of the City with great potential for renewal.
- Although the GO Rail service extension is the impetus of the Integrated M.T.S.A. Study, the rail line currently acts as a barrier dividing the physical community and its assets. Development of the M.T.S.A. around the planned new GO Train station will help create cohesion between the communities. Infrastructure to connect locally and regionally is critical.
- The M.T.S.A. will have much wider impacts than merely on the immediate context. It has the potential to serve a much wider population, and a Regional context.
- It is important that connections and volumes of mobility are addressed through planning and design of the M.T.S.A. and GO Train station.
- Establishing targets for attainable goals for residents and jobs are critical to the success of the Integrated M.T.S.A. Study. Throughout Stage 2, a key focus will be to establish a target for population growth within the M.T.S.A.
- The Integrated M.T.S.A. Study is not focused solely on Provincial goals. It is also intended to achieve the objectives of the City of Oshawa and its residents. This Integrated M.T.S.A. Study needs to be crafted for Oshawa and serve its changing needs.
- A heightened sensitivity is necessary owing to the socio-economic and demographic realities of the existing context, and how phased change can evoke an important chapter of urban renewal in Oshawa.
- The M.T.S.A. is a catalyst for change. Through the M.T.S.A.'s presence along major corridors, such as Highway 401, there is an opportunity to see development as a noticeable connection between districts.
- With strategic planning and design, the M.T.S.A. can act as one of the most prominent features upon entering Oshawa, further reinforcing the City as a destination between its Downtown and waterfront areas.
- The M.T.S.A. should draw people further into the community and act as a significant gateway into the City.

5.2.3.3 Commercial Analysis

The findings of the Commercial Analysis within the Existing Conditions Report are summarized as follows:

- Based on current and anticipated future market conditions for retail/service, office and hotel uses, it will be important to establish an appropriate balance in planning for future commercial/non-residential spaces within the M.T.S.A.
- The Integrated M.T.S.A. Study will inform the establishment of reasonable population and jobs ratios, as well as an appropriate supply of new commercial space to keep pace with future growth and increased demand without compromising the health of existing commercial nodes in Oshawa.
- Heightened retail/service vacancies in both the downtown and Oshawa Centre suggest that there is a need to be mindful of the health of existing commercial area(s) as the community continues to grow.
- There will be a need, and distinct opportunity, to balance the following key objectives:
 - Leveraging future growth to reinforce the ultimate quality and vibrancy of Downtown commercial activities.
 - Seeking to establish appropriate service levels in the M.T.S.A. as it continues to grow (i.e., including more local-serving commercial uses).
- Recent trends in the retail industry reinforce a reduced need for a significant expansion of commercial activity to achieve reasonable service levels for populations in new predominantly residential developments.
- There is an opportunity to establish mutually supportive relationships between local commercial establishments at nearby existing/proposed retail nodes, rather than introduce unnecessary sources of competition/market saturation.
- There is less need to recreate or duplicate Regional-serving, destination-focused commercial functions that already exist at key shopping nodes throughout the community (e.g., malls, large format centres, the downtown, etc.).
- It is recommended that the focus be on “right-sizing” the future commercial component in the M.T.S.A., as a supportive and complementary use rather than a key driver of change.
- Expectations will need to be tempered for any meaningful amount of higher order employment activity, thereby requiring the City and consulting team to establish achievable residential/non-residential space ratios.
- To achieve reasonable service levels within the future M.T.S.A. community, neighbourhood-scale and fine-grained retail in new developments could be accommodated through more flexible land use policy.

5.2.3.4 Problem and Opportunity Statement

A key requirement of the Terms of Reference under Stage 1 was for Parsons to initiate the T.M.P. to develop the need and justification along with a clear statement of the problem and opportunity statement.

The Transportation Analysis in the Existing Conditions Report provides a summary of the need and justification, and provides the background for the draft problem and opportunity statement.

Following the conclusion of the Stage 1 public consultation period, Parsons worked with staff to generate a recommended Problem and Opportunity Statement. This recommended statement is as follows.

“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. Redevelopment and capital investments in the M.T.S.A. should improve the lives of those who live, work, and play in the area.

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 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.”

5.2.4 Vision and Guiding Principles

A key requirement of the Terms of Reference under Stage 1 was for Parsons to develop a draft vision and draft guiding principles to direct the overall Integrated M.T.S.A. Study, in consultation with members of the public at P.I.C. 1. The draft vision and guiding principles are intended to assist in determining challenges and constraints with advancing future stages of the Integrated M.T.S.A. Study.

Parsons circulated a draft vision and draft guiding principles to the Technical Advisory Committee (“T.A.C.”) established for the Integrated M.T.S.A. Study in December 2022. The draft vision and draft guiding principles were also included among the material provided for comment to the public in January and February 2023, including at P.I.C. 1 on February 2, 2023.

Following the conclusion of the Stage 1 public consultation period, Parsons worked with staff to generate a recommended vision and guiding principles. The recommended vision consists of the following elements:

- Development in M.T.S.A. will reflect an industry leading, sustainable and context sensitive built form supported by a comprehensive and accessible multi-modal transportation system.
- Redevelopment and capital investments in the M.T.S.A. should improve the lives of those who live, work, and play in the area.
- Auto-dependency in the M.T.S.A. will be reduced by offering a variety of multi-modal options.
- Land uses and urban form must protect the heritage and natural assets of the M.T.S.A. and minimize impacts on the surrounding neighbourhoods.

The recommended guiding principles are as follows:

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

5.3 Stage 2: Development of Land Use and Transportation Alternative Solutions

Parsons has completed Stage 1 of the Integrated M.T.S.A. Study. It is now appropriate to advance Stage 2 of the Integrated M.T.S.A. Study as outlined in the Terms of Reference, which includes the holding of a second Public Information Centre (P.I.C. 2).

As per the approved Terms of Reference, activities and tasks that will be undertaken by Parsons as part of Stage 2 include developing the following:

- Three (3) Land Use Component and M.C.E.A. Component alternative solutions that address the problem/opportunity identified, existing and future transportation challenges, operational issues, safety concerns, and improved transit, pedestrian and multimodal options;
- An Urban Design Plan and implementing guidelines; and,
- An Area Specific Transportation Master Plan (“A.T.M.P”).

The following subsections outline matters that will be considered as part of advancing these deliverables.

5.3.1 Land Use Component and M.C.E.A. Component Alternative Solutions

Parsons will develop three (3) Land Use Component and M.C.E.A. Component alternative solutions.

The alternative solutions will consider the following:

- Population and employment distribution, and associated land needs;
- The Provincial Growth Plan, the Durham Regional Official Plan, the Oshawa Official Plan, and related requirements for population and employment density targets and intensification in Centres and Corridors;
- The hierarchy of Central Areas and the distribution/location of commercial floor space;
- Consideration of the interface between future urban uses and existing areas, including the Downtown Oshawa Urban Growth Centre; and,
- Consideration of land use conflicts/compatibility between future urban uses and stable residential areas.

5.3.2 Urban Design Plan and Implementing Guidelines

Parsons will develop an Urban Design Plan and implementing guidelines which give consideration to:

- The creation of a high-quality, coordinated urban environment where buildings, spaces and connections are designed with pedestrian priority;
- The policies and planning criteria concerning Central Areas and Transportation Hubs within the O.O.P.; and,
- Feedback received through P.I.C. 1.

5.3.3 Area Specific Transportation Master Plan

Parsons will develop an Area Specific Transportation Master Plan (A.T.M.P.) that incorporates:

- Future (2026, 2031, and beyond 2031) condition multimodal transportation models and evaluation criteria to determine the preferred Land Use Plan Component and M.C.E.A. Component solution. A sub-area model will be extracted from the Region of Durham Emme model;
- Transportation policies that support Complete Streets and Transportation Demand Management, and promote sustainable transportation;
- Parking management strategies that build and expand upon the recent recommendations arising from the City-wide Parking Study;

- Curbside management strategies, ride-share models, micro-mobility and mobility as a service to address existing and anticipated transportation issues; and,
- Goods movement strategies and alternative trucking routes to minimize impacts to the Study Area.

5.4 Next Steps

5.4.1 Public Consultation Process

Staff recommend that P.I.C. 2 be scheduled to be held in the second quarter of 2023 in order to advance the study process in a timely manner. Staff will provide notice of P.I.C. 2 for the Integrated M.T.S.A. Study a minimum of four (4) weeks in advance of the meeting through:

- Advertising in the Oshawa This Week newspaper;
- Mailing notice to all property owners in the Integrated Major Transit Station Area Study Area boundary and all property owners within 120 metres (400 ft.) of the Integrated Major Transit Station Area Study Area boundary;
- Circulating notice to all interested parties and stakeholder groups (including Indigenous community groups) on the Integrated Major Transit Station Area Study mailing list; and,
- Posting on the City's Corporate website, Connect Oshawa and certain social media channels.

5.4.2 Presentation by Parsons Inc. to the Economic and Development Services Committee

Parsons will present the three (3) Land Use Plan Component and M.C.E.A. Component alternative solutions, a draft Urban Design Plan and implementing guidelines to the Economic and Development Services Committee prior to the holding of P.I.C. 2. Staff will seek authorization to present the three (3) Land Use Plan Component and M.C.E.A. Component alternative solutions, draft Urban Design Plan and implementing guidelines to the public at P.I.C. 2.

6.0 Financial Implications

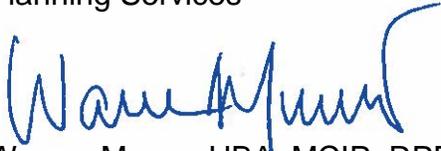
Anticipated costs to the City as a result of the staff recommendation under Section 2.0 of this Report relate mainly to advertising P.I.C. 2, which can be accommodated within the appropriate Departmental budget.

7.0 Relationship to the Oshawa Strategic Plan

The recommendation advances the Accountable Leadership, Economic Prosperity and Financial Stewardship, Environmental Responsibility, Social Equality and Cultural Vitality goals of the 2020-2023 Oshawa Strategic Plan.



Tom Goodeve, M.Sc.Pl., MCIP, RPP, Director,
Planning Services



Warren Munro, HBA, MCIP, RPP, Commissioner,
Economic and Development Services Department

Subject: Results of Stage 1 of the Integrated
Major Transit Station Area Study for Central Oshawa

Ward: Wards 4 and 5

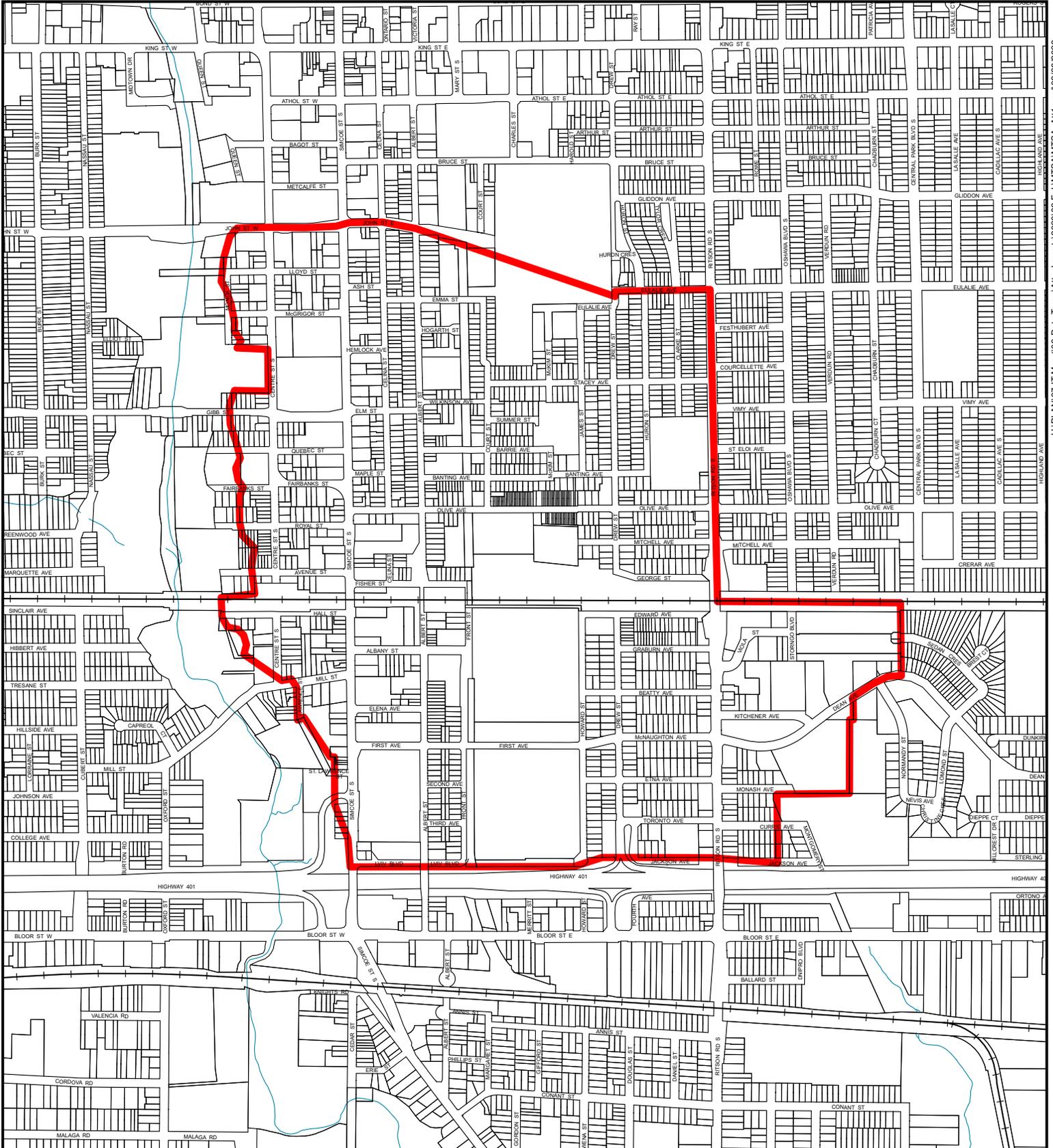
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City of Oshawa
Economic and Development Services



 Integrated MTSA Study Area Boundary



Results of Stage 1 of the Integrated Major Transit Area Study for Central Oshawa: Public Comment and Staff Response Chart

Subject	Comment	Response
<p>Various Considerations related to Transit Service, Connectivity, and Relationship between Different Service Providers</p>	<p>Requests were made for improvements to transit service frequency, bus stops (including their location), and improvement in the routing and connectivity of local and Regional transit services, including:</p> <ul style="list-style-type: none"> ▪ Local bus routes run by Durham Region Transit (“D.R.T.”); ▪ Metrolinx and GO Rail and Bus services; and, ▪ Proposed works such as rapid transit initiatives on Simcoe Street by the Region of Durham. 	<p>The Integrated Major Transit Station Area Study for Central Oshawa (hereafter referred to as the “Integrated M.T.S.A. Study”) is being completed by Parsons Inc. (“Parsons”) solely on behalf of the City of Oshawa, not the Region of Durham, D.R.T., or Metrolinx. Consequently, the City is unable to unilaterally make changes to transit service levels or networks.</p> <p>However, City staff will make every effort to communicate all concerns with transit providers at every opportunity available, including during stakeholder and Technical Advisory Committee (“T.A.C.”) discussions, which are typically attended by all three (3) external parties listed above.</p>

Subject	Comment	Response
Displacement or “gentrification” of existing residents	Concerns were raised with respect to existing residents being “bought out” or displaced by real estate developers and/or new residents.	<p>The Integrated M.T.S.A. Study does not intend to displace or replace existing residents in any fashion. Rather, the goal is to guide the redevelopment of lands where the property owner wishes to make a change, i.e. add residential or commercial units.</p> <p>The Integrated M.T.S.A. Study may result in the expansion of uses and types of built form permitted in the Oshawa Official Plan or the City’s Zoning By-law. However, these new use permissions would not preclude the legality of the existing uses in place prior to the implementation of these changes.</p> <p>Part of the recommended Vision Statement states that “Redevelopment and capital investments in the M.T.S.A. should improve the lives of those who live, work, and play in the area.” This statement includes existing residents and workers in the study area for the Integrated M.T.S.A. Study (the “Study Area”).</p>
“Housing Crisis” and need for Housing Supply	<p>Support was expressed for initiatives which add residential units and provide a variety of housing types, including in consideration of the “Housing Crisis”. Support was also expressed for new housing to be:</p> <ul style="list-style-type: none"> ▪ Affordable, “rent geared to income”; ▪ A form of development other than single detached housing or “Mega-Mansions”; ▪ Located in established urban areas near transit, rather than in Greenfield areas; and, ▪ At a range of densities, including towers, infill, and “missing middle” level density. 	<p>Noted. It is anticipated that the Integrated M.T.S.A. Study will offer recommendations to add substantial numbers of new residential units within the Study Area (potentially in the order of 10,000 to 15,000 new units), at a variety of different densities and types of built form.</p> <p>Staff note that the challenge of housing affordability will be partially addressed through creating opportunities for the addition of new units in the quantity envisioned. However, staff recognize that additional measures will be necessary to fully address housing affordability, including from the Regional, Provincial, and Federal levels of government.</p> <p>Staff note that Provincial, Regional, and local-level policy in the Oshawa Official Plan all support the location of intensified forms of housing adjacent to transit stations. The overarching goal of the Integrated M.T.S.A. Study is to support and guide the intensification of uses adjacent to the proposed Central Oshawa GO Station on the proposed Lakeshore East GO Rail Extension to Bowmanville (the “Bowmanville Extension”).</p>

Subject	Comment	Response
Active Transportation	Support was expressed for active transportation and the addition of routes and infrastructure to the Study Area. There was a significant amount of feedback in support of cycling routes and infrastructure being added, both in and around the Study Area.	<p data-bbox="1003 180 1990 289">Noted. The Integrated M.T.S.A. Study will offer recommendations for adding active transportation routes and infrastructure to the Study Area, including cycling infrastructure.</p> <p data-bbox="1003 305 1896 414">Staff note that Provincial, Regional, and local level policy in the Oshawa Official Plan all support locating active transportation infrastructure within transit station areas.</p> <p data-bbox="1003 430 1976 685">One of the recommended Guiding Principles is to “Integrate Travel Equity, Choice, and Safety.” The recommended vision for the Integrated M.T.S.A. Study includes “An industry leading, sustainable and context sensitive built form supported by a comprehensive and accessible multi-modal transportation system.” This vision and this guiding principle relies upon the delivery of a strong active transportation network in the Study Area and surrounding area.</p>

Subject	Comment	Response
Parks and Open Space	<p>Support was expressed for additional parks and open space in the Study Area, including:</p> <ul style="list-style-type: none"> ▪ Parks, trails, bike paths and recreational areas across the Study Area in general; ▪ Addition of cultural spaces and/or event spaces; and, ▪ Enhancement of the Michael Starr Trail, including expanding it to be used as a linear park corridor. <p>Support was also expressed for improvements adjacent to the Study Area along the Oshawa Creek valley, including improved bike paths and trails, bridges, and increased naturalization of the corridor.</p> <p>Generally, the majority of support was in favour of adding parks and open space to the Study Area, however some did express that parks should not displace housing or commercial/office development, given the shortage of housing and jobs in the area.</p>	<p>Noted. The Integrated M.T.S.A. Study will offer recommendations for adding parks and open space to the Study Area, as well as evaluate the supply and distribution of existing parks and open space in the Study Area and adjacent neighbourhoods.</p> <p>The Land Use Analysis and Sustainable Development Analysis within the Existing Conditions Report for the Integrated M.T.S.A. Study concluded that parks and open space are lacking within the Study Area.</p> <p>The Integrated M.T.S.A. Study will address this finding of the Existing Conditions Report, and make appropriate recommendations for future parkland acquisition, improvements to existing parks space, and addition of trails and multi-use paths and other recreational areas.</p>

Subject	Comment	Response
Existing Durham College Oshawa GO Station	Concerns were raised with respect to the existing Durham College Oshawa GO Station (“D.C. Oshawa GO Station”) and its future usage, both for GO and VIA Rail travel, as well as its lack of connectivity to the larger City by local transit routes.	<p>Noted. As previously mentioned, the City is neither responsible for nor has jurisdiction over GO Rail service or ancillary transit service connections to the D.C. Oshawa GO Station. As a result, staff’s ability to influence the usage and connectivity of this station is limited. In addition, the D.C. Oshawa GO Station is not within the scope or Study Area of the Integrated M.T.S.A. Study.</p> <p>It is staff’s current understanding that the construction of the Bowmanville Extension will not necessitate terminating VIA Rail or GO Rail service to the D.C. Oshawa GO Station. Rather, the extension route would pass through the D.C. Oshawa GO Station and continue eastward through Oshawa to Bowmanville.</p>
Noise and Vibration Impacts	Concerns were raised with respect to the impact the Bowmanville Extension would have on surrounding communities, including with respect to noise and vibration impacts.	<p>Staff note that Metrolinx is in the process of completing an addendum to the 2011 Environmental Assessment for the Bowmanville Extension, which, among other matters, addressed noise and vibration impacts along the C.P. Rail corridor, which is the route the Bowmanville Extension will travel through the Study Area.</p> <p>Given that matters relating to noise and vibration were wholly considered as part of Metrolinx’s 2011 Environmental Assessment, and will be further studied and updated in their ongoing Environmental Assessment Addendum, the objective of the Integrated M.T.S.A. Study is not specifically to make recommendations on noise and vibration impacts along the C.P. Rail corridor.</p> <p>However, the Integrated M.T.S.A. Study will make recommendations on noise and vibration through the Area-specific Transportation Master Plan. The Area-specific Transportation Master Plan would identify and recommend a preferred transportation option that accommodates future development. It will follow the Municipal Class Environmental Assessment (“M.C.E.A.”) process for Master Plans, in accordance with the Environmental Assessment Act.</p>

Subject	Comment	Response
Good Paying Jobs in Service Industry	A comment was made that residents would like to see good paying jobs in the community, including in the service industry, so that they can live and work within the same community.	<p>Noted. One of the recommended Guiding Principles is to “Cultivate a Strong Economy.”</p> <p>The Integrated M.T.S.A. Study will make recommendations on how to adhere to this Guiding Principle, which would potentially include the creation of good paying jobs.</p>
Dependency on Vehicle Travel, Lack of Walkability	<p>Concerns were expressed with respect to:</p> <ul style="list-style-type: none"> ▪ The lack of walkability in the Study Area; ▪ A need for a “community feel” that is livable and human scale; and, ▪ The need to drive everywhere to reach services, employment, recreation, etc. <p>A comment was also made that the addition of the Central Oshawa GO Station would allow the area to become a neighbourhood again, and provide an opportunity for change to occur.</p> <p>Support was expressed for streets with:</p> <ul style="list-style-type: none"> ▪ Narrower right-of-ways and fewer lanes of vehicle traffic; ▪ Bike lanes, with physical separation/barriers from vehicle traffic (i.e. not painted lines or bollards); ▪ Limited sight triangles/setbacks for adjacent development; ▪ Wide sidewalks; and, ▪ Extensive street trees and plantings. 	<p>Noted. One of the recommended Guiding Principles is to “Integrate Travel Equity, Choice, and Safety.” The recommended vision for the Integrated M.T.S.A. Study includes that “Auto-dependency will be reduced by offering a variety of multi-modal options”.</p> <p>In following this guiding principle and seeking to achieve this desired vision element, the Integrated M.T.S.A. Study will make recommendations aimed at reducing auto-dependency within the Study Area. These will include recommended improvements to infrastructure, as well as the implementation of policies to guide development and redevelopment that is walkable, human-scale and supported by active transportation networks and local and regional transit.</p>

Subject	Comment	Response
Ritson Road South Traffic Speed	Concerns were raised with respect to Ritson Road South and the currently fast moving traffic through the Study Area. It was suggested that boulevards along Ritson be expanded and vegetated, and a multi-use path be added.	<p>Noted. While Ritson Road South is a Regional Road through the Study Area, City staff can use the Integrated M.T.S.A. Study process to work with the Region of Durham on addressing traffic volume, congestion, and travel speed in order to ensure a safe, comfortable environment for all users of the Ritson Road corridor.</p> <p>The Integrated M.T.S.A. Study will make recommendations for multi-use paths and other active transportation infrastructure throughout the Study Area, including potentially on Ritson Road South. It could also look at traffic control measures, such as expanded boulevards, in order to ensure travel equity and safety.</p>
Area surrounding Study Area should have been considered in this Study	<p>Comments were made expressing that the Study should be expanded to include:</p> <ol style="list-style-type: none"> 1. The area south of Highway 401 along Bloor Street; and, 2. The area between the west boundary of the Study Area and the Oshawa Creek. 	<p>Staff note that the Study Area is identical to the area proposed by the Region of Durham for a “Protected Major Transit Station Area” (“P.M.T.S.A.”) for Central Oshawa, focused on the planned Central Oshawa GO Station. The Region of Durham has submitted this P.M.T.S.A. for Provincial approval, among other P.M.T.S.A.’s in other lakeshore municipalities, pursuant to Regional Council’s adoption of Regional Official Plan Amendment 186.</p> <p>The Central Oshawa P.M.T.S.A. was delineated by the Region, in consultation with City of Oshawa staff, subject to specific guidelines from the Province. Guidance provided by the Province included recommendations to not include areas in P.M.T.S.A.’s which were:</p> <ol style="list-style-type: none"> 1. Unable to be developed (i.e. due to a flood plain or hazard lands designation); or, 2. Separated from the majority of the P.M.T.S.A. by major infrastructure (i.e. a 400 series highway). <p>In view of the foregoing, the area south of Highway 401 along Bloor Street, and the area between the west boundary of the Study Area and the Oshawa Creek, were not included in the P.M.T.S.A. or the Study Area. The west boundary of the Study Area is identical to the east boundary of the Oshawa Creek flood plain adjacent to the Study Area, as identified by the Central Lake Ontario Conservation Authority (“C.L.O.C.A.”).</p>

Subject	Comment	Response
Ministry of Transportation (M.T.O.) and Highway 401 Widening and Interchange modifications	Comments were made that the Integrated M.T.S.A. Study should have consideration for the Highway 401 widening by M.T.O., as well as changes to highway interchanges, in order to anticipate any potential impacts on the planned land use and road network.	The Integrated M.T.S.A. Study will consider both in progress and planned changes to the Highway 401 corridor with respect to both land use and transportation planning. M.T.O. is also a stakeholder in the Integrated M.T.S.A. Study and will be consulted as necessary throughout the process.
Density targets	<p>A question was asked concerning how 150 people and jobs per hectare was identified as the density target for the Study Area.</p> <p>A comment was also made that they would like future presentations at Public Information Centres (“P.I.C.”) to provide visualizations and ideas of what a density target of 150 people and jobs per hectare looks like in the context of the Study Area.</p>	<p>Staff note that the Study Area is identical to the area proposed by the Region of Durham for a “Protected Major Transit Station Area” (“P.M.T.S.A.”) for Central Oshawa, focused on the planned Central Oshawa GO Station. The Region of Durham has submitted this P.M.T.S.A. for Provincial approval, among other P.M.T.S.A.’s in other lakeshore municipalities, pursuant to Regional Council’s adoption of Regional Official Plan Amendment 186.</p> <p>150 people and jobs per hectare is identified by the Province in the Growth Plan for the Greater Golden Horseshoe as the density target for Transit Station Areas. It is also identified by the Region of Durham in Regional Official Plan Amendment #186 as the target for the Central Oshawa P.M.T.S.A.</p> <p>Visualizations of density targets applied to the Study Area will be a key component of Stage 2 of the Integrated M.T.S.A. Study. Stage 2 will include three (3) alternatives with respect to land use, density and transportation networks, and will include visuals of these alternatives for public and stakeholder review and comment. This will include the presentation of these three (3) alternatives and associated visualizations at the second P.I.C.</p>

Subject	Comment	Response
Impact on Natural Heritage Resources and the Environment	<p>Comments were made that development of the Study Area should have consideration for natural heritage resources, both within and surrounding the Study Area, as well as the impact of the Study Area's development on the natural environment in general. Support was expressed to ensure "urban heat island" effect is limited, through expansion of green spaces/green roofs, and reduction of concrete/impermeable surfaces.</p> <p>Support was also expressed for protection and enhancement of the adjacent Oshawa Creek valley, including through naturalization of the Creek corridor.</p>	<p>Noted. Respect for the existing natural environment is a key component of the Integrated M.T.S.A. Study, and Parsons will be making recommendations to ensure that the impact on the natural environment is mitigated as development within the Study Area occurs.</p> <p>Additionally, a Sustainable Development Analysis was included in the Existing Conditions Report, which looked at the appropriate Policy Planning Framework, Sustainability Principles and Criteria, and best practices in promoting sustainability in development. The Sustainable Development Analysis also outlined a "Proposed Sustainability Approach", prioritizing high-quality parks and open space, a comprehensive active transportation network, and the creation of a human-scale built form.</p> <p>Staff also note that one of the recommended Guiding Principles is to "Prioritize Sustainable and Livable Development." In following this guiding principle, the Integrated M.T.S.A. Study will make recommendations to satisfy the proposed sustainability approach and have consideration for the natural environment and natural heritage resources within and surrounding the Study Area.</p>

Subject	Comment	Response
<p>“Gentle” Density and Laneway Housing</p>	<p>Several comments were made in support of expanding zoning permissions with respect to “gentle” density, such as laneway housing, secondary suites, duplexes and triplex, etc.</p>	<p>On October 25, 2022, the Ministry of Municipal Affairs and Housing released a bulletin entitled “Consultations on More Homes Built Faster: Ontario’s Housing Supply Action Plan, 2022-2023” (the “Action Plan”). The Action Plan is intended to advance the Province’s plans to address the housing crisis by setting a goal to build 1.5 million new homes in Ontario over the next ten years.</p> <p>To support the Action Plan, the government introduced the More Homes Built Faster Act, 2022, under Bill 23. Bill 23 attempts to address the housing crisis by reducing government fees and fixing development approval delays that slow housing construction and increase costs. Bill 23 received Royal Assent on November 28, 2022.</p> <p>Several changes were made through Bill 23 which would allow for an increase in the permissible “gentle” density being permitted in the Study Area.</p> <p>In addition, Parsons will be making recommendations with respect to built form and different housing typologies and permissions. The inclusion of gentler forms of density will be a key consideration in these recommendations. Parsons will consider the changes made through Bill 23 – which apply to the City as a whole – as they form their Study Area-specific recommendations on built form and zoning permissions.</p>

Subject	Comment	Response
Impacts on Built Cultural Heritage Value or Interest	<p>Comments were made both in support of, and in opposition to, the protection of built cultural heritage resources in the Study Area.</p> <p>Comments in support desired protection and commemoration of:</p> <ul style="list-style-type: none"> ▪ Cultural institutions such as community halls and churches; ▪ Buildings of architectural value including the former Ritson Public School and the former Ontario Malleable Iron Building façade along Front Street; and, ▪ The local history of the Study Area, including Indigenous history and the former industrial/manufacturing uses. <p>Comments in opposition to the preservation of heritage value expressed concern that heritage protection would limit/restrict the quantity of housing being added to the Study Area, at a time when housing was in short supply.</p>	<p>Noted. Parsons will be making recommendations with respect to the preservation of resources of cultural heritage value or interest in Stage 3 and 4 of the Integrated M.T.S.A. Study, once impacts on those properties have been identified through the Area-specific Transportation Master Plan.</p> <p>In addition, the recommended vision for the Integrated M.T.S.A. Study includes that “Land uses and urban form must protect the heritage and natural assets of the area and minimize impacts on the surrounding neighbourhoods.” Parsons will be making recommendations in order to ensure this vision is realized and cultural heritage resources are appropriately considered within the Study Area.</p> <p>With respect to comments in opposition to heritage preservation in favour of increased housing supply and commercial opportunities, staff note that Parsons is tasked with generating three (3) land use alternatives in Stage 2 of the Integrated M.T.S.A. Study which both respect cultural heritage resources, and provide sufficient residential and commercial land use designations in order to meet the 150 people and jobs per hectare target.</p>

Subject	Comment	Response
Connectivity through the Study Area	<p>Several comments were made expressing concerns with respect to the lack of north-south and east-west connectivity through the Study Area.</p> <p>Specific areas of concern included:</p> <ul style="list-style-type: none"> ▪ North-south travel across the C.P. Rail corridor; ▪ East-west travel across the north portion of the Study Area, including missing connections via John Street and the planned Gibb/Olive extension; ▪ North-south travel across the Highway 401 East corridor; and, ▪ East-west travel into the Study Area from the west, across the Oshawa Creek valley. 	<p>Noted. Parsons recognized in the Transportation Analysis within the Existing Conditions Report that:</p> <ul style="list-style-type: none"> ▪ “Highway 401 creates a disconnect between the M.T.S.A. and neighbourhoods to the south of the Study Area. The current crossings are not pedestrian friendly, with minimal buffer or separation between pedestrians and high-speed traffic.” ▪ “The C.P. Rail corridor limits connectivity between north and south portions of the Study Area. However, it provides a centrally located transit hub and there are opportunities to create cohesion between the north and south portions by enhancing existing crossings and adding new crossings.” <p>Parsons will be making recommendations with respect to improving connectivity, both across the Study Area and between the Study Area and adjacent neighbourhoods. Focus will be placed not solely on vehicular connectivity but also connectivity in local transit, cycling routes, and pedestrian mobility.</p>
Planned Thornton’s Corners GO Station	A question was asked with respect to whether a similar M.T.S.A. Study would be completed for the lands surrounding the planned Thornton’s Corner GO Station.	The Oshawa Official Plan does contain policy guidance with respect to undertaking a similar study to the Integrated M.T.S.A. Study, for Thornton’s Corners. Such a study is not underway at this time.

Subject	Comment	Response
Development of the Central Oshawa GO Station	<p>Several comments were made concerning the Central Oshawa GO Station, and the lands at 500 Howard Street, with respect to:</p> <ul style="list-style-type: none"> ▪ Redevelopment of the site; ▪ On-site parking (both in support of additional parking, and in support of minimal parking); ▪ Local transit access; and, ▪ Integration of the former Ontario Malleable Iron Building façade along Front Street. 	<p>The Integrated M.T.S.A. Study is being completed by Parsons solely on behalf of the City of Oshawa, not Metrolinx. Consequently, the City is unable to unilaterally make changes concerning the Central Oshawa GO Station, and the lands at 500 Howard Street, which are currently owned by Metrolinx.</p> <p>However, City staff will make every effort to communicate all comments concerning 500 Howard Street and the Central Oshawa GO Station to Metrolinx at every opportunity available, including during stakeholder and Technical Advisory Committee (“T.A.C.”) discussions, which Metrolinx attends.</p> <p>City staff continue to support the integration of the former Ontario Malleable Iron Building façade into the eventual redevelopment of the site.</p>