

To: Economic and Development Services Committee

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

Report Number: ED-23-167

Date of Report: September 6, 2023

Date of Meeting: September 11, 2023

Subject: Results of Stage 2 of the Integrated Major Transit Station Area  
Study for Central Oshawa

Ward: Wards 4 and 5

File: 12-03-0263

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## **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](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 April 3, 2023, City Council endorsed the scheduling of Public Information Centre Number 2 (“P.I.C. 2”) for the Integrated M.T.S.A. Study through Report ED-23-47 dated March 1, 2023.

Parsons has completed Stage 2 of the Integrated M.T.S.A. Study, including holding P.I.C. 2 on June 28, 2023. The purpose of this Report is to provide the Economic and Development Services Committee with the results of Stage 2 of the Integrated M.T.S.A. Study, including the Stage 2 public consultation results, and obtain authorization to advance to Stage 3 and hold P.I.C. 3.

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 2 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. 2. 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\\_PIC2\\_Boards\\_AODA-compressed.pdf](https://www.oshawa.ca/en/business-development/resources/Documents/Oshawa_MTSA_PIC2_Boards_AODA-compressed.pdf).

Attachment 4 is a copy of the presentation from P.I.C. 2. 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\\_PIC2\\_Presentation\\_Final.pdf](https://www.oshawa.ca/en/business-development/resources/Documents/Oshawa_MTSA_PIC2_Presentation_Final.pdf).

Attachment 5 is a copy of Land Use Alternative 1 presented at P.I.C. 2.

Attachment 6 is a copy of Land Use Alternative 2 presented at P.I.C. 2.

Attachment 7 is a copy of Land Use Alternative 3 presented at P.I.C. 2.

## **2.0 Recommendation**

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

1. That, pursuant to Report ED-23-167, dated September 6, 2023, Council endorse Land Use Alternative 3, in principle, as the basis for the development of the preferred solution in Stage 3 of the Integrated Major Transit Station Area Study.
2. That, pursuant to Report ED-23-167, dated September 6, 2023, staff be authorized to schedule Public Information Centre Number 3 to be held in the fourth 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 a Preferred Design Concept and related Preliminary Design for the Preferred Design Concept for the Integrated Major Transit Station Area Study.
3. That, pursuant to Report ED-23-167, dated September 6, 2023, staff be authorized to provide notice of the public consultation process for Stage 3 of the Integrated Major Transit Station Area Study as generally outlined in Section 5.5.2 of said Report.
4. That, pursuant to Report ED-23-167, dated September 6, 2023, Parsons Inc. provide a presentation to the Economic and Development Services Committee giving an update on the progress of Stage 3 of the Integrated Major Transit Station Area Study, prior to the holding of Public Information Centre Number 3.
5. That, pursuant to Report ED-23-167, dated September 6, 2023, upon concluding the public consultation process for Stage 3 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, Corporate and Finance 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 2 to this Report is a table containing the results of Stage 2 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.

#### **4.1 Public Consultation Process**

Staff undertook an eight-week public consultation process beginning on May 25, 2023 and concluding on July 21, 2023 to engage community members on three land use alternatives developed as part of Stage 2 of the Integrated M.T.S.A. Study. The three land use alternatives outlined three different approaches to the potential redevelopment of the district surrounding the planned Central Oshawa GO Station.

The consultation process used the following methods to engage the public:

- Making a feedback form available online on Connect Oshawa (online engagement platform) and on paper at Service Oshawa and at the Stage 2 Public Information Centre.
- Holding a public information centre (i.e. P.I.C. 2) on June 28, 2023, between 6 p.m. and 8:30 p.m., offering in-person participation at Oshawa City Hall, C-Wing Committee Room or virtual participation via webstream or call-in number.

Notice of P.I.C. 2 for the Integrated M.T.S.A. Study was issued on May 25, 2023 in accordance with the approved Terms of Reference and Council direction through Report ED-23-47. A second posting, in accordance with the requirements of the Environmental Assessment Act, was published in the local newspaper on June 22, 2023. P.I.C. 2 was also promoted to the community on the City's social media channels, website, and Connect Oshawa site.

In total, 109 people completed the feedback form, and approximately 76 participants attended P.I.C. 2, with 64 participants attending in-person and 12 attending virtually.

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

Display boards for P.I.C. 2 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. 2, visible to both in-person and virtual participants (see Attachment 4).

## **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 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”).

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 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.

Notice of P.I.C. 1 was issued on January 5, 2023 in accordance with the approved Terms of Reference and pursuant to Council’s 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 of Report ED-23-47 dated March 1, 2023.

More information concerning Stage 1 of the Integrated M.T.S.A. Study is available on the study webpage at: [www.Oshawa.ca/MTSASStudy](http://www.Oshawa.ca/MTSASStudy).

## **5.2 Results of Stage 2: Land Use and Transportation Alternative Solutions**

### **5.2.1 Public Information Centre Number 2**

On April 3, 2023, City Council endorsed the scheduling of P.I.C. 2 for the Integrated M.T.S.A. Study through Report ED-23-47, which can be found at the following link: <https://pub-oshawa.escribemeetings.com/filestream.ashx?DocumentId=11352>.

In accordance with the approved Terms of Reference and Council direction through Report ED-23-47, on June 5, 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. 2, details on study progress including the development of three Land Use and Transportation Alternative Solutions, and next steps.

More information on P.I.C. 2 and the related public consultation process is contained within Section 4.1 of this Report.

### **5.2.2 Stage 2: Development of Land Use and Transportation Alternative Solutions**

Parsons has now completed Stage 2 of the Integrated M.T.S.A. Study. As per the approved Terms of Reference, activities and tasks undertaken by Parsons as part of Stage 2 included developing the following:

- Three (3) Land Use Component and M.C.E.A. Component alternative solutions that address the identified problem/opportunity, existing and future transportation challenges, operational issues, safety concerns, and improved transit, pedestrian and multimodal options (see Attachments 5 through 7);
- An Urban Design Plan and implementing guidelines; and,
- An Area Specific T.M.P.

The following subsections provide further details on these deliverables.

### **5.2.3 Land Use Component and M.C.E.A. Component Alternative Solutions**

Parsons has developed three (3) Land Use Component and M.C.E.A. Component alternative solutions for the Study Area (see Attachments 5 through 7).

The alternative solutions considered the following:

- Population and employment distribution, and associated land needs;
- The Provincial Growth Plan, the Durham Regional Official Plan, the Oshawa Official Plan (“O.O.P.”), 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;
- The interface between future urban uses and existing areas, including the Downtown Oshawa Urban Growth Centre; and,
- Land use conflicts/compatibility between future urban uses and stable residential areas.

Key features of Alternative 1 (see Attachment 5) include:

- A projected 22,500 total homes, 45,000 residents and 7,500 jobs at full build out, assuming 25% of the lands never fully build out;
- A projected full build out density of 310 people and jobs per hectare;
- A focus on high density redevelopment within 600 meters (1,968.50 ft.) of the proposed Central Oshawa GO Station;
- Additional density in the northern portion of the M.T.S.A. which will support the intensification of the Downtown Oshawa Urban Growth Centre;
- Stable to moderate growth along Simcoe Street South and Ritson Road South; and,
- Gradual transition zones between stable neighbourhoods and the surrounding context.

Key features of Alternative 2 (see Attachment 6) include:

- A projected 22,500 total homes, 45,000 residents and 7,500 jobs at full build out, assuming 25% of the lands never fully build out;
- A projected full build out density of 310 people and jobs per hectare, the same as Alternative 1;
- A focus on high density redevelopment surrounding the proposed Central Oshawa GO Station;
- A prioritization of density along the two major north-south corridors – Simcoe Street South and Ritson Road South;
- Modest intensification throughout the stable neighbourhoods; and,
- A very distributed density which supports strategic infrastructure improvements over time.

Key features of Alternative 3 (see Attachment 7) include:

- A projected 25,000 total homes, 51,000 residents and 8,500 jobs at full build out, assuming 30% of the lands never fully build out;
- A projected full build out density of 350 people and jobs per hectare, higher than Alternative 1 and 2;
- A focus on creating a seamless redevelopment linkage between the proposed Central Oshawa GO Station and the Downtown Oshawa Urban Growth Centre;
- A maximization of future high density opportunities along Simcoe Street South, given the Region of Durham's advancing plans for investment in rapid transit along Simcoe Street between Highway 407 East and Lakeview Park; and,
- A distinct transformation of the M.T.S.A. and the surrounding context, with a greater portion of lands being impacted than in Alternatives 1 or 2 due to a greater amount of land being acquired by the City for purposes such as parks, to address the higher level of intensification and associated increase in demand for City facilities.

#### **5.2.4 Urban Design Plan and Implementing Guidelines**

Parsons has developed 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 and 2.

#### **5.2.5 Area Specific Transportation Master Plan**

Parsons has developed a preliminary draft Area Specific T.M.P. that provides a high-level transportation assessment of the three Land Use Alternatives to better understanding the impacts on the transportation network. This assessment was used as part of the evaluation criteria for selecting a Preferred Land Use Alternative.

It should be noted that the development of transportation alternatives solutions, as required for the M.C.E.A., will be undertaken during Stage 3 of the Integrated M.T.S.A. Study for the Preferred Land Use Alternative and will include:

- Future (2026, 2033, and beyond 2033) condition multimodal transportation models and evaluation criteria to determine the preferred transportation solution. A sub-area model was 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;
- 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.

Parsons will consider all input received and continue to refine the T.M.P. during Stage 3 of the Integrated M.T.S.A. Study.

### **5.3 The Preferred Alternative**

In consideration of the feedback received through both Stages 1 and 2 of the Integrated M.T.S.A. Study, Alternative 3 (see Attachment 7) best serves as the base for the development of the preferred solution for the Land Use Plan component and M.C.E.A. component in Stage 3.

Advancing Alternative 3 is appropriate in consideration of the following factors, which were echoed by the large majority of those who participated in the public consultation intakes in Stage 1 and 2:

1. The Province of Ontario has identified the Province as being in the midst of a housing crisis, with respect to both supply and affordability of housing units. Alternative 3 provides the greatest amount and variety of housing options.
2. It is intended that the redevelopment of the M.T.S.A. should be transformational, representing a change in built form and density covering the majority of the M.T.S.A. footprint. Alternative 3 best facilitates this change over the long term, as Alternatives 1 and 2 would maintain a larger area of the M.T.S.A. as relatively undisturbed, even over the long term.
3. The Region of Durham's planned investment in rapid transit along Simcoe Street between Highway 407 East and Lakeview Park must be supported by increased densities in order to efficiently run at its intended capacity and optimize the municipal return on investment. Only Alternative 3 offers a maximization of future high-density opportunities along Simcoe Street South.
4. Alternative 3 offers the most significant and impactful transition to the Downtown Oshawa Urban Growth Centre, locating a significant portion of people and jobs in proximity to the central core of the City, and bringing residents and employees closer to essential services, civic and recreational activities, and various centralized amenities such as restaurants, cultural centres, and green spaces.



## **5.4 Recent Development Applications**

The following list comprises a selection of recent development applications within the M.T.S.A. The densities listed below are consistent with the densities proposed to be advanced under the Integrated M.T.S.A. Study.

- 480, 484, 490 and 506 Ritson Road South (File: Z-2020-03): Two 3-storey apartment buildings (stacked townhouses) with a total of 40 dwelling units and a net residential density of 197 units per hectare (80 u/ac.).
- 446 Simcoe Street South (File: SPA-2018-10): A 5-storey apartment building with a total of 40 dwelling units and a net residential density of 140 units per hectare (57 u/ac.).
- 63 Albany Street and 467 and 469 Albert Street (Files: OPA-2022-04, Z-2022-06): A 15-storey apartment building containing 286 dwelling units and eighteen 3-storey block townhouses with an overall net residential density of 437 units per hectare (177 u/ac.).
- 64 Albany Street and 426 Front Street (File: Z-2020-01): An 11-storey apartment building with 100 dwelling units and a net residential density of 345 units per hectare (139 u/ac.).
- 144 and 155 First Avenue (Files: OPA-2023-02, Z-2023-05, S-O-2023-02): 8 development blocks featuring multiple towers ranging in height from 14 to 42 storeys with 5,435 residential units, approximately 5,873 square metres of ground related commercial floor space, and a combined net residential density of 871 units per hectare (353 u/ac.).

## **5.5 Next Steps**

### **5.5.1 Stage 3: Alternative Design Concepts for Preferred Solution**

Parsons has completed Stage 2 of the Integrated M.T.S.A. Study. It is now appropriate to advance Stage 3 of the Integrated M.T.S.A. Study as outlined in the Terms of Reference, which includes holding a third Public Information Centre (P.I.C. 3).

As per the approved Terms of Reference, activities and tasks that will be undertaken by Parsons as part of Stage 3 include developing the following:

- A preferred solution for the Land Use Plan Component and Municipal Class E.A. Component, informed by comments from P.I.C. 2 and using Alternative 3 from Stage 2 as a base (see Attachment 7);
- A refined T.M.P. and draft Urban Design Plan and implementing guidelines, informed by comments from P.I.C. 2;
- A phasing and staging plan to direct the overall development of the Study Area, based on the preferred solution for the Land Use Plan Component and Municipal Class E.A. Component;

- A fiscal impact analysis and life cycle cost comparison for all infrastructure including, but not necessarily limited to, parks, roads, stormwater management facilities/devices, for the preferred solution as per O. Reg. 588/17: Asset Management Planning for Municipal Infrastructure; and,
- The examination of alternative methods of implementing the preferred solution, based upon the existing environment, public and review agency input, anticipated environmental effects and methods of minimizing negative effects and maximizing positive effects. This will result in the development of alternative design concepts for the preferred solution as it relates to First Avenue/McNaughton Avenue from Simcoe Street South to Ritson Road South, and any other major roads or improvements identified in the T.M.P.

The activities and tasks for the Municipal Class E.A. Component for Stage 3 include, but may not necessarily be limited to:

- Preparing road design criteria for City review and approval;
- Developing typical sections based on the road design criteria and finalizing potential widths and details for the transportation network;
- Developing a minimum of three (3) Alternative Design Concepts for the preferred solution;
- Preparing an inventory of existing environmental conditions based on the preferred solution and determining all technical studies to fulfill the requirements of the Municipal Class E.A. process. The following is a list of minimum studies to be provided:
  - Transportation Master Plan;
  - Stormwater Management Report;
  - Contamination Overview Study;
  - Natural Environment Assessment Report;
  - Hydrogeological Report;
  - Socio-Economic Environments;
  - Built Heritage and Cultural Landscape Report;
  - Archaeological Assessment (Stage 1);
  - Noise Assessment;
  - Geotechnical Report;
  - Utility Relocations Report;
  - Preliminary Street Lighting Designs and Photometric Analysis;
  - Preliminary Design (30% of Detailed Design); and,
  - Property Acquisition Package.
- Confirming impacts to the natural, social, economic, cultural and built environments for the Alternative Design Concepts, and where impacts are unavoidable, proposing appropriate mitigation measures;
- Evaluating Alternative Design Concepts, including an assessment of identified environmental impacts and mitigation of the same, and identification of the Preferred

Design Concept;

- Developing a Preliminary Design for the Preferred Design Concept;
- Preparing a preliminary quantities and construction cost estimate for the Preferred Design Concept;
- Preparing a draft property impact report and property plans;
- Preparing a Draft E.S.R. and Preliminary Design Package; and,
- Presenting the Preferred Design Concept and Preliminary Design to the T.A.C.

### **5.5.2 Public Consultation Process**

Staff recommend that P.I.C. 3 be scheduled to be held in the fourth quarter of 2023 in order to advance the study process in a timely manner. Staff will provide notice of P.I.C. 3 for the Integrated M.T.S.A. Study through:

- Advertising in the Oshawa This Week newspaper twice – two (2) weeks and one (1) week in advance of the meeting – in accordance with the requirements of the Environmental Assessment Act;
- 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 a minimum of two (2) weeks in advance of the meeting;
- Circulating notice to all interested parties and stakeholder groups (including Indigenous community groups) on the Integrated M.T.S.A. Study Area mailing list a minimum of two (2) weeks in advance of the meeting; and,
- Posting on the City's Corporate website and Connect Oshawa.

### **5.5.3 Presentation by Parsons Inc. to the Economic and Development Services Committee**

Parsons will provide an update on the progress of Stage 3 of the Integrated M.T.S.A. Study to the Economic and Development Services Committee prior to the holding of P.I.C. 3.

## **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. 3, which can be accommodated within the appropriate Departmental budget.

On August 18, 2023, City staff submitted an application on behalf of the City to the Canada Mortgage and Housing Corporation's ("C.M.H.C.") Housing Accelerator Fund ("H.A.F.") which included an initiative whereby the City investigates opportunities to use City lands for the purposes of constructing, or supporting the construction of "missing-middle"

housing units in Oshawa. Staff included the Integrated M.T.S.A. Study as an eligible project under the H.A.F. program in the event Oshawa is selected by C.M.H.C. as a grant recipient.

On August 22, 2023, City staff received a news release from the Provincial government outlining a \$1.2 billion fund to “reward municipalities that deliver on housing targets.” This news release is available at the following link:

<https://news.ontario.ca/en/release/1003397/to-build-more-homes-ontario-launching-building-faster-fund-and-expanding-strong-mayor-powers>

The advancement of the Integrated M.T.S.A. Study will support the City of Oshawa’s efforts in meeting Provincial housing targets, thereby increasing the likelihood that Oshawa would be eligible for this new Provincial funding opportunity.

## **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.



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

Subject: Results of Stage 2 of the Integrated Major Transit Station  
Area Study for Central Oshawa

Ward: Wards 4 and 5

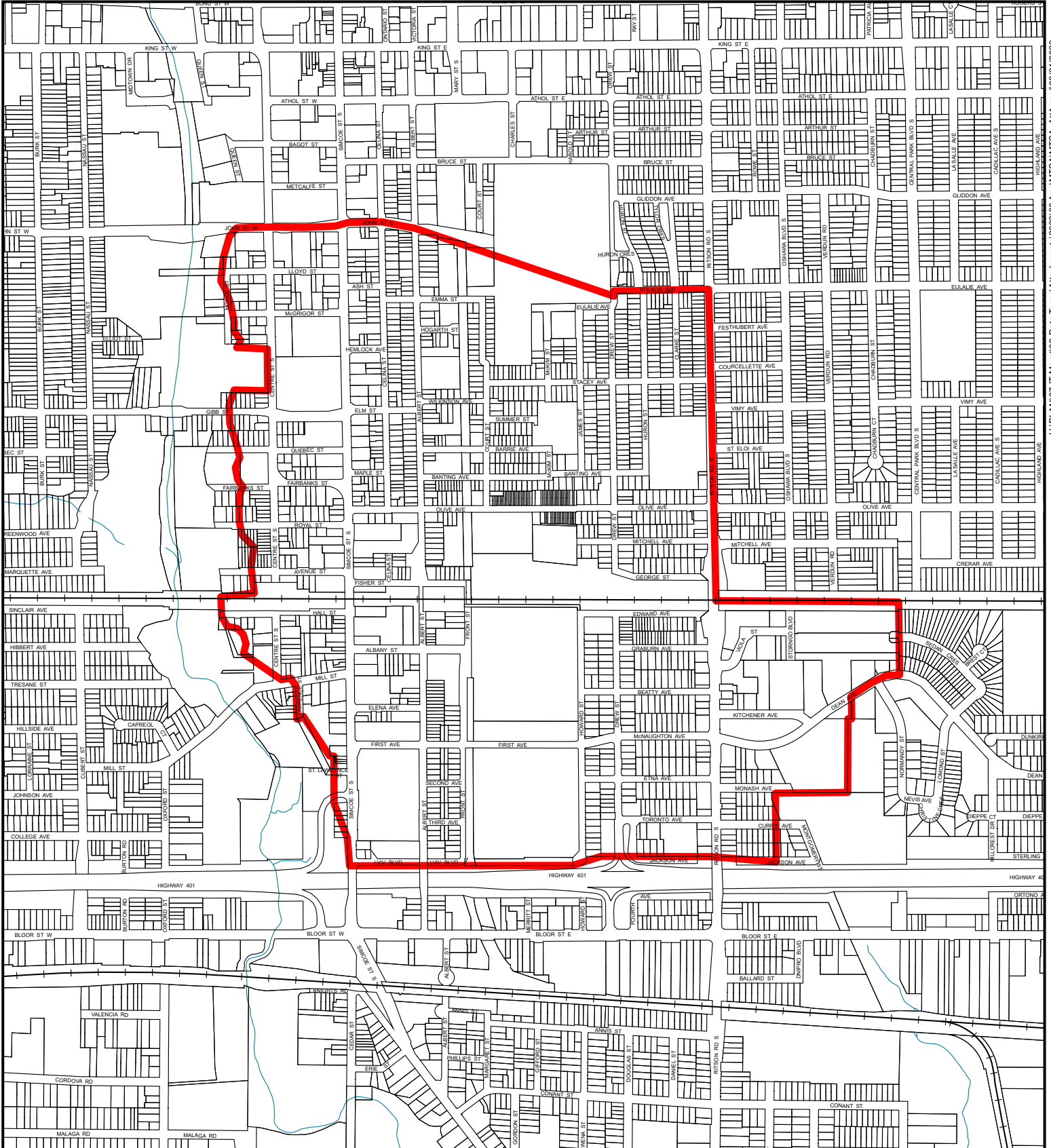
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City of Oshawa  
Economic and Development Services



 Integrated MTSA Study Area Boundary



**Results of Stage 2 of the Integrated Major Transit Area Study for Central Oshawa: Public Comment and Staff Response Chart**

<b>Subject</b>	<b>Comment</b>	<b>Response</b>
Density	<p>Many comments were made in support of increased residential density to meet growing demand for housing.</p> <p>There was also strong support for mid-to-high-density development near the Central Oshawa GO Station and along key corridors to support the greatest number of jobs and employment opportunities, and for the best utilization of transit and active transportation infrastructure.</p>	<p>Noted. It is anticipated that the Integrated M.T.S.A. Study will offer recommendations that will result in a substantial amount of new residential units within the Study Area at a variety of different densities and types of built form. The three (3) land use alternatives outlined in this Report envision the M.T.S.A. to contain the following at full build-out:</p> <ul style="list-style-type: none"> <li>▪ 7,500 to 8,500 jobs;</li> <li>▪ 45,000 to 51,000 residents; and,</li> <li>▪ 22,500 to 25,000 units</li> </ul> <p>The M.T.S.A. is estimated to currently possess 575 jobs and 6,510 residents.</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.</p> <p>Stage 3 of the Integrated M.T.S.A. Study will include determining the preferred solution for land use, density and transportation. As noted in this Report, it is proposed that Land Use Alternative 3 be advanced as the base for the preferred solution. Land Use Alternative 3 provides the highest density and most jobs and units of all the Land Use Alternatives.</p>

<b>Subject</b>	<b>Comment</b>	<b>Response</b>
Density	A question was asked concerning how density targets were identified for the Study Area and how the three (3) “Land Use Alternatives” were created.	<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 minimum 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>As part of Stage 2 of the Integrated M.T.S.A. Study, Parsons created three (3) alternatives with respect to land use, density and transportation networks, and offered visuals of these alternatives for public and stakeholder review and comment.</p> <p>The objective of these three (3) Land Use Alternatives was to investigate different development patterns for the Study Area, and display their characteristics with respect to residents, jobs, units, and density, on a very long term time horizon (also known as “full build out”).</p>
Respect for the Surrounding Context	There was a preference expressed for a context-sensitive and balanced distribution of density with suitable transitions to mitigate impacts to the existing neighbourhoods.	Noted. 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 all public feedback and stakeholder comments as they form their Study Area-specific recommendations on built form and zoning permissions.

<b>Subject</b>	<b>Comment</b>	<b>Response</b>
Connections to Downtown Oshawa	<p>Most comments in support of Land Use Alternative 3 noted they favour a continuous connection with downtown Oshawa.</p> <p>Commenters noted they wanted to maximize the economic and development potential of both the Study Area and downtown Oshawa.</p>	<p>Noted. One of the Guiding Principles of the Integrated M.T.S.A. Study is to “Cultivate a Strong Economy.”</p> <p>As part of Stage 1 of the Integrated M.T.S.A. Study, a commercial market analysis was conducted for the Downtown Main Central Area in Oshawa to see what could be supported in terms of retail, office, and employment. The Downtown Main Central Area generally includes the Study Area, the Downtown Oshawa Urban Growth Centre, and the area immediately surrounding the Oshawa Centre. It also includes lands along King Street East and Bond Street East between the Downtown Oshawa Urban Growth Centre and the Oshawa Centre.</p> <p>The results of this analysis showed that the Downtown Main Central Area can support a mix of job types including retail and professional services, and that the Downtown Oshawa Urban Growth Centre should continue to serve as a central location for the highest order employment, retail and office uses. The Central Oshawa P.M.T.S.A. should continue to serve in an ancillary role to the Downtown Oshawa Urban Growth Centre, providing a variety of services but at a lesser scale.</p>



<b>Subject</b>	<b>Comment</b>	<b>Response</b>
Development along Ritson Road South	A comment noted that in Land Use Alternative 3, Simcoe Street South is the major density corridor, but asked how this would impact development potential along Ritson Road South.	<p>Stage 2 of the Integrated M.T.S.A. Study included the creation of three (3) alternatives with respect to land use, density and transportation networks, and offered visuals of these alternatives for public and stakeholder review and comment.</p> <p>Stage 3 of the Study will include determining the preferred solution for land use, density and transportation. As noted in this Report, it is proposed that Land Use Alternative 3 be advanced to serve as the base for the preferred solution. Land Use Alternative 3 provides the highest density and most jobs and units of all the Alternatives, but as noted, focuses density along Simcoe Street South.</p> <p>Notwithstanding the above, all three (3) Land Use Alternatives (including Alternative 3) forecasted an increase in density along Ritson Road South above that which is currently permissible under the Oshawa Official Plan and Zoning By-law.</p> <p>Simcoe Street South is more favourable for density in part due to the Region of Durham's planned investment of rapid transit along the Simcoe Street corridor between Highway 407 East and Lakeview Park.</p>
Albert Street Bridge	Commenters asked if there has been a decision on whether the Albert Street bridge will be removed.	<p>While no formal public announcement has been made on this matter, it has been communicated by Metrolinx that, in order to accommodate the proposed Lakeshore East GO Rail Extension to Bowmanville, the Albert Street Bridge must be completely removed.</p> <p>The Integrated M.T.S.A. Study will investigate the need for this connection and the implications of its removal. While not currently considered a critically necessary vehicle linkage in the Study Area, in the future a crossing in this location could assist to address capacity issues on Simcoe Street South and Ritson Road South. North-south connectivity through the Study Area (for both vehicle travel and active transportation) has been identified as a significant concern by both the public and key stakeholders, in both Stage 1 and 2 of the Integrated M.T.S.A. Study.</p>

<b>Subject</b>	<b>Comment</b>	<b>Response</b>
Safety and Security	Commenters asked if the Integrated M.T.S.A. Study will address safety and security concerns in the Study Area.	<p>The Project Team is unable to address personal safety/crime in the Study Area as that is outside the scope of the Integrated M.T.S.A. Study and under the jurisdiction of the Durham Regional Police Service.</p> <p>Safety related to vulnerable road users will be reviewed as part of the urban design plan and guidelines and in the design of future/reconstructed roadways. Street design plays a significant role in ensuring safety for all users. Additionally, an increase in the M.T.S.A.'s population/unit density will result in an increase in "passive surveillance" – more eyes will be on the street.</p>

<b>Subject</b>	<b>Comment</b>	<b>Response</b>
Multimodal Transportation Options	<p>A number of comments were made in support of the provision of a variety of multimodal options, such as;</p> <ul style="list-style-type: none"> <li>▪ The need for a safer and better integrated multimodal transportation network that offers a variety of mode choices;</li> <li>▪ Prioritization of pedestrians and cyclists through the expansion and enhancement of active transportation infrastructure;</li> <li>▪ The creation of bike lanes that connect the north and south;</li> <li>▪ The creation of additional active transportation connections along the C.P. Rail corridor;</li> <li>▪ The need to ensure that active transportation infrastructure extends beyond the Study Area and allows for travel between Study Area and other areas of the City; and,</li> <li>▪ The need to ensure bike lanes are located in safe areas for travel, and are designed to ensure user safety.</li> </ul>	<p>The Integrated M.T.S.A. Study will offer recommendations for adding active transportation routes and infrastructure within the Study Area, including cycling infrastructure. Staff note that Provincial, Regional, and local level policies in the Oshawa Official Plan all support locating active transportation infrastructure within transit station areas.</p> <p>One of the Study’s Guiding Principles is to “Integrate Travel Equity, Choice, and Safety.” The 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 rely upon the delivery of a strong active transportation network in the Study Area and surrounding area.</p> <p>Parsons is looking at opportunities for the entire transportation network in the Study Area and surrounding area including bike lanes, multi-use paths, sidewalks, transit, and roads needed to support the development of the Central Oshawa P.M.T.S.A. A core purpose of the Integrated M.T.S.A. Study is to reduce the dependency on single use automobiles.</p> <p>It should be noted that the Integrated M.T.S.A. Study is being completed by 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 noted above.</p>

<b>Subject</b>	<b>Comment</b>	<b>Response</b>
Multimodal Transportation Options	There was a strong support in the comments to reduce automobile dependency and the prevalence of surface parking lots.	<p>Noted. One of the Guiding Principles for the Integrated M.T.S.A. Study is to “Integrate Travel Equity, Choice, and Safety.” The vision includes that “Auto-dependency will be reduced by offering a variety of multi-modal options”.</p> <p>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> <p>Once a preferred solution for land use, density and transportation has been chosen in Stage 3 of the Integrated M.T.S.A. Study, the team will work with the Region of Durham to determine what an appropriate mode share is for the Study Area.</p>
Transit Connectivity	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 all areas of the City by local transit routes.	<p>Noted. The City is neither responsible for nor has jurisdiction over the 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 Lakeshore East GO Rail Extension to Bowmanville will not necessitate terminating VIA Rail or GO Rail service to the D.C. Oshawa GO Station. Rather, the GO Rail Services would pass through the D.C. Oshawa GO Station and continue eastward through Oshawa to Bowmanville.</p> <p>However, City staff will make every effort to communicate all comments concerning the D.C. Oshawa GO Station to Metrolinx at every opportunity available, including during stakeholder and Technical Advisory Committee (“T.A.C.”) discussions, which Metrolinx attends.</p>

<b>Subject</b>	<b>Comment</b>	<b>Response</b>
Transit Connectivity	Concerns were raised with respect to how existing transit would integrate with the future Central Oshawa GO Station.	<p>As noted above, the City is neither responsible for nor has jurisdiction over GO Rail service or ancillary transit service connections to the future Central Oshawa GO Station. As a result, staff's ability to influence the usage and connectivity of this station is limited.</p> <p>However, City staff will make every effort to communicate all comments concerning 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>
Transit Connectivity	Commenters asked if the Integrated M.T.S.A. Study will incorporate the Region of Durham's plans for Simcoe Street Rapid Transit.	Yes. The Project Team for the Integrated M.T.S.A. Study is looking at how to support the planned investment in rapid transit on Simcoe Street, and is working with the Project Team at the Region of Durham to understand what is needed for both projects.

<b>Subject</b>	<b>Comment</b>	<b>Response</b>
Parks and Green Spaces	<p>Commenters expressed concern with respect to how the proposed increase in density would be balanced with an increase in parks and green space. Commenters also asked if the design would include trees on boulevards.</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 make appropriate recommendations for future parkland acquisition, improvements to existing parks space, and addition of trails and multi-use paths and other recreational areas. Additionally, staff are advancing design work in 2023 to allow for the redevelopment and expansion of Elena Parkette in 2024.</p> <p>As part of the planning process in reviewing development applications, the City will review opportunities to secure additional parkland. Different development proposals will have differing abilities to provide parkland depending on their size and density.</p> <p>The Urban Design Plan and Implementation Guidelines will provide guidance with respect to boulevards and street trees. They will be used to evaluate future development applications and determine the appropriate provisions of boulevard trees and other greenery/landscaping.</p>
One-way Streets	<p>Comments were made with respect to the future of the one-way streets in the Study Area.</p>	<p>The Project Team has direction through the Terms of Reference for the Integrated M.T.S.A. Study to look at the existing one-way streets within the Study Area, and determine the best solution for the future of these particular streets.</p>

<b>Subject</b>	<b>Comment</b>	<b>Response</b>
Displacement of existing residents	<p>Concerns were raised with respect to existing residents being “bought out” or displaced by real estate developers and/or new residents.</p> <p>Concern was also raised with respect to those in the Study Area without housing. Commenters asked if provisions were being made for those without housing in the Study Area.</p>	<p>The provision of housing support and/or services to the unhoused population is outside of the scope of the Integrated M.T.S.A. Study, as social services and housing under the jurisdiction of the Region of Durham. Notwithstanding this, the 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 land use permissions would not preclude the legality of the existing uses in place prior to the implementation of these changes.</p>
Noise and Vibration Impacts	<p>Concerns were raised with respect to the impact the Lakeshore East GO Rail Extension to Bowmanville would have on surrounding communities, including with respect to noise and vibration impacts.</p>	<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 GO Rail Service 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>

<b>Subject</b>	<b>Comment</b>	<b>Response</b>
<p>Built Cultural Heritage Value or Interest</p>	<p>Comments were made in support of the protection of built cultural heritage resources in the Study Area.</p> <p>Comments desired protection of the former “Adelaide House” at 33 McGrigor Street and the former “Ritson Public School” at 300 Ritson Road South, and sought to understand how historic buildings could be integrated with development.</p> <p>Members of the public requested examples of the preservation and adaptive reuse of schools and other historic buildings in other cities.</p>	<p>Noted. Parsons will be making recommendations with respect to the preservation of resources of cultural heritage value or interest in Stages 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>The three (3) Land Use Alternatives show the potential of what could be developed, and do not presume the destruction of the existing context. The Integrated M.T.S.A. Study will provide recommendations on the protection of cultural heritage assets, as well as mitigation measures to limit the impact of new developments on existing neighbourhoods.</p> <p>The Project Team will also provide examples of the preservation and adaptive reuse of schools and other historic buildings at P.I.C. 3.</p>



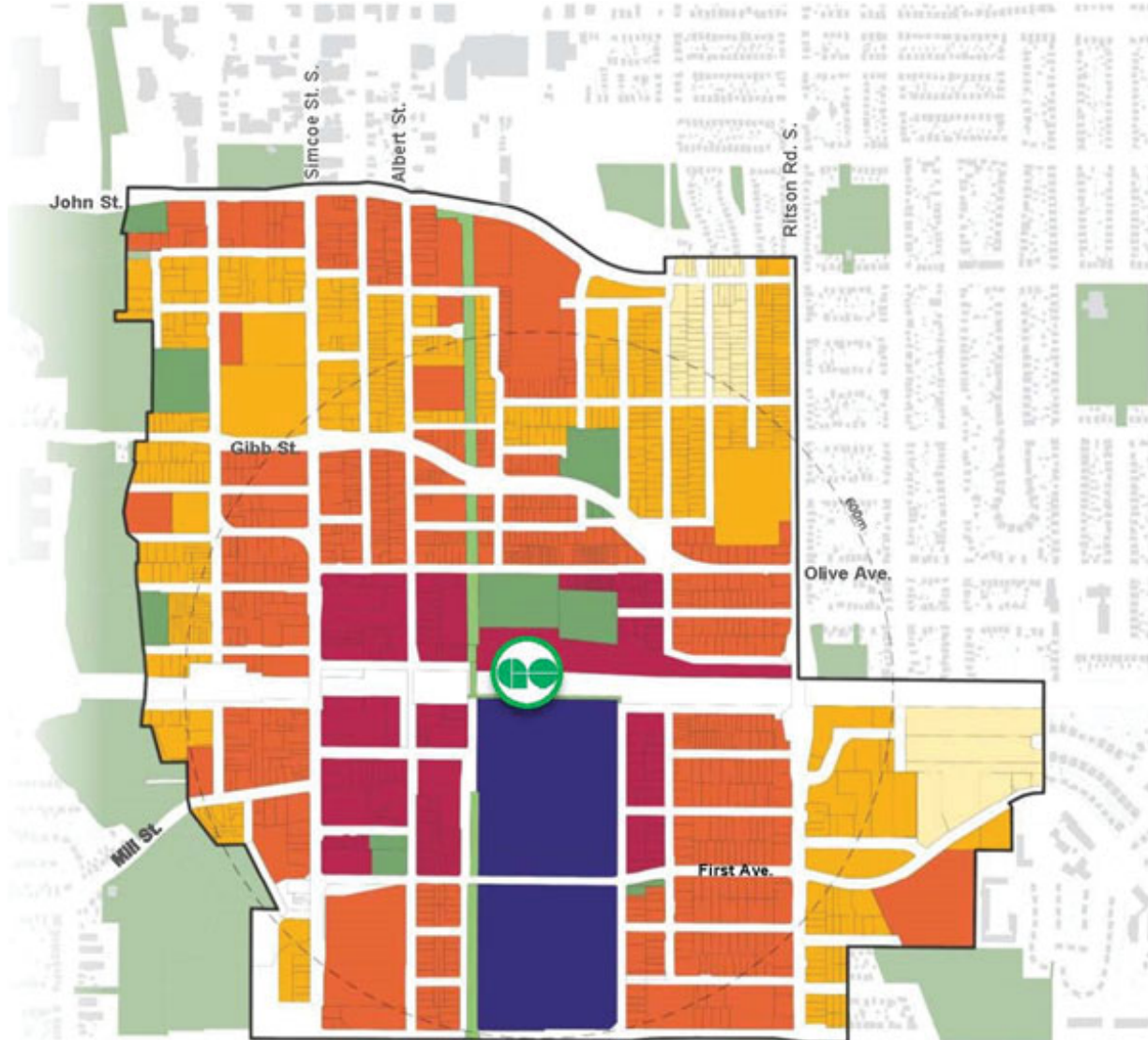
<b>Subject</b>	<b>Comment</b>	<b>Response</b>
Development of the Central Oshawa GO Station	<p>Several comments were made concerning the Central Oshawa GO Station, and the lands at 500 Howard Street, with respect to:</p> <ul style="list-style-type: none"> <li>▪ Redevelopment of the site;</li> <li>▪ On-site parking (both in support of additional parking, and in support of minimal parking);</li> <li>▪ Local transit access; and,</li> <li>▪ Integration of the former Ontario Malleable Iron Company Building façade along Front Street.</li> </ul>	<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 Company Building façade into the eventual redevelopment of the site.</p>
Education	<p>Comments were submitted expressing concern with the increase in school-age population in the Study Area and surrounding neighbourhoods, and the existing and future capacities for educational facilities.</p>	<p>The Project Team cannot speak on behalf of the school boards regarding closing schools or building new schools, as they are a separate entity to the City of Oshawa.</p> <p>Notwithstanding the above, the local school boards are stakeholders in the Integrated M.T.S.A. Study and are being consulted. As well, the City ensures that when new developments are proposed, the local school boards are given an opportunity to provide comments. This also allows them the opportunity to plan accordingly with respect to adding capacity and/or planning new schools.</p> <p>Additionally, Economic and Development Services staff are investigating with the applicants at 144 and 155 First Avenue the possibility to include community uses such as schools, daycares, community centres and libraries as part of a mixed-use building within their proposal.</p>

<b>Subject</b>	<b>Comment</b>	<b>Response</b>
Timing	<p>Comments were made that, recently, most development and investment in Oshawa has been concentrated in other areas of the City, whereas Central Oshawa has not received significant investments in 30-50 years.</p> <p>Commenters desired to understand why investment would come to Central Oshawa now, when it hasn't come previously.</p>	<p>A key deliverable of the Integrated M.T.S.A. Study will be recommendations for amendments to the City of Oshawa Official Plan and Zoning By-law. The implementation of these amendments will streamline development approvals to allow the area to redevelop at a faster pace.</p> <p>Notwithstanding the above, it is important to note that the Study Area is an existing urban area, with existing neighbourhoods and businesses, an existing transportation network, and existing services and utilities. Greenfield areas, like in north Oshawa, possess a simpler and faster path to redevelopment. It is expected that the Study Area would redevelop over the course of the next 50 years, and it would not be a fast-paced wholesale change as is seen in greenfield areas. However, it is important to note that the delivery of the new Central Oshawa GO Station is anticipated to serve as a strong catalyst for redevelopment with the Study Area.</p> <p>Additionally, the City of Oshawa, and the Greater Toronto Area as a whole, has seen a significant market shift recently in favour of medium and high density housing, and infill in existing neighbourhoods. The M.T.S.A. has been targeted by local, Regional, and Provincial authorities as a designated location to accommodate this demand for infill of medium and high density redevelopment.</p>
Development Permissions	<p>Commenters sought to understand the status of development permissions for the Study Area.</p>	<p>Currently, all development applications in the Study Area are being processed through the planning process, but often the proposals are asking for densities and heights that are not permitted in the Zoning By-law or Oshawa Official Plan.</p> <p>An objective of the Integrated M.T.S.A. Study is to recommend appropriate density targets and/or heights on a site-by-site basis. This would allow for the consideration of future development applications to be streamlined, as height and density will have already been considered and defined through the Integrated M.T.S.A. Study.</p>

<b>Subject</b>	<b>Comment</b>	<b>Response</b>
Development Permissions, Timing	Commenters asked if there was a timeline as to when amendments to the Oshawa Official Plan and Zoning By-law would be approved, once the Integrated M.T.S.A. Study has concluded.	<p>The final report for the Integrated M.T.S.A. Study is anticipated to be presented to City Council in Spring 2024. Following approval by City Council, City Staff would implement the Study recommendations, including potential amendments to the Oshawa Official Plan and Zoning By-law.</p> <p>Depending on the recommendations of the Study, a number of different public consultations and Environmental Assessment processes could follow. The timing of implementing the recommendations is highly dependant on the content of the recommendations – certain recommendations will have short turnarounds (i.e. 6 to 12 months), whereas others will come to fruition over a number of years.</p>
Infrastructure Costs	Commenters asked if developers were responsible for the financial implications of redevelopment, or if the City was paying for additional infrastructure through property taxes and/or funding from other levels of government?	The majority of the investment and infrastructure recommended through the Integrated M.T.S.A. Study would be incorporated into the City's Development Charge Bylaw, allowing for it to be funded by development.

<b>Subject</b>	<b>Comment</b>	<b>Response</b>
Property Values	<p>Commenters asked if property values would increase because of the Integrated M.T.S.A. Study.</p>	<p>Increase/decrease in land value is not a layer of consideration of the Integrated M.T.S.A. Study, nor is it typically considered in any process under the Planning Act.</p> <p>Notwithstanding the above, it is worth noting that, generally, transit investments such as new stations create an uplift in land values. Land value in the Downtown Oshawa Urban Growth Centre and the Central Oshawa M.T.S.A. should benefit from both the Central Oshawa GO Station, and planned rapid transit corridors along both Simcoe Street (the Simcoe Rapid Transit project) and King Street (the Durham-Scarborough Bus Rapid Transit).</p>
Requests for Additional Density	<p>The Project Team received several site specific requests for additional density to be designated in future land use alternatives.</p> <p>These requests generally supported additional density:</p> <ul style="list-style-type: none"> <li>▪ Along Simcoe Street South, south of the C.P. Rail corridor;</li> <li>▪ East of Ritson Road South, north of Dean Avenue; and,</li> <li>▪ South and west of the Central Oshawa GO Station (500 Howard Street).</li> </ul>	<p>Noted. Requests for additional density will be considered as the Integrated M.T.S.A. Study advances, and will be evaluated in the context of the overall Integrated M.T.S.A. Study.</p>

Title: Land Use Alternative 1: "GO Station Transit Oriented Development Centre" **Attachment 5**  
 Subject: Results of Stage 2 of the Integrated Major Transit Station Area Study for Central Oshawa  
 Ward: Wards 4 and 5  
 File: 12-03-0263



<b>JOB</b>	<b>RESIDENTS</b>
<b>7,500</b>	<b>45,000</b>
<b>HOMES</b>	<b>PEOPLE &amp; JOBS / Ha (GROSS)</b>
<b>22,500</b>	<b>310</b>

Net ppl&j/ha

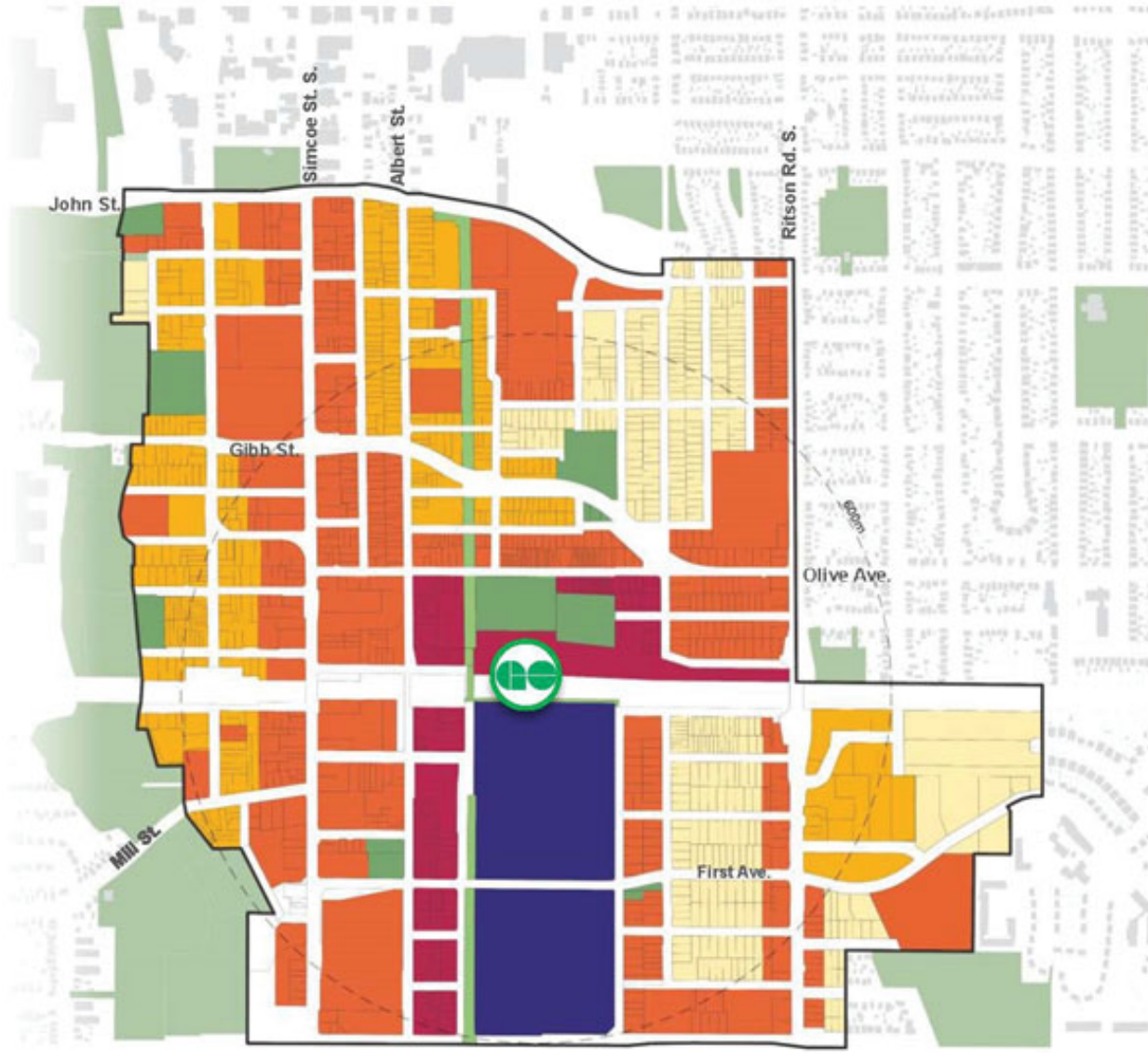
<150		very low density
150-300		low density
300-600		mid density
600-800		high density
>800		very high density










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

Title: Land Use Alternative 2:  
"Mid-rise High Streets & Transit Oriented Development Centre"  
Subject: Results of Stage 2 of the Integrated Major Transit Station Area Study for Central Oshawa  
Ward: Wards 4 and 5  
File: 12-03-0263



City of Oshawa  
Economic and Development Services



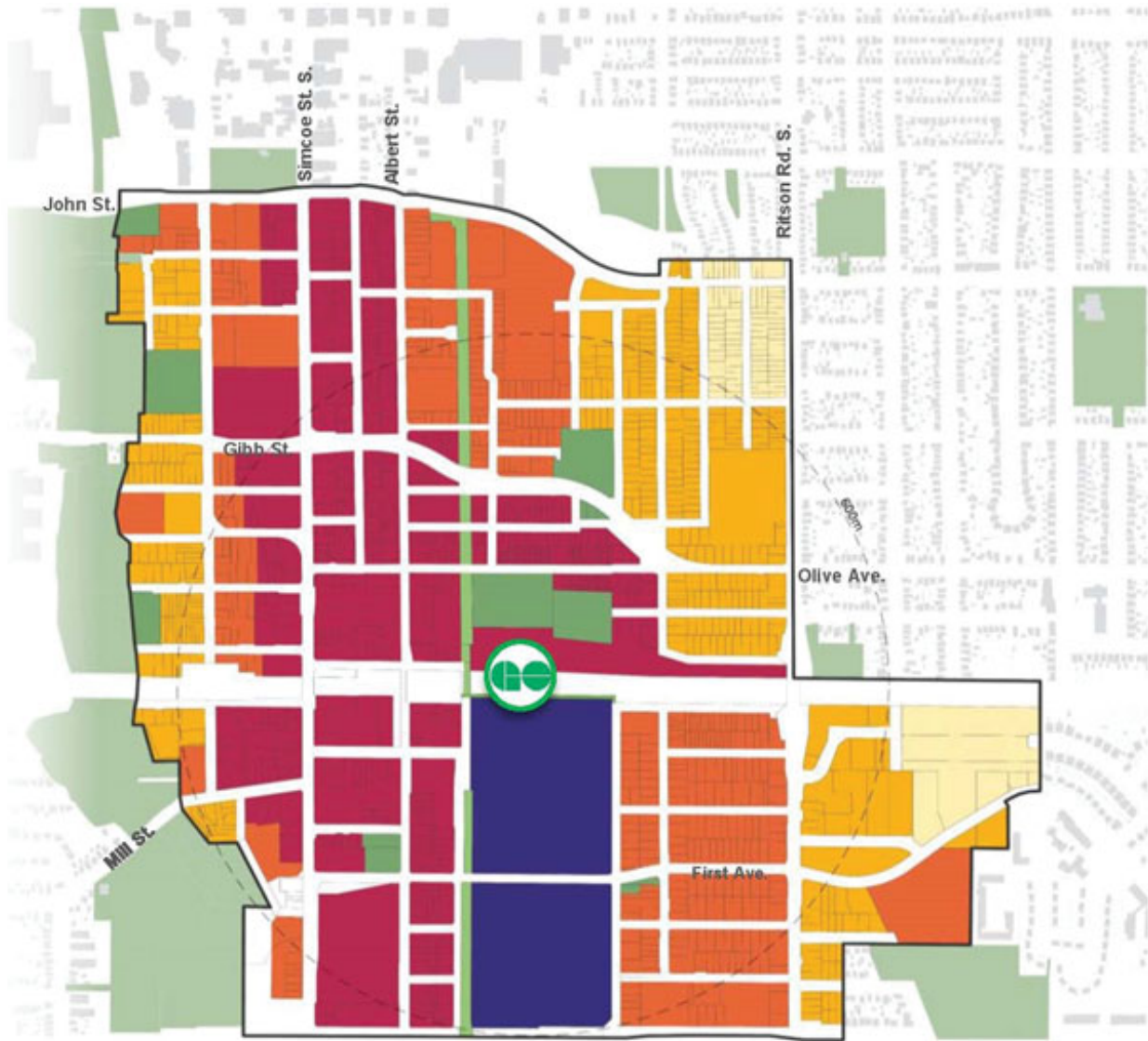
 <b>JOB</b> <b>7,500</b>	 <b>RESIDENTS</b> <b>45,000</b>	<b>Net ppl&amp;j/ha</b> <150 150-300 300-600 600-800 >800	 very low density  low density  mid density  high density  very high density
 <b>HOMES</b> <b>22,500</b>	 <b>PEOPLE &amp; JOBS / Ha (GROSS)</b> <b>310</b>	<b>NOTE:</b> 25% of development lands anticipated to not fully build-out (10% for public uses, 15% for existing to remain)	

Title: Land Use Alternative 3: "Bridging to Downtown"

Subject: Results of Stage 2 of the Integrated Major Transit Station Area Study for Central Oshawa

Ward: Wards 4 and 5

File: 12-03-0263



**JOBS**

**8,500**



**RESIDENTS**

**51,000**



**HOMES**

**25,000**



**PEOPLE & JOBS / Ha (GROSS)**

**350**

Net ppl&j/ha

- <150 very low density
- 150-300 low density
- 300-600 mid density
- 600-800 high density
- >800 very high density

NOTE: 30% of development lands anticipated to not fully build-out (15% for public uses, 15% for existing to remain)