WELCOME

INTEGRATED MAJOR TRANSIT STATION AREA STUDY FOR CENTRAL OSHAWA

PUBLIC INFORMATION CENTRE NUMBER 2

June 28, 2023

6:00 p.m. – 8:45 p.m.

SCAN ME

Doors Open at 5:50 p.m.

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

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

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INTEGRATED MAJOR TRANSIT STATION AREA STUDY FOR CENTRAL OSHAWA

PURPOSE OF PUBLIC INFORMATION CENTRE NO. 2

Provide an update on the Integrated M.T.S.A Study for Central Oshawa and collect feedback on:

- Three Land Use Alternatives
- Land Use Alternative Evaluation
- Urban Design Plan and Implementation Guidelines
- Future Transportation Analysis of the Land Use Alternatives
- Study Timeline and Key Dates

What are the Consultation Objectives?

- Provide an update for the Study and the planning process undertaken
- Receive public feedback on the Study progress and materials shown today

STUDY PURPOSE

The purpose of the Integrated M.T.S.A Study is to advance development of the Study Area that supports and accommodates the future Central Oshawa GO Station.

This Study will ensure that future development:

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

STUDY TIMELINE

Stage 1: Study Initiation
Fall 2022 – Winter 2023
- Study Initiation
- Background Review and Analysis
- Public Information Centre 1

Stage 2: Development of Land Use and Transportation Alternatives
Spring 2023
- Development of Land Use and Transportation Alternatives
- Public Information Centre 2

Stage 3: Alternative Design Concepts for Preferred Solutions
Summer 2023 – Winter 2024
- Alternative Design Concepts for Preferred Solutions
- Public Information Centre 3

Stage 4: Finalize Study
Summer 2024
- Finalize Study
- Public Information Centre 4

STUDY DELIVERABLES

The Integrated M.T.S.A Study for Central Oshawa is comprised of two parts:

1. A **Master Land Use** and **Urban Design Plan** with implementation guidelines; and
2. An **Area-Specific Transportation Master Plan** that satisfies Phases 1 to 4 of the Municipal Class Environmental Assessment process (Master Plan Approach #3, MCEA (2015).

RESULTS OF STAGE 1 PUBLIC CONSULTATION

Safety

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

Active Transportation

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

P.I.C. #1 Public Consultation Results

Community Enhancements

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

Residential & Commercial Density

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

PROBLEM AND OPPORTUNITY STATEMENT

PROBLEM

The Central Oshawa Major Transit Station Area (M.T.S.A.) encompasses the planned Central Oshawa GO Station along the future Lakeshore East GO rail service extension. It is located south of Downtown Oshawa, in an area in transition. The M.T.S.A. possesses many parcels of land which are **underdeveloped** and **underutilized**. The transportation network in the M.T.S.A. is oriented to automobile users and is **disconnected** for users of all other forms of transportation.

OPPORTUNITY

In order to support the future GO Rail service extension and the planned Central Oshawa GO Station, along with the population and employment density targets for the M.T.S.A. dictated by the Province, the *Integrated M.T.S.A. Study* must develop the necessary land use, urban design and transportation plans that will support and guide the growth and redevelopment of the M.T.S.A.

The vision is a community which accommodates and supports **a variety of multi-modal options**, rather than solely private automobile usage. Redevelopment and capital investments should improve the lives of those who live, work, and play in the area, while also reducing the dependency on the private automobile by offering a variety of multi-modal transportation choices. These improvements must maintain a sensitivity to the existing urban fabric, including stable neighbourhoods and areas of cultural heritage value or interest.

VISION AND GUIDING PRINCIPLES

VISION

- An industry-leading, **sustainable** and **context sensitive built form** supported by a comprehensive and **accessible multi-modal transportation network**.
- Redevelopment and capital investments that improve the lives of those who **live, work,** and **play** in the area.
- A **reduction in auto-dependency** supported by an offering of a variety of **multi-modal options**.
- Land use and urban form which **protects heritage and natural assets** and minimizes impact on the surrounding neighbourhoods.

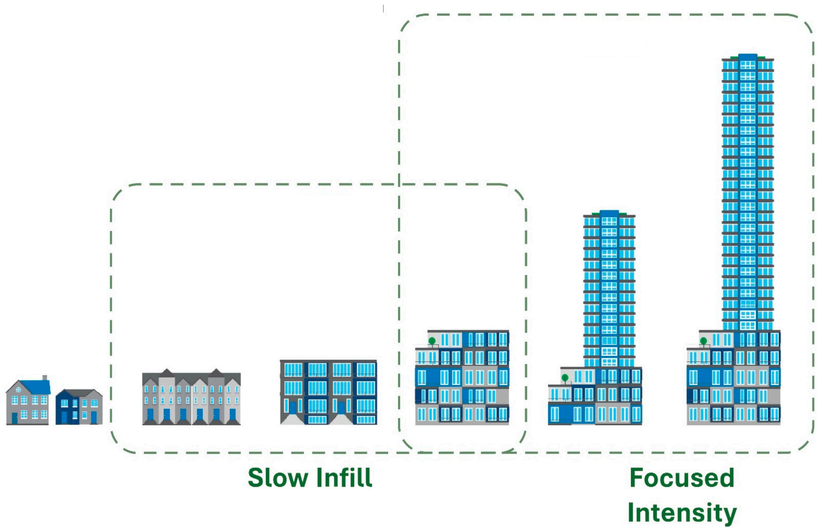
GUIDING PRINCIPLES

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

DENSITY BLOCKS & BUILT FORM

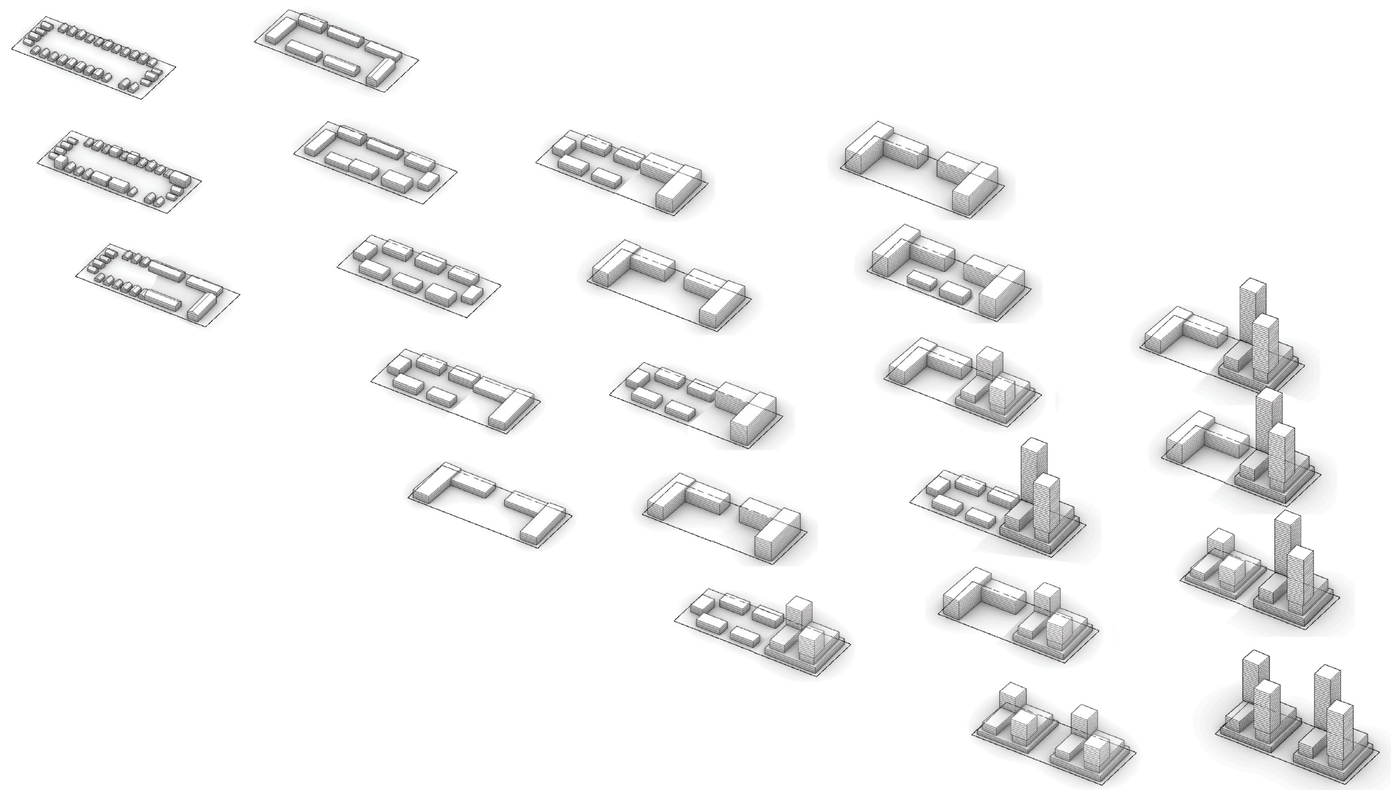
The transformation of the M.T.S.A. will be driven by a change in urban form, including block structure and architectural types. There are several options which could yield the final density targets. The M.T.S.A. does not need to subscribe to a single form of urban redevelopment.

Opportunities exist to create strategic areas that encourage growth, with blocks that transition to residential stable areas and areas designated for slow infill to support the existing character of the community and context.



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

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

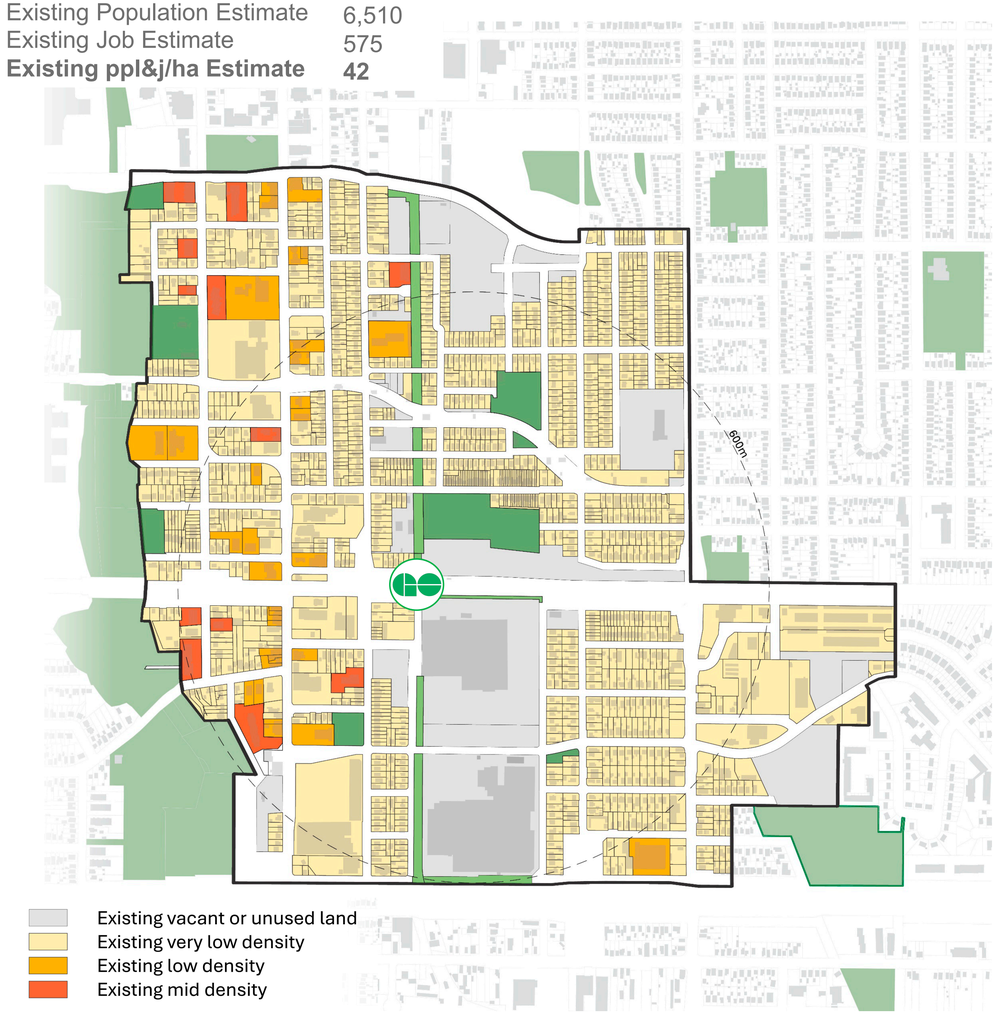


These built form typologies allow for flexibility to create an urban form that brings intensification to strategic parts of the study area, while helping to create transitional built form options within and surrounding stable neighborhoods.

EXISTING LAND USE AND DEVELOPMENT “PIPELINE”

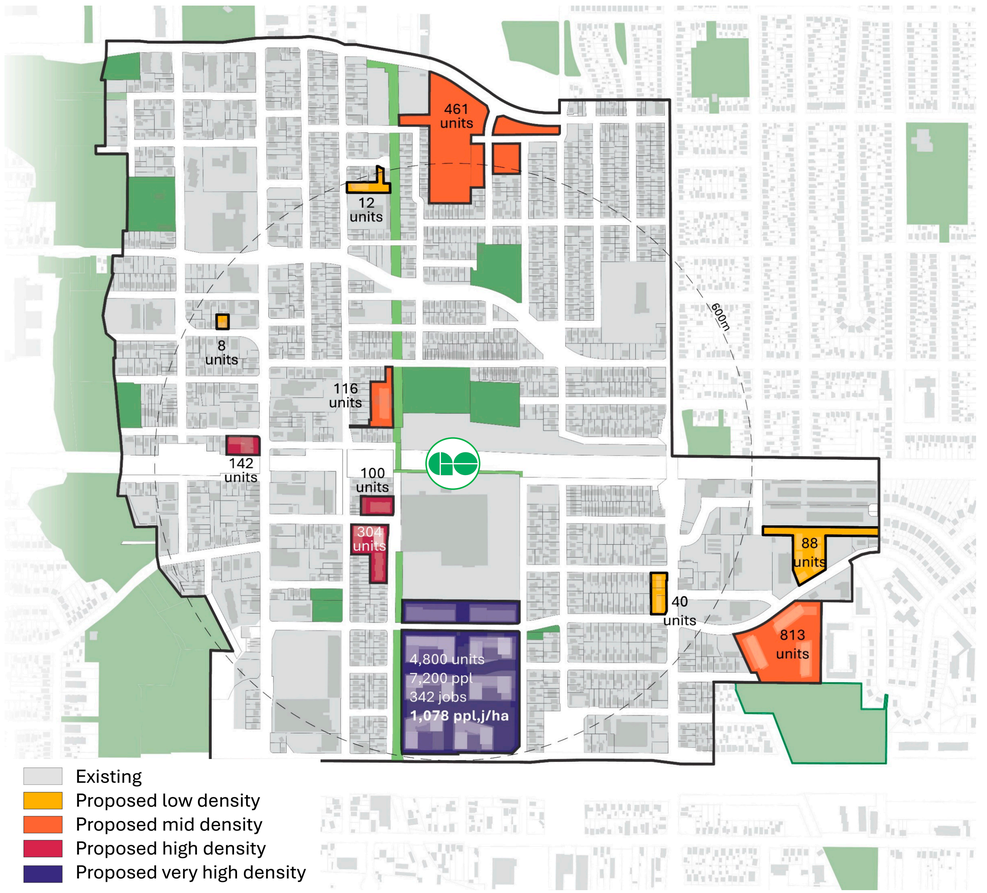
EXISTING LAND USE CONDITION

Existing Population Estimate	6,510
Existing Job Estimate	575
Existing ppl&j/ha Estimate	**42**



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

EXISTING LAND USE + PROPOSED DEVELOPMENTS



The density within the existing condition plus the proposed developments in the development “pipeline” is projected to be **110 ppl&j/ha**. The figure above denotes the distribution of development without specific land-use planning for the M.T.S.A..

ALTERNATIVE 1 | GO STATION TRANSIT ORIENTED DEVELOPMENT (TOD) CENTRE

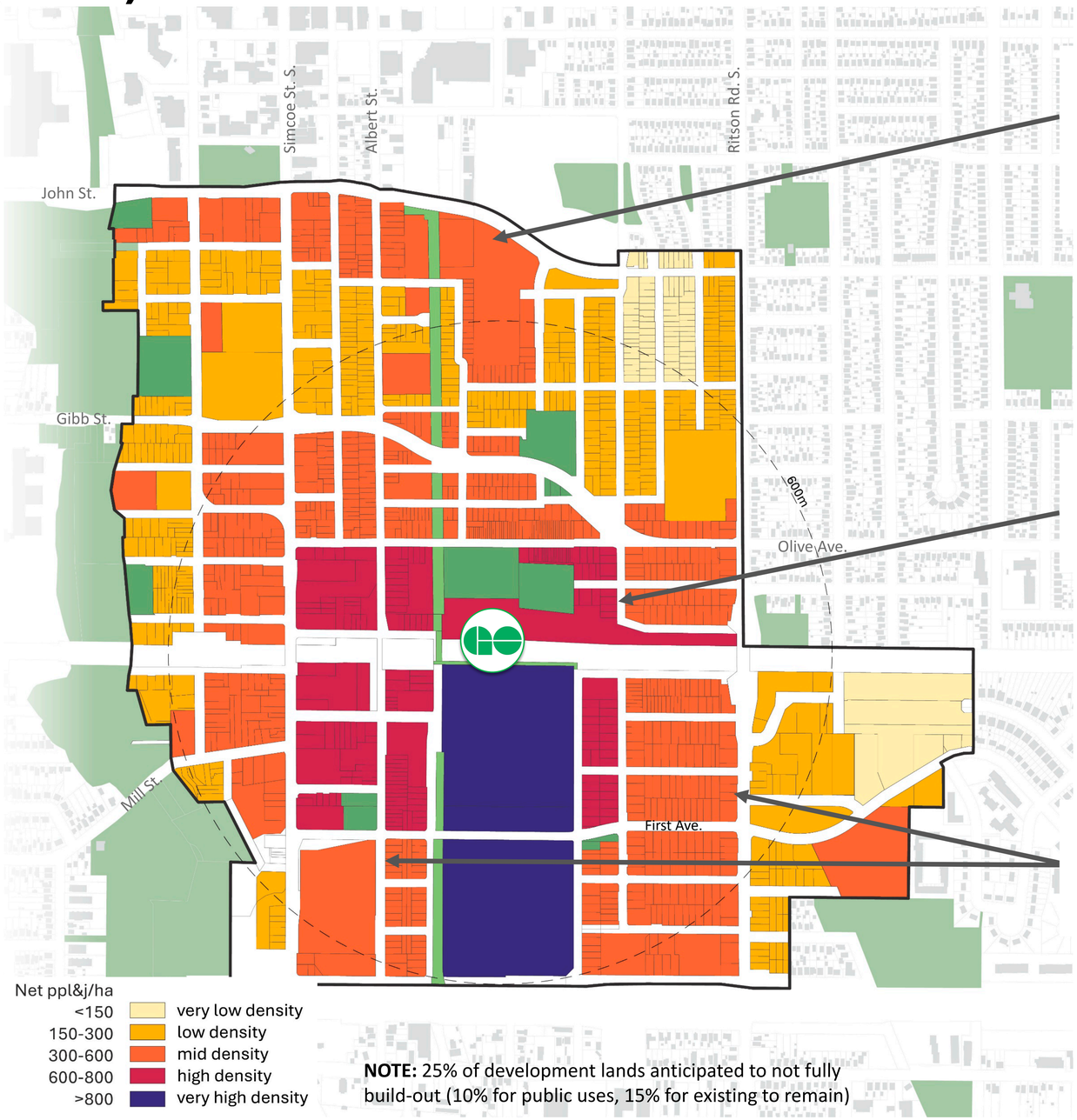
HOMES
22,500

RESIDENTS
45,000

JOBS
7,500

PEOPLE & JOBS / Ha (GROSS)
310

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



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

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

Allows for stable-to-moderate growth along Simcoe Street South and Ritson Road South.

ALTERNATIVE 2 | MID-RISE HIGH STREETS & TRANSIT ORIENTED DEVELOPMENT (TOD) CENTRE

HOMES
22,500

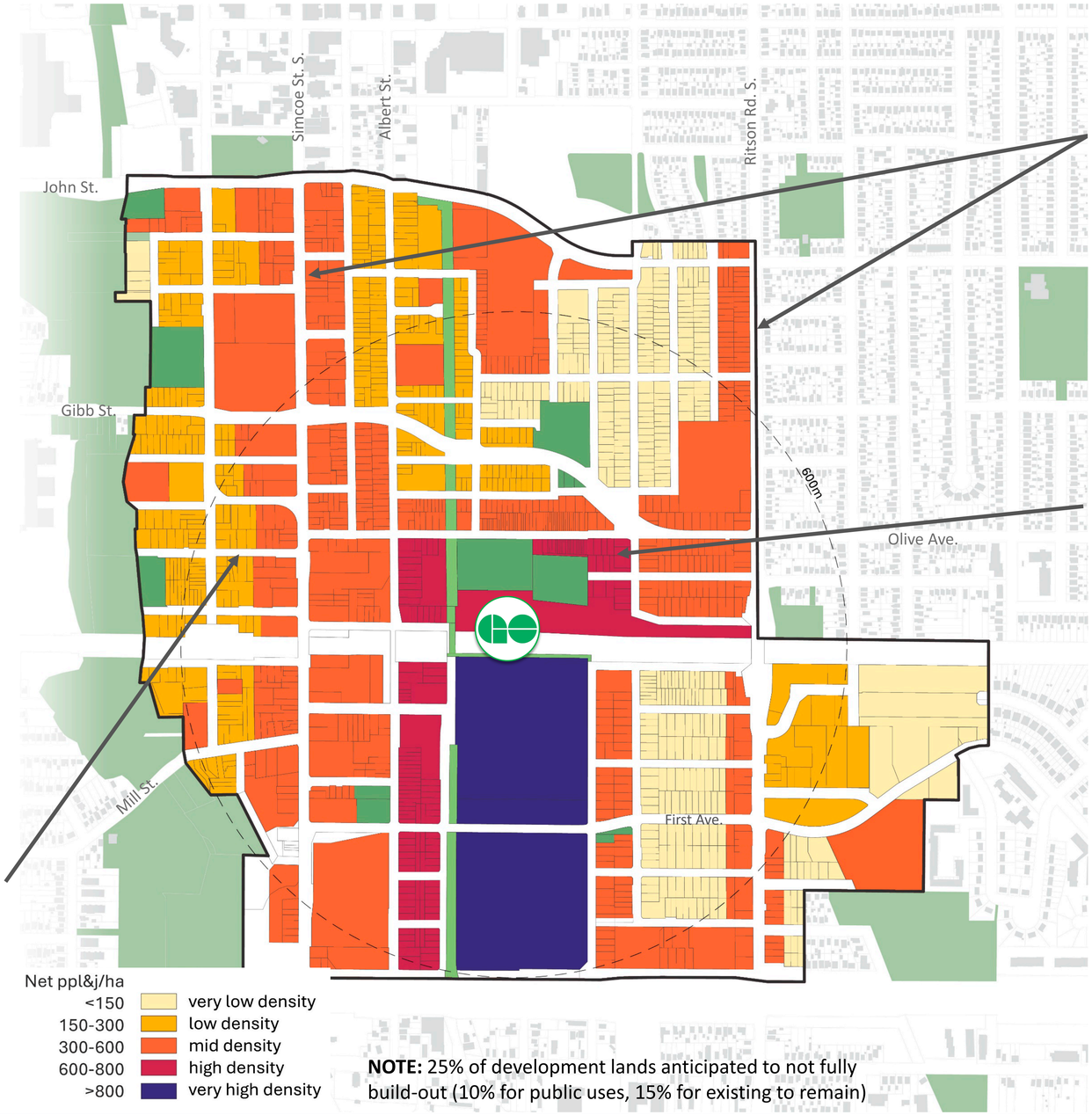
RESIDENTS
45,000

JOBS
7,500

PEOPLE & JOBS / Ha (GROSS)
310

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

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



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

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

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

ALTERNATIVE 3 | BRIDGING TO DOWNTOWN

HOMES
25,000

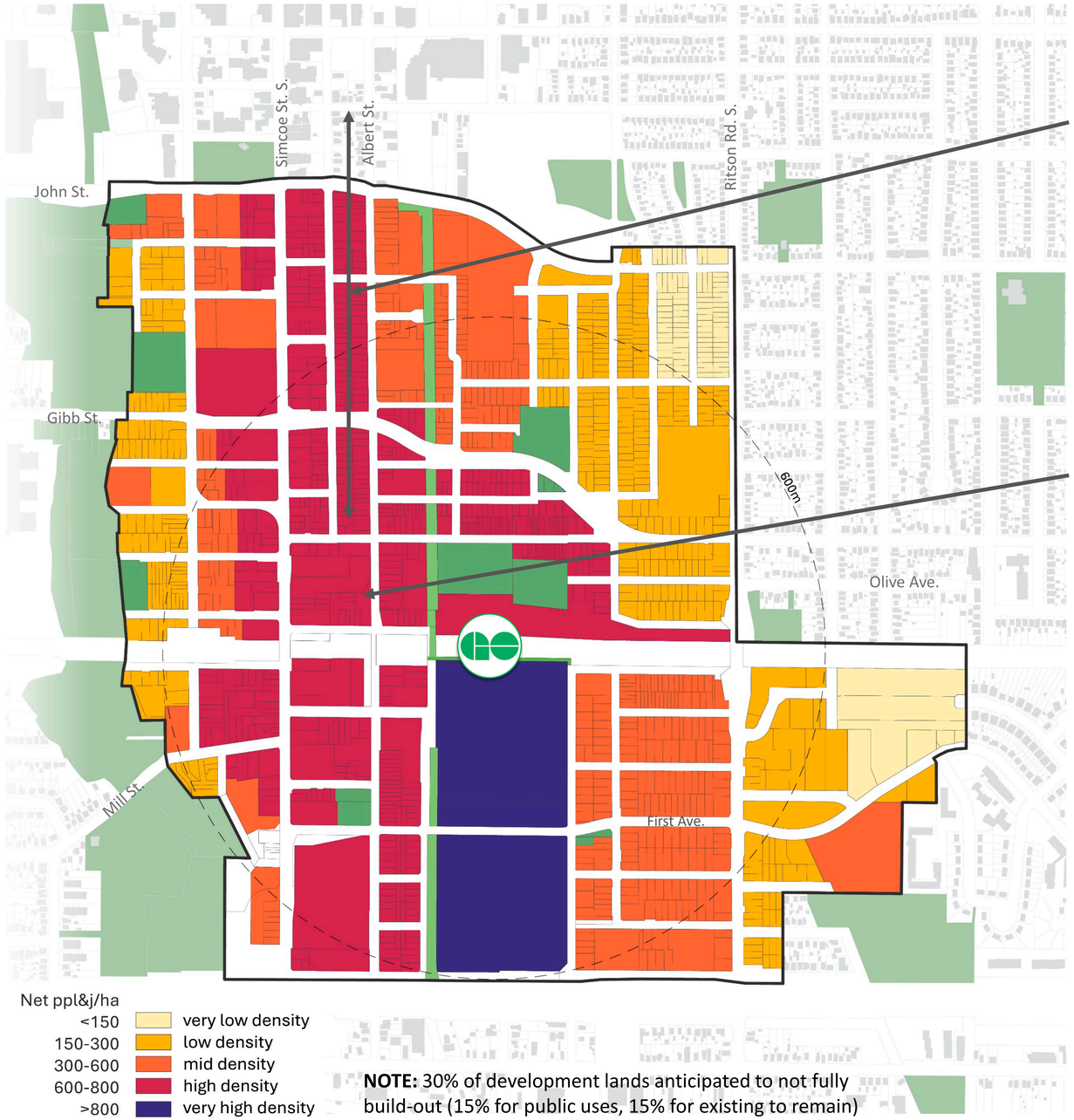
RESIDENTS
51,000

JOBS
8,500

PEOPLE & JOBS / Ha (GROSS)
350

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

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



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

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

DRAFT URBAN DESIGN PLAN AND IMPLEMENTATION GUIDELINES

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

1. Build from existing policy framework and best practices in complete, Transit-Oriented Communities.

2. Through the selection of a Preferred Alternative, the correct density target will be determined that would be appropriate for the Central Oshawa M.T.S.A.

3. Establish the correct mixture of built form typologies to respond to the residential and employment growth forecasts.

4. Ensure that redevelopment creates a complete community, with amenities for a growing population i.e., schools, recreation, emergency services, etc.

5. Protect for parks and open space for the community's growing population, which support the City of Oshawa's parks plan and public spaces.

6. Support overall planning objectives to revitalize the traditional Downtown and Civic Core of the City.

7. Plan for a changing modal split and less dependency upon the automobile. Rapid transit investments and active transportation will play a more important role within the community.

8. Employ sustainable/green redevelopment and infrastructure upgrades, aiming for a carbon neutral community model.





Building LeBreton Flats, Ottawa Ontario

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

EVALUATION CRITERIA

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

1. Which Alternative provides the best conditions for redevelopment to accommodate population growth while creating a complete community that improves the lives of those who live, work, and play in the area?

2. Which Alternative presents the most sensitivity to maintaining existing stable blocks and neighbourhoods within the M.T.S.A. and surrounding context?

3. Which Alternative exhibits the best complement to the Study's established land-use objectives, including strengthening the Downtown, protecting cultural and natural heritage, economic growth, and providing more affordable housing options?

4. Which Alternative best accommodates reduced automobile dependency (reduced trips), and supports more sustainable and multi-modal mobility options (transit and active modes)?

5. Which Alternative would best deliver an overall positive transformation of the Central Oshawa neighbourhood over the next 50 years?

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

FUTURE TRANSPORTATION ANALYSIS (2033)

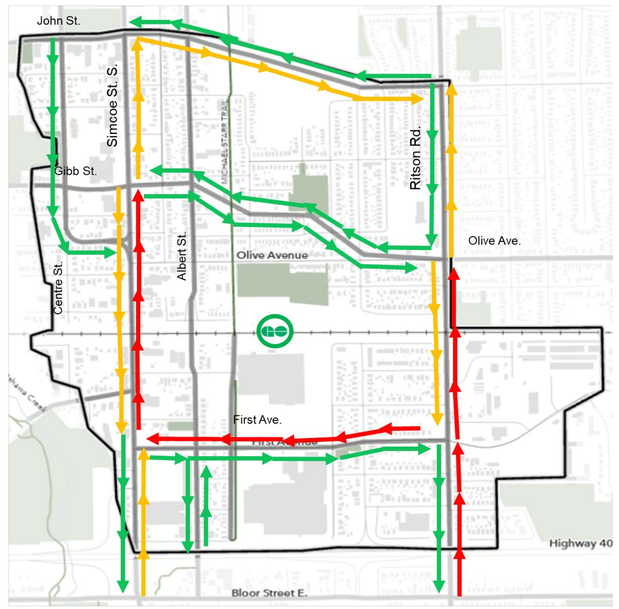
What is Volume-to-Capacity (V/C)?

A measure of the vehicular demand relative to the carrying capacity of the roadway based on known relationships with geometry, traffic control and driver behaviour.

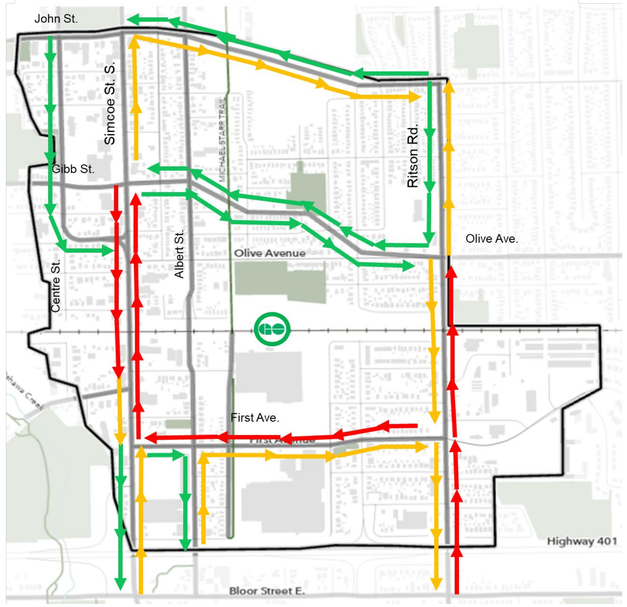
V/C 0.0 to 0.6	V/C 0.6 to 0.85	V/C – 0.85 +
Free-flowing traffic with no delays.	Stable traffic flow with some delays.	Restricted traffic flow with increased delays.

- Future network analysis was compared against the 2033 Durham Region Model
- Network performance of each scenario is similar to the Region's model & the Existing Condition + Proposed Development trend
- The need for capacity improvements on First Avenue, Simcoe Street South and Ritson Road South is consistent across all scenarios

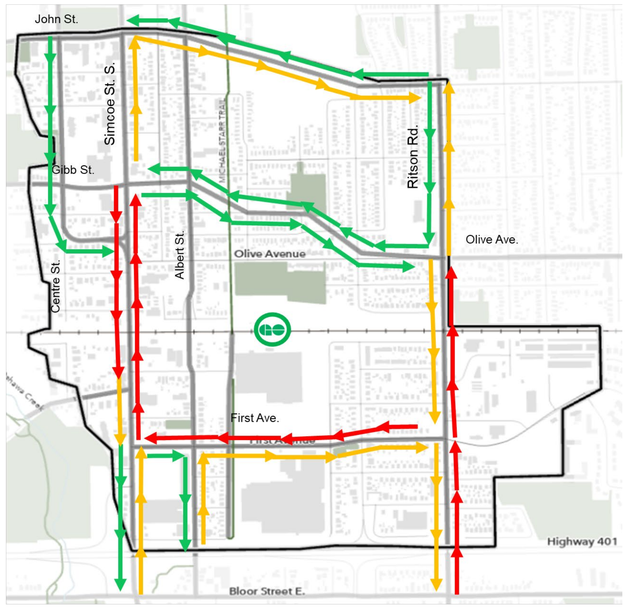
2033 DURHAM REGION MODEL



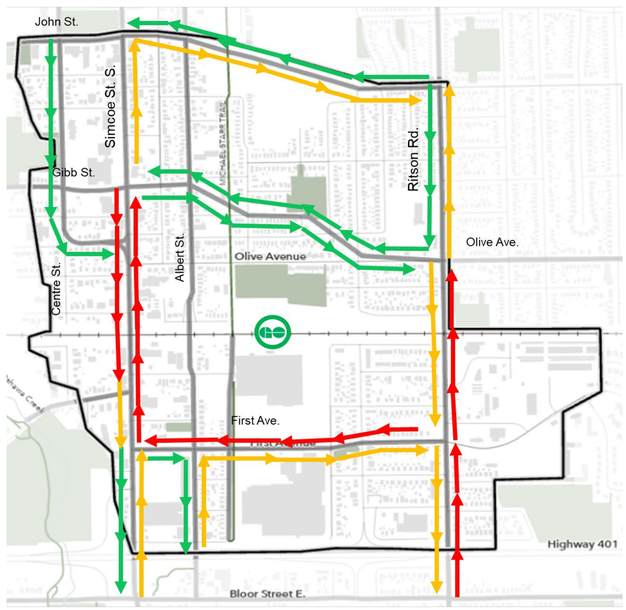
EXISTING CONDITION + PROPOSED DEVELOPMENTS



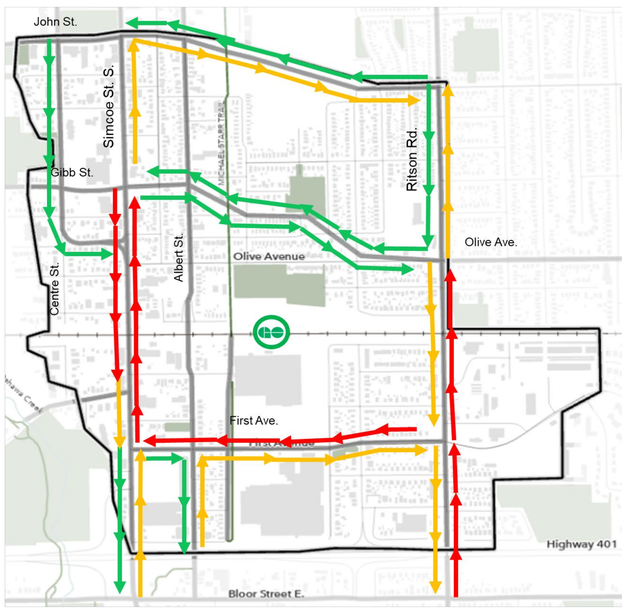
LAND USE ALTERNATIVE 1



LAND USE ALTERNATIVE 2



LAND USE ALTERNATIVE 3



STUDY TIMELINE

Stage 1:
Background Review & Analysis

- Identify and review planning context
- Problem/Opportunity Statement
- Develop vision and guiding principles
- Review existing transportation and land use conditions
- Public Information Centre #1

Stage 2:
Develop Alternative Solutions

- Identify land use alternatives and transportation solutions
- Public Information Centre #2



Stage 3:
Alternative Design Concepts of Preferred Solution

- Public Information Centre #3
- Select preferred land use plan and design concepts
- Identify impacts and mitigation measures

Stage 4:
Finalize Study

- Public Information Centre #4
- Finalize Studies
- Issue Notice of Study Completion

Stage 5:
30-day Public Review of Area-Specific Transportation Master Plan Report

THANK YOU!

www.oshawa.ca/MTSAStudy
www.connectoshawa.ca/MTSAStudy

SCAN ME

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