WELCOME

MAJOR TRANSIT STATION AREA STUDY FOR CENTRAL OSHAWA

PUBLIC OPEN HOUSE

March 5, 2026

6:00 p.m. – 8:00 p.m.

Your feedback is important to us
please provide comments at:

ConnectOshawa.ca/MTSAStudy

Please provide comments by
March 20, 2026

LAND ACKNOWLEDGEMENT

The City of Oshawa is situated on lands within the Traditional and Treaty Territory of the Michi Saagiig and Chippewa Anishinaabeg and the signatories of the Williams Treaties, which include the Mississaugas of Scugog Island, Curve Lake, Hiawatha and Alderville First Nations, and the Chippewas of Georgina Island, Rama and Beausoleil First Nations.

We recognize that Oshawa is now present day home to many Indigenous peoples. We are grateful for the diverse group of First Nations, Inuit and Métis people who have cared for the land and waters within this territory and across Turtle Island from time immemorial and continue to do so today.

As a municipality, the City is committed to understanding the truth of our shared history, acknowledging their role in addressing the negative impacts that colonization continues to have on Indigenous Peoples, developing reciprocal relationships, and taking meaningful action toward reconciliation.

We are all Treaty people.

PURPOSE OF PUBLIC OPEN HOUSE

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

- Design for the reconstruction of the First Avenue/McNaughton Avenue corridor between Simcoe Street South and Ritson Road South.
- Next Steps

What are the Consultation Objectives?

- Provide an update for the Study and the recommended design
- Receive public feedback on the materials shown today

Project Process Overview

Stage 2:
Develop Alternative Solutions

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

Stage 4:
Finalize Study

- Public Open House
- Finalize Studies
- Issue Notice of Study Completion



Stage 1:
Background Review & Analysis

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

Stage 3:
Alternative Design Concepts for Preferred Solution

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

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

WHAT WE HEARD AT PUBLIC INFORMATION CENTRE #3

General

- Additional considerations regarding stormwater management methods
- Support for reducing risk of basement flooding
- Timelines for project implementation

Transportation

- Inquiries regarding the Metrolinx Oshawa GO Station project (not part of this project)
- Concerns related to the Ritson Road bridge
- Inquiries as to when the project will be implemented
- Greater active transportation connectivity between M.T.S.A. and surrounding neighborhoods.
- Enhancement of transit services and integration with future GO Station.

What we heard at Public Information Centre #3

Land Use & Density

- Requests to prioritize parkland
- Integration with the Regional transportation plan

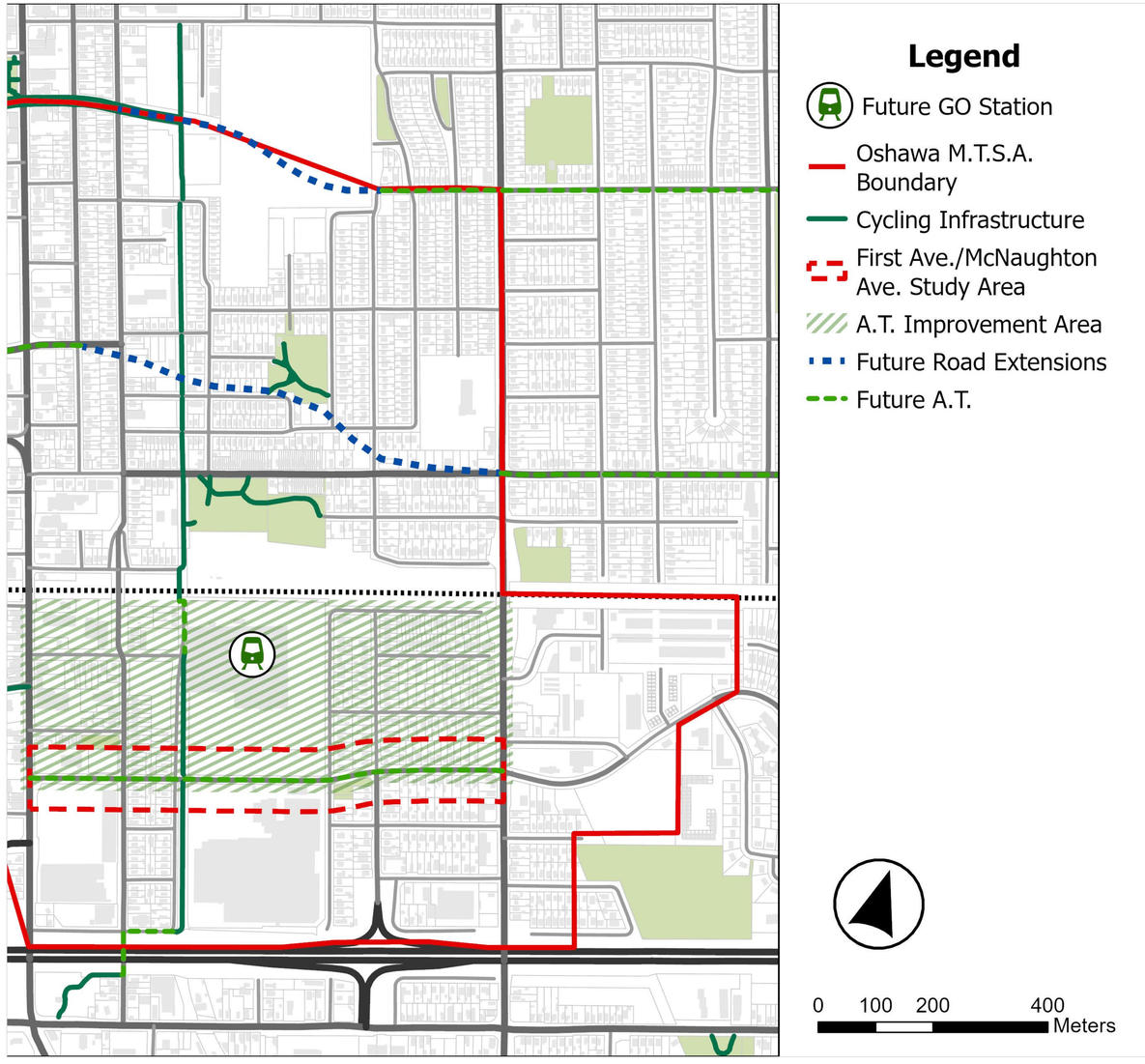
Community Enhancements

- Respect for cultural heritage recognition
- Concerns related to potential noise impacts
- Requests to underground utilities
- More greenspace, parks, and people-oriented community spaces.

M.T.S.A. Preferred Planning Solutions

- Improve Existing Road Capacity
  - First Avenue/McNaughton Avenue
- Build New Active Transportation (A.T.) Connections
  - Explore A.T. on First Avenue/McNaughton Avenue
  - Improve the Michael Starr Trail
  - Explore opportunities for A.T. improvements around future GO Station

First Avenue/McNaughton Avenue
Schedule ‘C’ Municipal Class Environmental Assessment

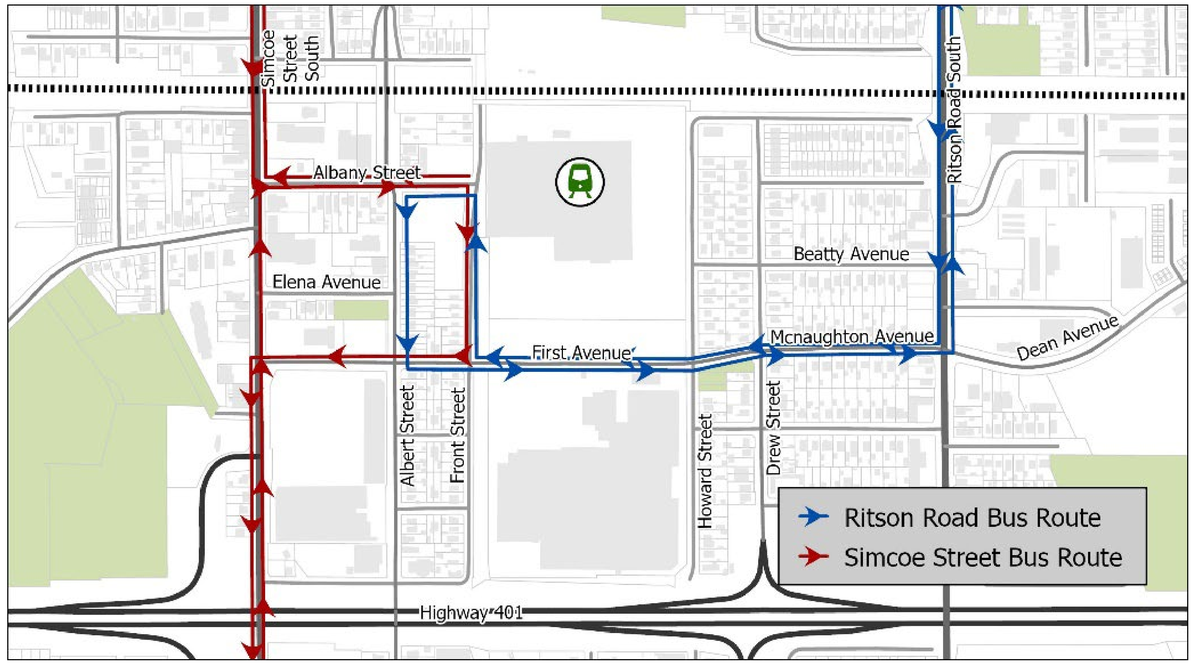


First Avenue/McNaughton Avenue Alternative Designs Evaluation

Evaluation Criteria	Indicator	Option 1: On-Road Bike Lane	Option 2: One-way Cycle Track	Option 3: Two-way Cycle Track
User Safety	Improved pedestrian safety	🟢	🟡	🔴
User Safety	Improved cyclist safety	🔴	🟢	🟡
User Safety	Minimized risk of turning conflicts	🔴	🟢	🔴
Placemaking and Community	Streetscaping and community building opportunities	🟢	🟢	🟢
Placemaking and Community	Public realm enhancement opportunities	🟢	🟢	🟢
Mobility and Accessibility	Improved pedestrian clearway and accessibility	🟢	🟢	🟢
Mobility and Accessibility	Impacts on vehicular capacity	🟢	🟢	🔴
Mobility and Accessibility	Impacts on transit operations and access	🔴	🟢	🔴
Mobility and Accessibility	Network connectivity	🟡	🟢	🟡
Green Streets	Green infrastructure opportunities	Not a differentiator	Not a differentiator	Not a differentiator
Green Streets	Tree and landscaping opportunities	Not a differentiator	Not a differentiator	Not a differentiator
Conclusion	N/A	Partially preferred, Not Recommended	Most preferred, Recommended	Least preferred, Not Recommended

Future Transit Assessment and Refinement

- First Avenue/McNaughton Avenue will serve as an important conduit for vehicular and transit access to the future GO Station
- Increased transit demand is expected from:
  - Simcoe Street Rapid Transit
  - Durham-Scarborough Bus Rapid Transit (D.S.B.R.T.)
  - Rerouting of local Durham Region Transit (D.R.T.) routes
- Council directed consideration for transit access utilizing Albany Street
- Potential future transit routing developed and refined through stakeholder feedback
- Informed provision of Transit Priority measures on First Ave./McNaughton Ave.

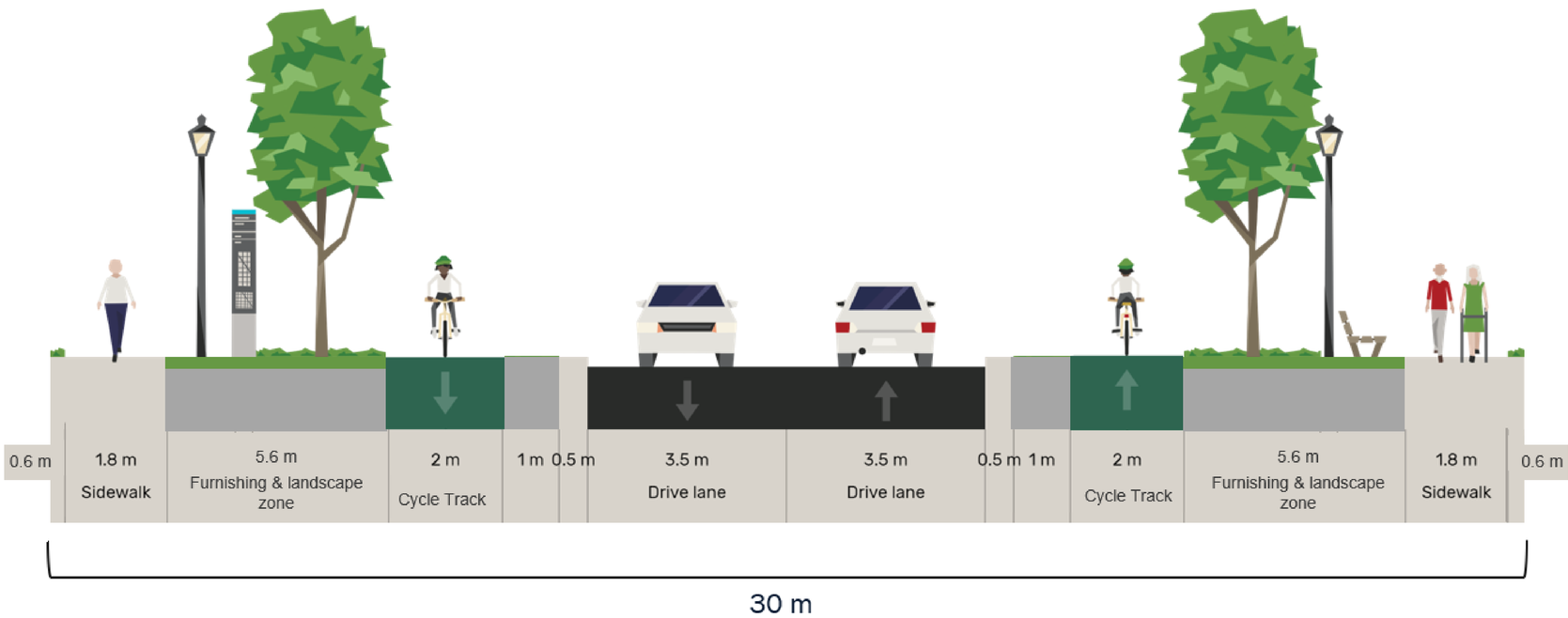


Preferred routing for Transit access from Simcoe St. S. and Ritson Rd. S.

First Ave./McNaughton Ave. Preferred Design

Option #2: One-Way Cycle Track

- 1.8 m sidewalks on both sides.
- 5.6 m furnishing and landscape zone on both sides for street lighting, utilities, landscaping, furniture, and other amenities.
- 2.0 m one-way cycle track on both sides.
- 1 m buffer to separate cycle track from road.
- Two 3.5 m through travel lanes



Recommended Plan Overview

Pedestrian Improvements

- Wider boulevard widths (varies throughout corridor)
- Continuous 1.8 m wide sidewalks on either side of the corridor – flexibility to increase width
- Safety Improvements:
  - 5.6 m landscaping/furnishing zone between the sidewalks and cycling tracks
  - Crosswalks and Tactile Walking Surface Indicators (T.W.S.I.)
  - The Michael Starr Trail is integrated into the Front Street intersection design where a median prohibits left turns
- Furnishing and Landscaping zone provides an area for public realm enhancements

Cycling Improvements

- 2 m wide cycle tracks on either side
- 1 m buffer (reduced in constrained areas) are provided on either side of the corridor
- Crossrides are provided at intersections, providing a dedicate space for cyclists

The Recommended Design can be found at ConnectOshawa.ca/MTSAStudy

Recommended Plan Overview Continued

Transit Improvements

- Bus-only westbound left at First Avenue and Simcoe Street South, and the eastbound left at McNaughton Avenue and Ritson Road South
- Bus stops are provided on First Avenue east of Front street to retain the existing stops
  - Island platform bus stop design has been used to provide safety for both transit users and cyclists.
  - Scan of best practices from comparable jurisdictions was conducted to develop island stop design criteria.

The Recommended Design can be found at ConnectOshawa.ca/MTSAStudy

FREQUENTLY ASKED QUESTIONS

What is Metrolinx's role in the project?

This is not a Metrolinx project, this is a City of Oshawa project that was initiated in response to Metrolinx's plan for the Lakeshore East extension and new provincial regulations for Major Transit Station Areas. Metrolinx has been engaged throughout the project process to offer input and coordinate with the project team.

What is the proposed timing of this project?

Design and construction will proceed in accordance with the future development of the MTSA and which will be subject to council approval.

Is this the final design?

No, the design will be further refined in the next stage of design, referred to as "Detailed Design". Such details as location of corridor lighting and landscaping plans will be developed at this time.

Will the City expropriate my Property?

The City intends to acquire necessary property through the redevelopment process, which is anticipated to occur over many years; design modifications will be made where needed to reduce property requirements at time of construction, with expropriation only as a last resort where the owner and City cannot agree on a fair price.

Next Steps

- Collect all Public Comments and Respond to Questions
- Finalize the design
- Complete the Transportation Master Plan
- Issue the Notice of Completion to Review Agencies and the Public

Thank You!

Your feedback is important to us please provide comments at:

ConnectOshawa.ca/MTSAStudy

Please provide comments by March 20, 2026

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