



Simcoe Street Rapid Transit Visioning Study

Visioning Study Report

NEW Section 3.5
REVISED Section 7.2.5 and

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IBI GROUP

Prepared for The Regional Municipality of Durham
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1 Introduction

Simcoe Street is a major north-south arterial in the City of Oshawa (City), connecting the many residents and businesses along it with key destinations in the Region of Durham (Region) such as Ontario Tech University/Durham College, Lakeridge Health Oshawa, downtown Oshawa, the emerging Windfields area and the Lake Ontario waterfront. The existing PULSE 901 transit service has become the second busiest bus route in the Durham Region Transit (DRT) system by boardings. Simcoe Street has varied traffic and land use conditions within the study area, creating both numerous constraints and opportunities.

The **Region's** Rapid Transit Office is initiating a Visioning Study (Study) and Initial Business Case (IBC) to identify a preferred option for rapid transit on Simcoe Street. The basis for the proposed Rapid Transit Corridor is the **Region's 2017 Transportation Master Plan (TMP) and Metrolinx's 2041 Regional Transportation Plan (2041 RTP)**. These studies identified the need for rapid transit between Highway 407 and the proposed Central Oshawa (Ritson) GO station. Based on initial feedback from the community, the **Study's project boundary was extended further south**, from Olive Avenue to Lakeview Park Beach.

This report summarizes the technical analysis of the constraints and opportunities, along with consultation efforts to date. This report includes:

- ☐ Social and economic conditions.
- ☐ Current built environment.
- ☐ Environmental considerations.
- ☐ Transportation and transit conditions.
- ☐ Consultation summary including two rounds of events from September to December 2022.
- ☐ Draft Vision Statement and Guiding Principles which will be brought forward for public consultation and refinement.

2 Study Purpose

Investing in Simcoe Street will create the type of community and economy **envisioned by the Region’s Strategic Plan, the Regional Official Plan (ROP), and the City’s Plan for Success. A large-scale** city-building corridor investment will provide a turning point for Oshawa and set the course for future growth in this part of Durham Region.

This Study will analyze transit and overall travel demand, growth potential, and investigate community objectives and values for the Simcoe Street corridor so that an overall vision can be established with an end goal of implementing a rapid transit corridor along Simcoe Street. This Study will clearly define potential connectivity to other transit facilities as well as Transit-Oriented Development (TOD) opportunities which will support higher use of public transit along this corridor.

As part of Envision Durham’s proposed policy directions, Simcoe Street is proposed to **be designated a “Rapid Transit Corridor” between the** Downtown Oshawa Urban Growth Centre (UGC), Central Oshawa Major Transit Station Area (MTSA) and the Windfields Regional Centre, which will be coupled with policies to support strategic growth with a proposed density of 150 people and jobs per hectare. Rapid transit systems, together with an enhanced public realm, are a proven catalyst for attracting development and urban intensification. For comparison, the Downtown Oshawa Urban Growth Centre has a density of 105 people and jobs per hectare, while Scarborough Centre is at 160 people and jobs per hectare.

3 Social and Economic Analysis

The Study area extends 14 kilometres along Simcoe Street linking Highway 407 to the north through downtown Oshawa to the shores of Lake Ontario to the south. Through the downtown, the Study area includes the one-way pair of Centre Street and Simcoe Street. Throughout this section, references to Simcoe Street include both Simcoe Street and Centre Street through the downtown.

The Study area for the demographic profile of the corridor corresponds to areas within an approximate 15-minute walk or 1 km on either side of Simcoe Street. This totals an approximate Study area of 2,500 hectares (~6,100 acres).

The Study area crosses three wards of the City including Ward 2 (at the northern extent of the corridor), Ward 4 (bounded on the north by Rossland Road and Olive Avenue to the south) and Ward 5 (at the southernmost extent).

The following sections present information available from the Dissemination Area level of geography from the 2021 Census.

3.1 Demographic Profile

The Study area has several areas which correspond to natural or physical divisions or transitions in character between neighbourhoods and built form. For easy reference, this report will refer to four “character areas”: North Campus/Windfields, Centennial, Central/Downtown and Lakeview. The limits of the character areas are:

- ☐ North Campus/Windfields: Winchester Road to East Oshawa Creek.
- ☐ Centennial: East Oshawa Creek to Adelaide Avenue.
- ☐ Central/Downtown: Adelaide Avenue to Highway 401.
- ☐ Lakeview: Highway 401 to Lakeview Park Beach.

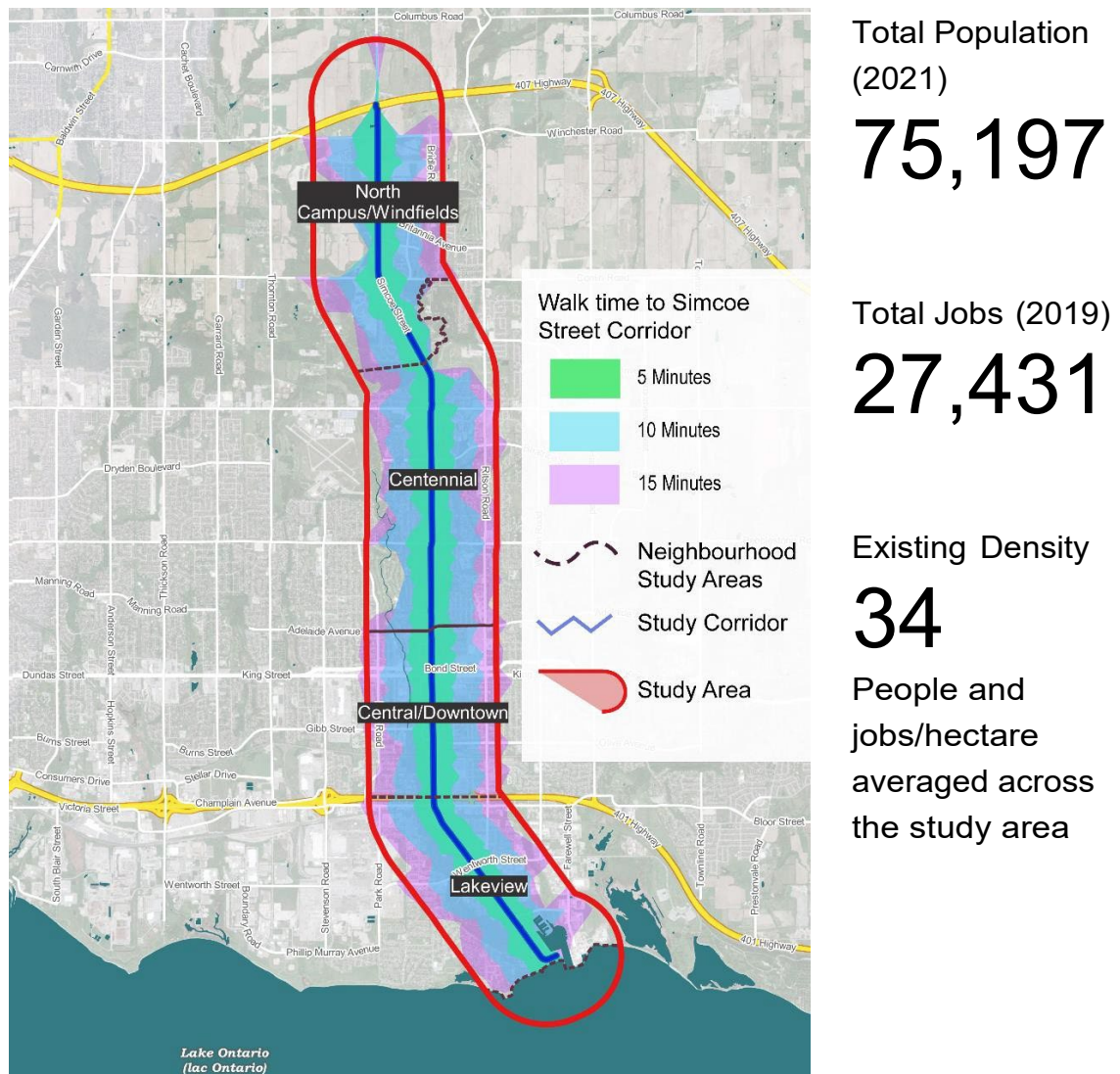
A snapshot of existing demographics for the overall Study area, and the limits of the character areas, are provided in **Exhibit 3.1**.

As shown in **Exhibit 3.1**, the Study area is home to over 75,000 people. This means 42 per cent of the population of the City and 11 per cent of the population of the Region as a whole is within a 1 km radius of the proposed route.

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In terms of employment, the Study area includes 51 per cent of the jobs in the City and 13 per cent of all jobs in the Region.¹

Exhibit 3.1: Simcoe Street character areas and overall snapshot



NOTE: People and Jobs are within 1 km on either side of Simcoe Street

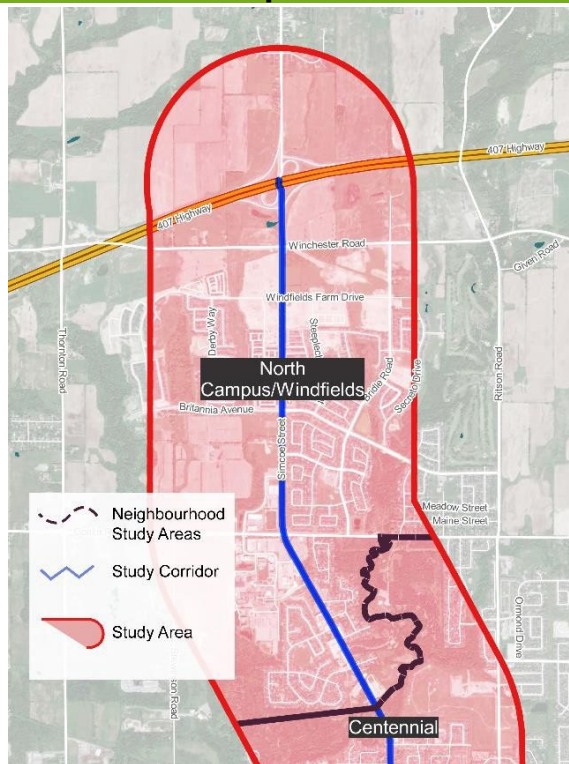
A snapshot of existing demographics for each of the character areas are provided in **Exhibit 3.2**.

¹ 2019 Durham Region Business Count: https://www.durham.ca/en/doing-business/resources/Documents/PlanningandDevelopment/2019-Durham-Region-Business-Count-Highlights_accessible.pdf

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Exhibit 3.2: Character area snapshots

North Campus /Windfields



Population (2021)

15,151

Jobs (2019)

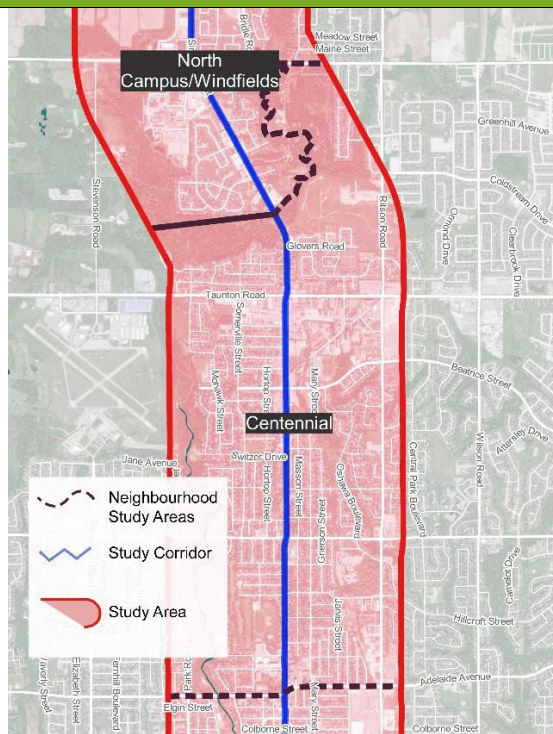
5,046

Existing Density

22

people and jobs/gross hectare

Centennial



Population (2021)

27,224

Jobs (2019)

8,075

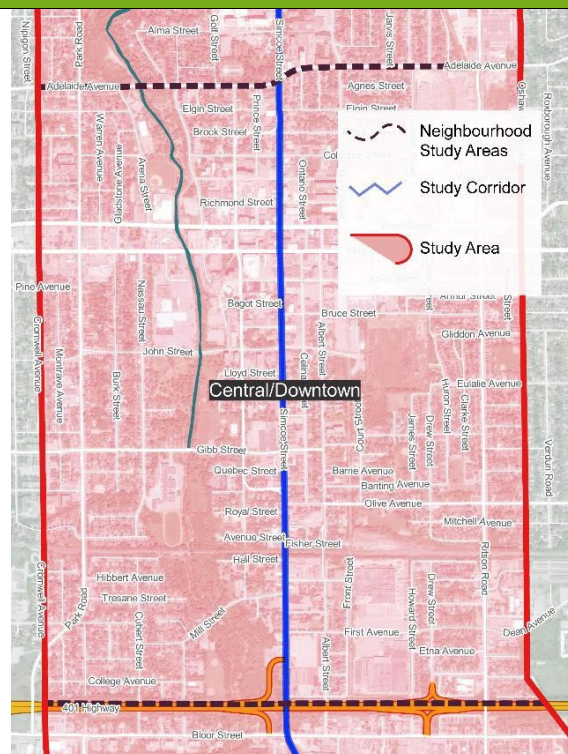
Existing Density

39

people and jobs/gross hectare

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Central/Downtown



Population (2021)

19,531

Jobs (2019)

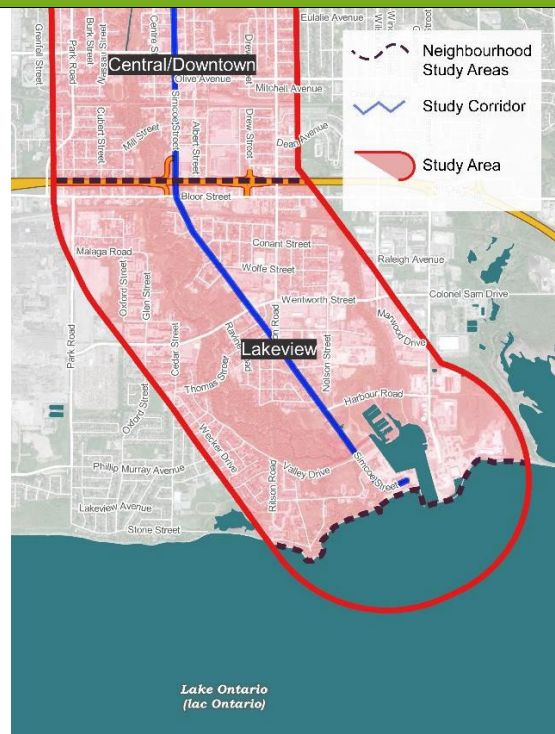
10,827

Existing Density

58

people and jobs/gross hectare

Lakeview



Population (2021)

13,292

Jobs (2019)

3,483

Existing Density

25

people and jobs/gross hectare

NOTE: People and Jobs are within 1 km on either side of Simcoe Street

3.2 Population and Age Characteristics

The Region has experienced strong growth trends over the last 20 years.

The **Region's share of total population growth across the Greater Toronto and Hamilton area** increased significantly from 9.9 per cent between the 2011 and 2016 census to 15.6 per cent in the 2021 census.

There are over 75,000 residents living within 1 kilometre of the Study area.

3.2.1 Age Distribution

The age distribution of residents within the Study area is similar to age distributions of the City and the Region as a whole with the majority of the population (67 per cent) being working age (between 15 to 64 years). **Exhibit 3.3** presents the age distribution of Study area residents compared to the City and the Region's distributions.

Exhibit 3.3: Age Distribution of Study Area Residents

AREA	CHILDREN 0 TO 14	WORKING AGE 15 TO 64	SENIORS 65+
Simcoe Street Corridor	17%	67%	15%
City of Oshawa	18%	66%	17%
Region of Durham	18%	66%	16%

The North Campus/Windfields neighbourhood has the greatest share of children aged under 15-years old (23 per cent), above the proportion of these populations for both the City and the Region as a whole. The Central/Downtown area has the lowest proportion of children aged under 15-years old (15 per cent). The Centennial neighbourhood has the highest proportion of population aged 65 years and over (20 per cent). **Exhibit 3.4** presents the age distribution for the character areas defined for the Study area.

Exhibit 3.4: Age Distribution by Character Area



3.2.2 Racialized Groups

A total of 30 per cent of the Simcoe Corridor population identify as racialized groups, slightly lower than the share of 36 per cent across the Region. The majority of the racialized groups population within the corridor area live within the North Campus/Windfields neighbourhood.

3.2.3 Immigration

Nearly 22 per cent of the Simcoe Corridor population are immigrants. This is a lower rate of immigrant status when compared to the Region as a whole (27 per cent).

The North Campus/Windfields neighbourhood has the highest share of immigrants within the Study area. Immigration to the North Campus/Windfields neighbourhood is predominated by recent immigrant arrivals, arriving between 2001 and 2021 (64 per cent).

3.3 Labour Force and Income Characteristics

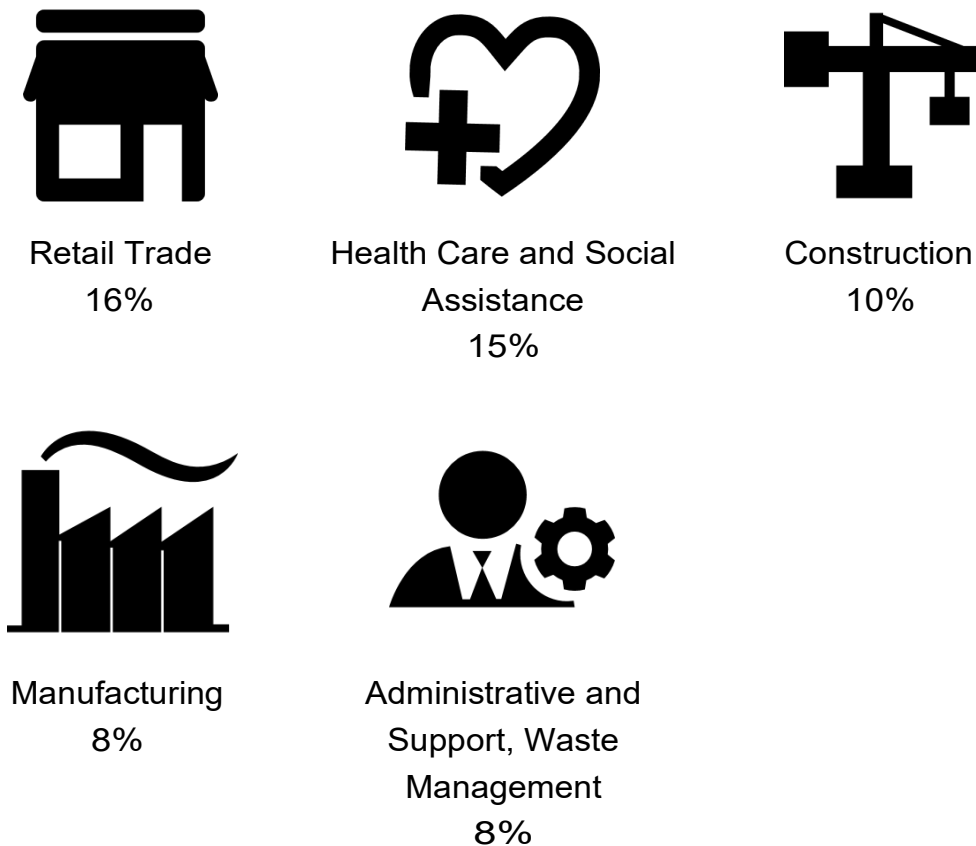
Retail trade, health and social assistance and construction industries represent the largest employers within the Study area. These sectors are

also among the largest sectors by employment for residents across the City. The top five industry sectors are shown in **Exhibit 3.5**.

Sales and service, trades, and business and finance represent the largest occupational categories employing residents within the Study area.

The 2021 unemployment rate was found to be higher within the Study area (16.8 per cent) when compared to the City (15.2 per cent) or the Region (12.8 per cent) as a whole. The labour force participation rate for the corridor is 60 per cent, similar to that of the City (61 per cent) but marginally lower than the participation rate for the Region (65 per cent) as a whole².

Exhibit 3.5: Top Five Industry Sectors by Employment (2021)



² Unemployment rates collected for the 2021 Census correspond to the week of Sunday, May 2, to Saturday, May 8, 2021, when the third wave of the pandemic resulted in an elevated number of Canadians working reduced hours or being on layoff. Based on Statistics Canada Labour Force Survey data, following the end of lockdown (June 2023), the unemployment rate for the Oshawa Census Metropolitan Area (CMA) is 5.6%.

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3.3.1 Income

The average after-tax income of residents within the Study area is \$39,308, slightly lower than the average after-tax income of the city (\$41,840), and lower than the average across the Region as a whole (\$46,760). Incomes tend to be higher in the northern portions of the study area (**Exhibit 3.6**).

Exhibit 3.6: Individual Income (After Tax) of Residents in the Study Area

AREA	AVERAGE AFTER TAX INCOME	AVERAGE AFTER TAX TOTAL INCOME
North Campus/Windfields	\$43,866	\$52,028
Centennial	\$42,020	\$48,996
Central/Downtown	\$35,271	\$39,681
Lakeview	\$35,683	\$40,367

3.3.2 Usual Place of Work

The majority of residents (62 per cent) within Study area regularly commute to a usual place of work (**Exhibit 3.7**). The greatest share of residents regularly working from home reside in the North Campus/Windfields area.

Exhibit 3.7: Usual Place of Work for Residents in the Study Area

AREA	WORKING FROM HOME	COMMUTING TO A REGULAR PLACE OF WORK	NO FIXED WORKPLACE ADDRESS
Simcoe Street Corridor	21%	62%	16%
City of Oshawa	23%	62%	15%
Region of Durham	29%	58%	13%

3.3.3 Commuting Habits to Work

The majority of residents in the Study area commute currently by car including as a driver or passenger. Transit represents 6 to 8 per cent of regular commuting trips across neighbourhoods (**Exhibit 3.8**). Residents commuting from the Central/Downtown are more likely to walk, take transit, and rideshare/carpool compared to other areas along Simcoe Street, with more than 24 per cent of commute trips using modes other than driving.

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The residents commuting from the North Campus/Windfields neighbourhood experience longer commute times compared to the remainder of the Study area. About 60 per cent of commute trips from North Campus/Windfields takes over 30 minutes (**Exhibit 3.9**).

Residents commuting from the Centennial neighbourhood experience shorter commute times compared to other areas along Simcoe Street, with more than 60 per cent of commute trips taking less than 30 minutes.

Exhibit 3.8: Regular commuting habits for residents of character areas

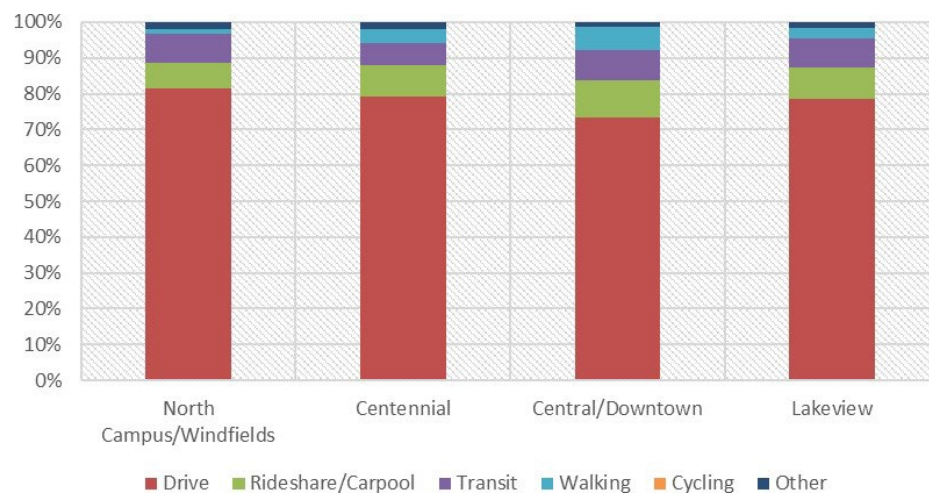
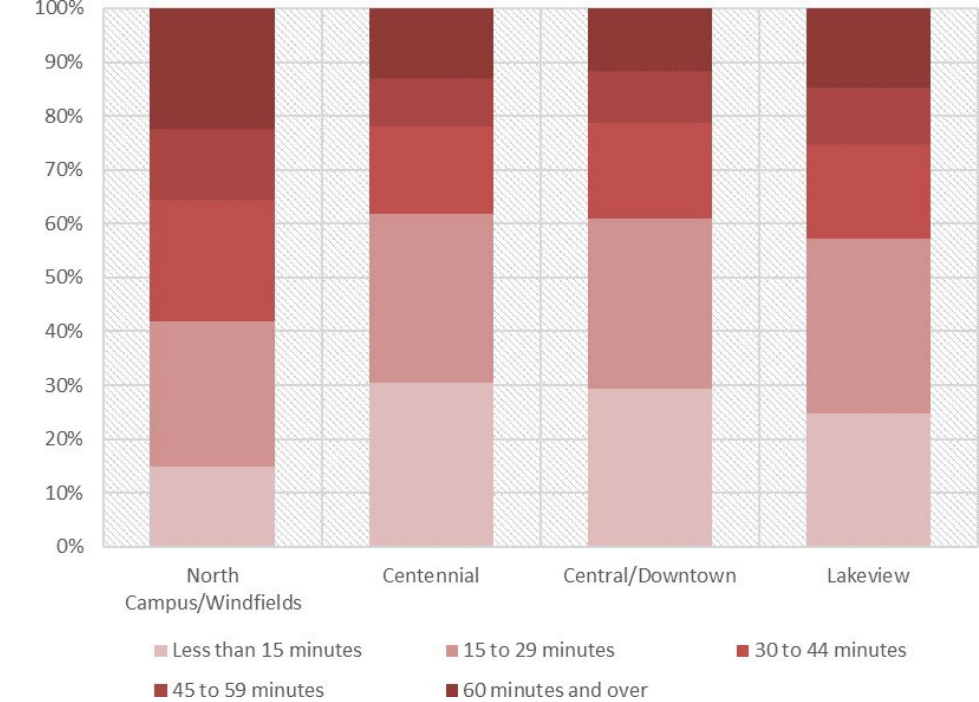


Exhibit 3.9: Commute duration for employed workforce



3.4 Housing Characteristics

There is a total of 32,284 dwellings across the Study area.

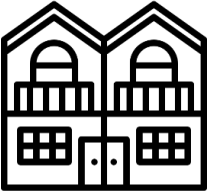
3.4.1 Housing Typology

Single detached housing is the predominant housing form within the Study area and across the Region. The Study area is denser than the Region as a whole, with a greater share of apartment units in duplex, low-rise and high-rise buildings. A total of 37.6 per cent of dwellings within the Study area are apartment units, while apartment units represent only 17.2 per cent of all units across the Region as a whole.

Exhibit 3.10: Summary of housing typology in the Study area and the Region

Single-detached Housing  45% of people in the study area live in a single-detached house	Row Housing  12% of people in the study area live in a row house/townhouse
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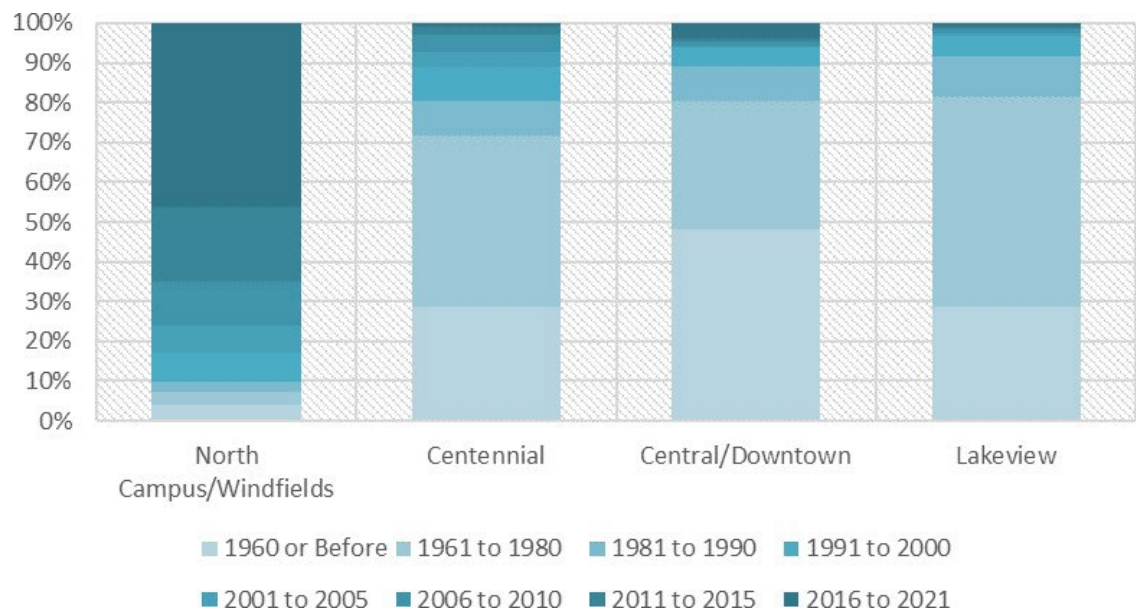
	66% of people in Durham Region live in a single-detached house		11% of people in Durham Region live in a row house/ townhouse
Semi-detached House 	6% of people in the study area live in a semi-detached house 5% of people in Durham Region live in a semi-detached house	Apartment Housing 	35% of people in the study area live in an apartment unit 17% of people in Durham Region live in an apartment unit

3.4.2 Period of Construction

The Central/Downtown neighbourhood is comprised of some of the earliest occupied constructed dwellings within the Study area, with nearly half (47 per cent) of dwellings constructed before 1961 (**Exhibit 3.11**).

The majority of housing across three neighbourhoods (Central/Downtown, Lakeview and Centennial) was constructed prior to 1980. The North Campus/Windfields neighbourhood is characterized by more recent development with most of the housing (65 per cent) constructed since 2011.

Exhibit 3.11: Period of construction of dwelling by character area

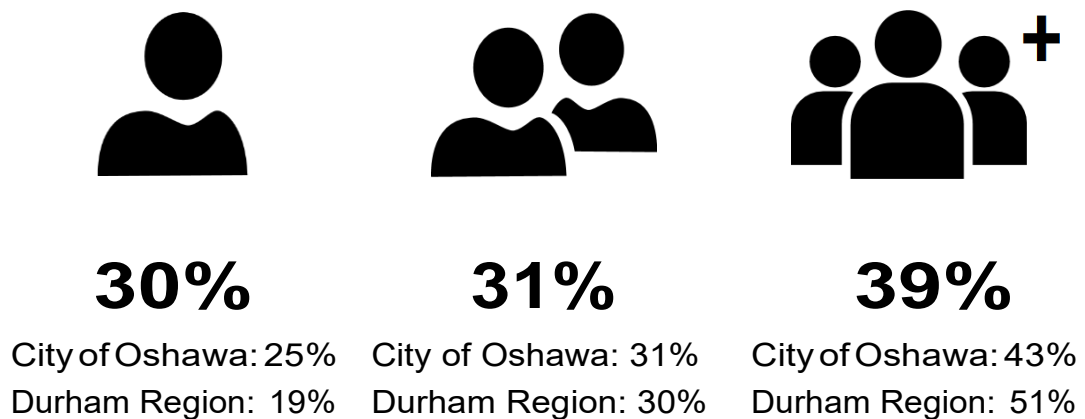


3.4.3 Household Size

The Study area supports smaller households. One and two-person households represent over 60 per cent of all households located within the Study area. Household sizes within the existing Study area are smaller than those across the City and across the Region as a whole (**Exhibit 3.12**).

Across the Region as a whole, the average number of persons per household has increased for the first time since 1976 from 2.83 persons in 2016 to 2.87 persons in 2021.

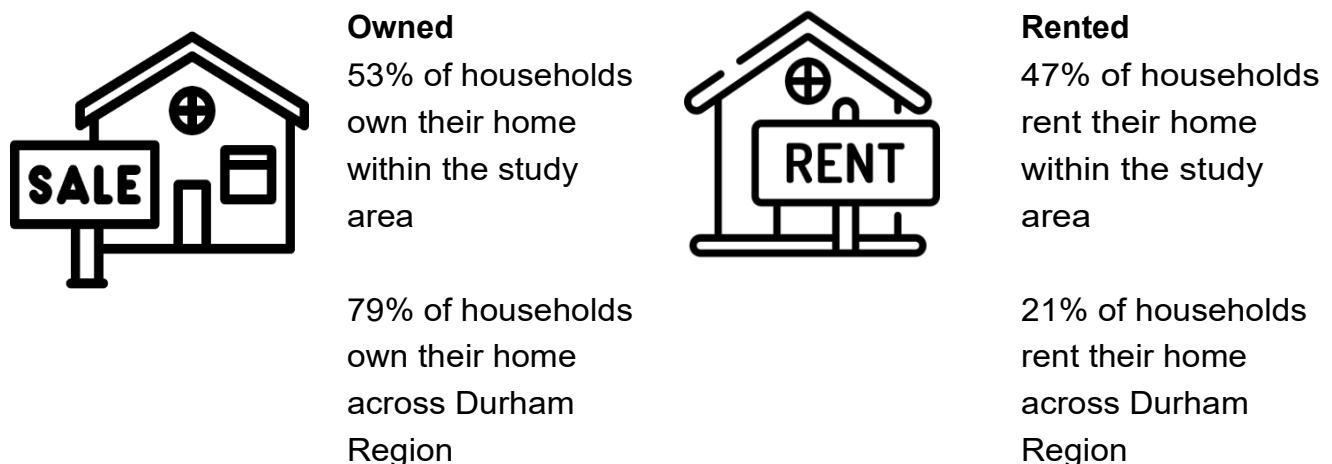
Exhibit 3.12: Household size in the Study area compared to Durham Region



3.4.4 Housing Tenure

There is a greater share of rented dwelling units existing within the Study area when compared to the Region as a whole. Renting is more prevalent than home ownership among households in older neighbourhoods including Central/Downtown and Lakeview.

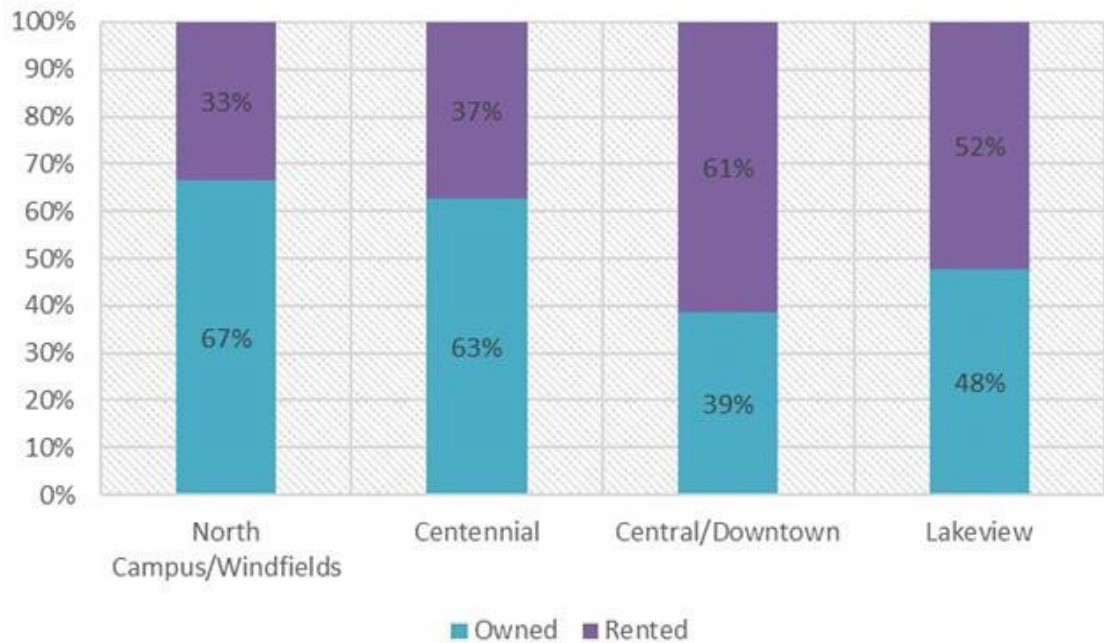
Exhibit 3.13: Housing ownership in the study area compared to Durham Region



There are significantly higher rates of home ownership among residents of the North Campus/Windfields neighborhood. The share of home ownership in this neighbourhood (67 per cent) is greater than the proportion of homeowners across the Study area.

In contrast, there are significantly higher rates of households that rent their home (61 per cent) in the Central/Downtown area, greater than the proportion of rented households across the Study area (47 per cent) or the Region (21 per cent).

Exhibit 3.14: Housing ownership by character area



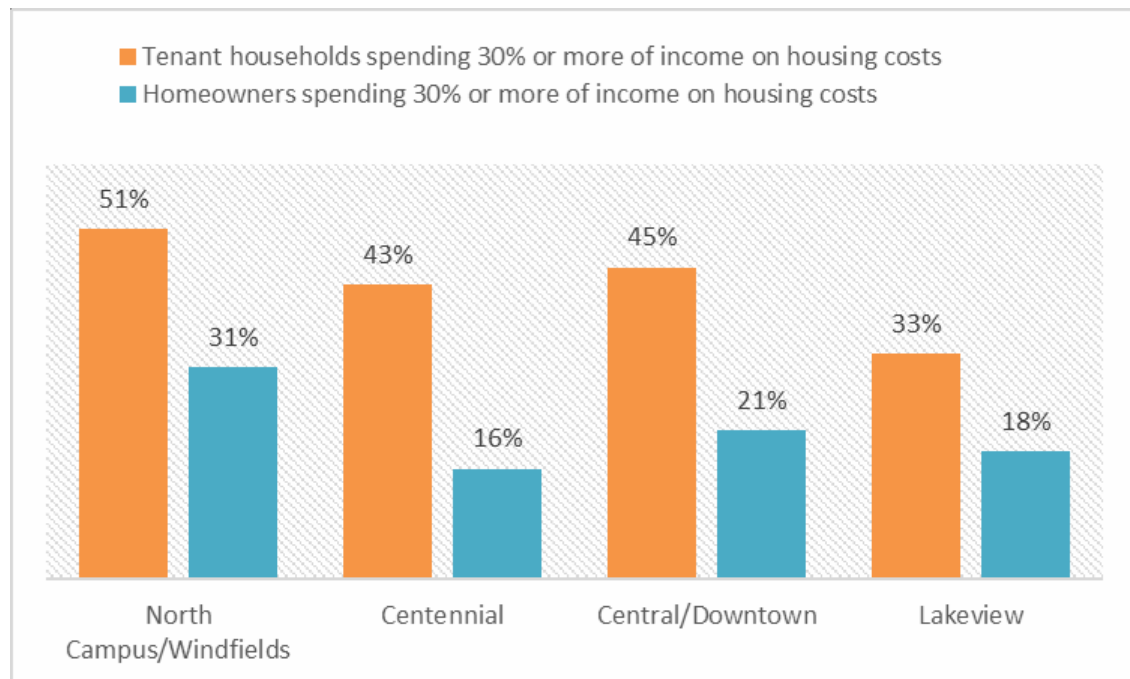
3.4.5 Housing Affordability

A total of 31 per cent of owner and tenant households within the Study area spend over 30 per cent or more of their income on shelter costs.

Affordability challenges are more acute among renters with 42 per cent spending 30 per cent or more on rent.

Tenant households in the Durham College/Windfields neighbourhood experience greater affordability challenges overall. 50 per cent of tenant households in this area spend 30 per cent or more of income on housing costs.

Exhibit 3.15: Household spending on housing costs



3.5 Health Neighbourhoods and Social Equity

The Health Neighbourhoods initiative by Durham Region Health Department examined information for 50 neighbourhoods to better understand health patterns. In 2015, the Region published the findings and identified seven **Priority Neighbourhoods in Durham Region to “spark a dialogue and create positive action”**.³ The priorities help identify some of the needs of these communities. However, the Region recognizes that the people living and working in these Priority Neighbourhoods are best positioned to recommend improvements.

There are five priority neighbourhoods along Simcoe Street (**Exhibit 3.16**).

³ “Building on Health in Priority Neighbourhoods” Durham Region Health Department, December 2015,

[https://www.durham.ca/en/health-and-](https://www.durham.ca/en/health-and-wellness/resources/Documents/HealthInformationServices/HealthNeighbourhoods/buildingOnHealth.pdf)

[wellness/resources/Documents/HealthInformationServices/HealthNeighbourhoods/buildingOnHealth.pdf](https://www.durham.ca/en/health-and-wellness/resources/Documents/HealthInformationServices/HealthNeighbourhoods/buildingOnHealth.pdf)

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Exhibit 3.16: Simcoe Street Priority Neighbourhoods



DRT serves a diverse population and understands that the impacts of decisions must be considered from the perspective of various groups. DRT is taking steps to include a social equity focus as part of the decision-making process.⁴ The focus is supported by policy and strategic plans, recognizing that supporting infrastructure is part of the solution to provide equitable, high-quality public transit.

⁴ Durham Region Transit, Social Equity Guidelines, accessed September 2022. <https://www.durhamregiontransit.com/en/travelling-with-us/social-equity-guidelines.aspx#>

3.6 Social and Economic Summary

The Study area has several areas which correspond to natural or physical divisions or transitions in character between neighbourhoods and built form. The analysis reveals the following key points for each character area:

- North Campus/Windfields:
 - Home to over 15,000 people with a density of 22 people and jobs/ha.
 - Greatest share of children aged under 15-years old (23 per cent).
 - The largest share of racialized groups population (36 per cent) within the corridor area live within the North Campus/Windfields neighbourhood.
 - Highest share of immigrants and recent arrivals (38 per cent).
 - Greatest share of residents regularly working from home (32 per cent).
 - Residents commuting from the North Campus/Windfields neighbourhood experience longer commute times compared to the remainder of the Study area (58 per cent experience a commute over 30 minutes compared to 43 per cent across the entire study area).
 - Newest area with the majority of housing (65 per cent) constructed since 2011.
 - Significantly higher rates of home ownership (67 per cent), greater than the proportion of homeowners across the study area.
 - 50 per cent of tenant households spend 30 per cent or more of income on housing costs.
- Centennial

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- Home to over 27,000 people with a density of 39 people and jobs/ha.
 - Greatest share of residents aged 65-years and older (20 per cent).
 - Residents commuting from the Centennial neighbourhood experience shorter commute times compared to other areas along Simcoe Street, with more than 60 per cent of commute trips taking less than 30 minutes.
 - Majority of housing (71 per cent) constructed before 1980.
 - Significantly higher rates of home ownership (62 per cent), greater than the proportion of homeowners across the study area.
 - Nearly half of tenant households spend 30 per cent or more of income on housing costs.
- Central/Downtown
- Home to over 19,000 people with a density of 58 people and jobs/ha.
 - Lowest proportion of children aged under 15-years old (15 per cent).
 - Residents commuting from the Central/Downtown area are more likely to walk, take transit, and rideshare/carpool compared to other areas along Simcoe Street, with more than 24 per cent of commute trips using modes other than driving.
 - Majority of housing (79 per cent) constructed before 1980.
 - Significantly higher rates of households that rent their home (61 per cent), greater than the proportion of rented households across the study area.
 - Nearly half of tenant households spend 30 per cent or more of income on housing costs.

□ Lakeview

- Home to over 13,000 people with a density of 25 people and jobs/ha.
- Residents commuting from the Lakeview neighbourhood experience slightly longer commute times compared to the Central/Downtown and Centennial areas.
- Majority of housing (80 per cent) constructed before 1980.
- Higher rates of households that rent their home (52 per cent), greater than the proportion of rented households across the Study area.
- About 33 per cent of tenant households spend 30 per cent or more of income on housing costs.

This information can be used to shape the rapid transit vision and evaluate rapid transit infrastructure options.

4 Current Built Environment

Simcoe Street is a transportation route, but also a place in its own right. More accurately, Simcoe Street supports many places within the 14 km long Study area. Along its length, Simcoe Street reflects the growth and development of **different periods of Oshawa's** history. Simcoe Street also connects distinct parts of the City and areas of different intensity and character.

This section provides a summary of the current built environment conditions along Simcoe Street and within the 1 km radius profiled in **Section 3**. The purpose of this section is to document the different components of the existing built environment and the interplay between them, including:

- Land uses: existing land uses include residential, commercial, industrial, institutional, and mixed-use.

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- Built form typology: existing building types include single detached house, townhouse, mid-rise, high rise, pad retail, strip commercial and main street commercial/mixed use.
- Relationship of buildings to the public right-of-way, such as:
 - Setbacks: The distance between the building façade and the public right-of-way and its treatment (e.g., soft landscaping, hard landscaping, parking).
 - Orientation of buildings and uses: Whether buildings have their primary façade and entrances along the street or elsewhere.
 - At-grade animation: The presence of active uses that provide life and interest to the street. These can include entrances, windows, retail and services.
- Pedestrian zone: The character of the space between the property line and the roadway is essential to the experience of the street as a place and a part of the public realm. Sometimes setbacks serve as functional extensions of the public realm.

These components of the existing built environment, along with the components of the roadway, combine to create a streetscape that defines the character of a street. Roadway components are described in **Section 7**.

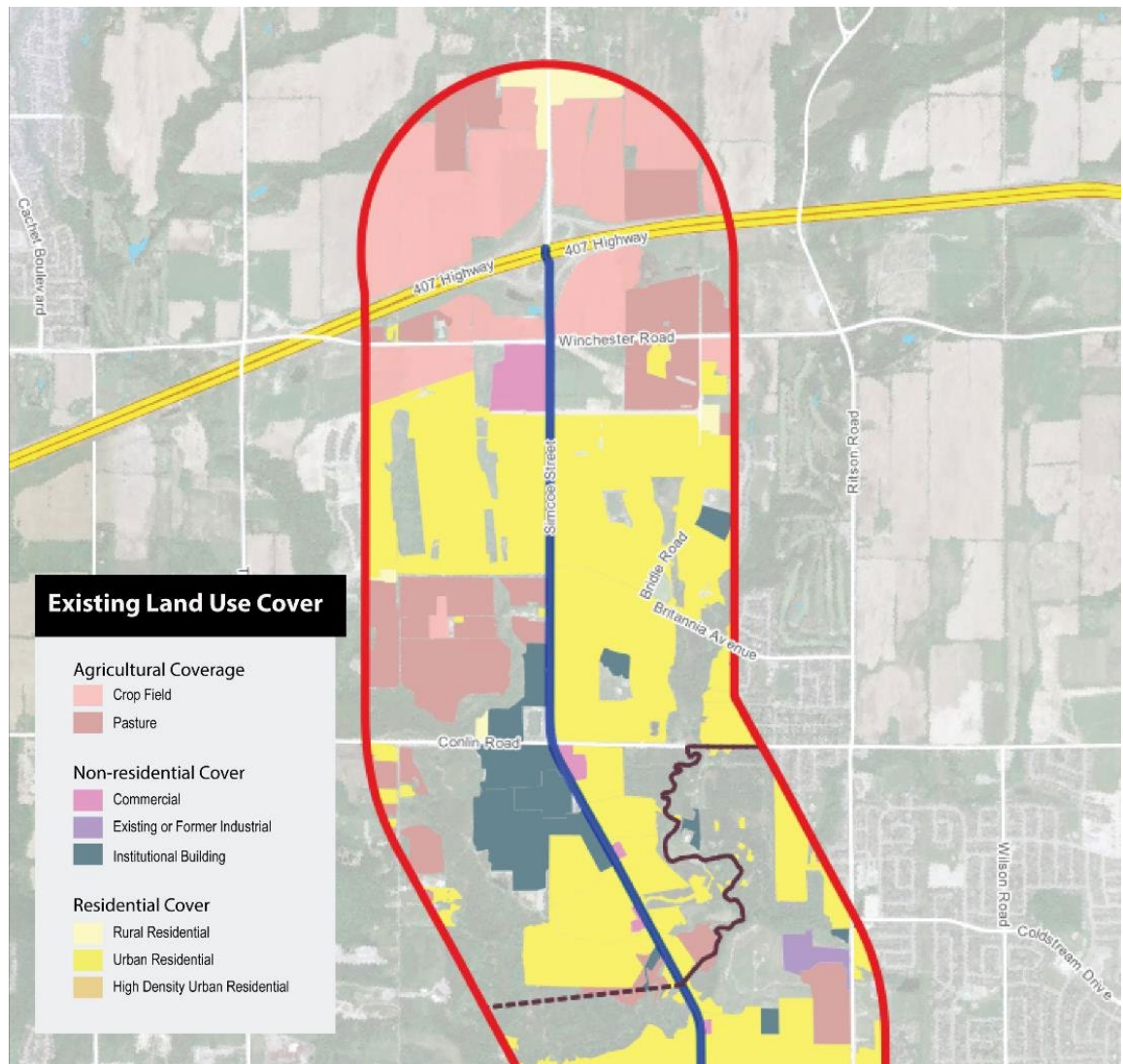
The assessment is divided into the character areas described in **Section 3**: North Campus/Windfields, Centennial, Central/Downtown, and Lakeview. The built environment of each character area along Simcoe Street and within the 1 km radius. Each character area is subdivided to provide a closer look. Existing land use cover maps for each sub-area are based on Central Lake Ontario Conservation Authority (CLOCA) open data and classify existing land uses as captured by satellite imagery⁵. See **Section 5** for natural environment features.

⁵ <https://open-data.cloca.com/maps/cloca-land-cover>, Last Updated June 6, 2022. Classifications include: Aggregate, Agriculture Facility, Airport, Athletic Field, Commercial, Crop Field, Golf Facility, High Density Urban Residential, Existing or Former Industrial,

4.1 North Campus/Windfields

The area of most recent development, the North Campus/Windfields sub-area displays some of the greatest variety of uses and built form (**Exhibit 4.1**). Durham College and Ontario Tech University are important anchor institutional uses. Big box and pad retail are located at the northern end of the sub-area. There are large tracts of low-density housing, but also significant areas of low-rise medium-density townhouses, as well as mid-rise and high-rise buildings. There are developments that make an effort to establish an active connection to Simcoe Street, as well as others that turn their back to the street entirely. The character of the sub-area changes significantly from segment to segment, often with different conditions on the east and west sides of the street.

Exhibit 4.1: Current Land Coverage - Durham College / Windfields (Winchester Road to Cedar Creek)



4.1.1 Winchester Road to Britannia Avenue

RioCan Windfields anchors the west side of the street north of Windfields Farm Drive with a power centre format retail which combines big boxes and pad retail. Buildings are situated to provide a consistent setback and street wall. Although there are doors and glazing along the street, the primary entrances are not on Simcoe Street, but face the interior surface parking.

The east side of Simcoe Street north of Windfields Farm Drive is currently under development. Further east, there is a Costco big box store with surface parking.

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South of Windfields Farm Drive, the uses are predominantly residential. On the west side, there is a 20+ storey residential tower with structured parking in the rear. Moving south, this transitions to a 5-storey retirement residence which transitions to 3 ½ storey townhouses. Almost all face Simcoe Street with a consistent setback and entrances on the street. Areas to the west include medium density townhouses, a natural heritage area and single detached houses.

On the east side, south of Windfields Farm Drive, there is a development approval for two 20+ storey towers with structured parking at the rear. This transitions to 2- and 3-storey townhouses (**Exhibit 4.2**). Some of these relate directly to Simcoe Street. However, moving south, the elevation between the street and the built form changes resulting in a weak connection with Simcoe Street. There is a difference in grade and the townhouses turn their side to the street, sometimes setback even further on window streets.

The pedestrian zone in this segment of Simcoe Street is a multi-use path, separated from the roadway by a wide strip of grass.

Exhibit 4.2: Built Form along Simcoe Street south of Windfields Farm Drive



4.1.2 Britannia Avenue to Conlin Road

The area to the west of Simcoe Street along this segment is largely agricultural land slated for the expansion of the Durham College and Ontario

Tech University campuses. This is documented in the 2015 Campus Master Plan⁶. Current built form includes campus sports facilities and related surface **parking: the Campus Ice Centre and Vaso's Field.**

The Campus Ice Centre has a relatively close relationship to the Simcoe Street right-of-way but is a blank wall with vegetation. There is no glazing or entrances on the street. Due to a change of grade, the building is below the grade of the multi-use path. Entrances are from the interior street and **surface parking. Similarly, there are no entrances to Vaso's Field from Simcoe Street.**

The east side of this segment has backlotted single detached housing separated from Simcoe Street by a substantial setback and a vegetated berm.

The multi-use path continues along this segment. The relationship between the built form and the pedestrian zone and street is weak with little to no activation.

4.1.3 Conlin Road to East Oshawa Creek

The west side of this segment from Conlin Road to Niagara Drive is home to the Ontario Tech University and Durham College campuses. The core density of campus buildings and its signature public space (Polonsky Common) are about 250 metres from Simcoe Street. Along Simcoe Street itself, the schools have an uneven presence. Surface parking lots mix with newer campus buildings and residences along the frontage. Buildings have a variety of relationships with the street:

- The Durham College Centre for Collaborative Education is set back relatively close to the ROW (**Exhibit 4.3**). It has one entrance on Simcoe Street, but generally does not contribute much of a sense of animation to the street.

⁶ Durham College & University of Ontario Institute of Technology Campus Master Plan, <https://durhamcollege.ca/wp-content/uploads/campus-master-plan.pdf>

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- The Durham College Student Services building is separated from Simcoe Street by a parking lot and landscaping and is below the grade of the street.
- The Simcoe Village Residence has no direct animating relationship to Simcoe Street. Buildings are substantially setback with parking or landscaping between the buildings and street.

South of the campus, from Niagara Drive to East Oshawa Creek, the frontage along Simcoe Street has a variety of built form, with some older single detached houses as well as townhouses, low- and mid-rise residential buildings, with pockets of commercial uses. Generally, these buildings frame the street with a consistent setback and main entrances facing onto the street (**Exhibit 4.4**). The land use further west is dominated by residential uses, generally comprised of single detached houses.

The east side of this segment, from Conlin Road to East Oshawa Creek, is a mix of built form, with older single detached house and more recent townhouses. There is a campus building and pad style retail organized around a surface parking lot southeast of Conlin Road and Simcoe Street. Camp Samac, natural heritage areas and single detached housing are present in the area to the east.

The multi-use path continues along much of this segment, although, compared to areas to the north it is narrower with a smaller and hardscaped buffer between it and the roadway.

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Exhibit 4.3: Multi-use path and Durham College Centre for Collaborative Education

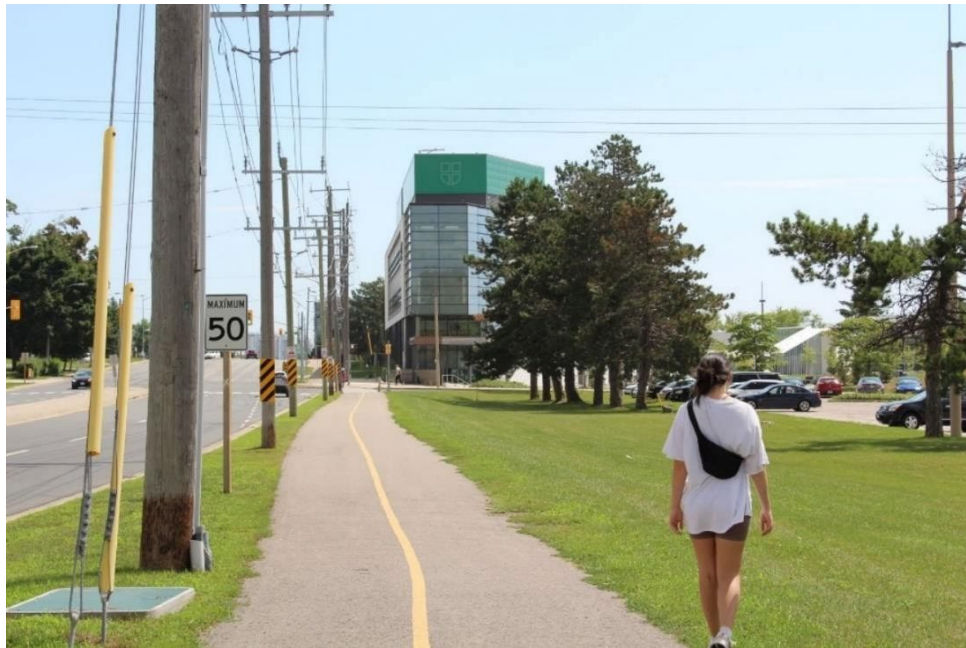


Exhibit 4.4: Built form south of Durham College, mid-rise and townhouses



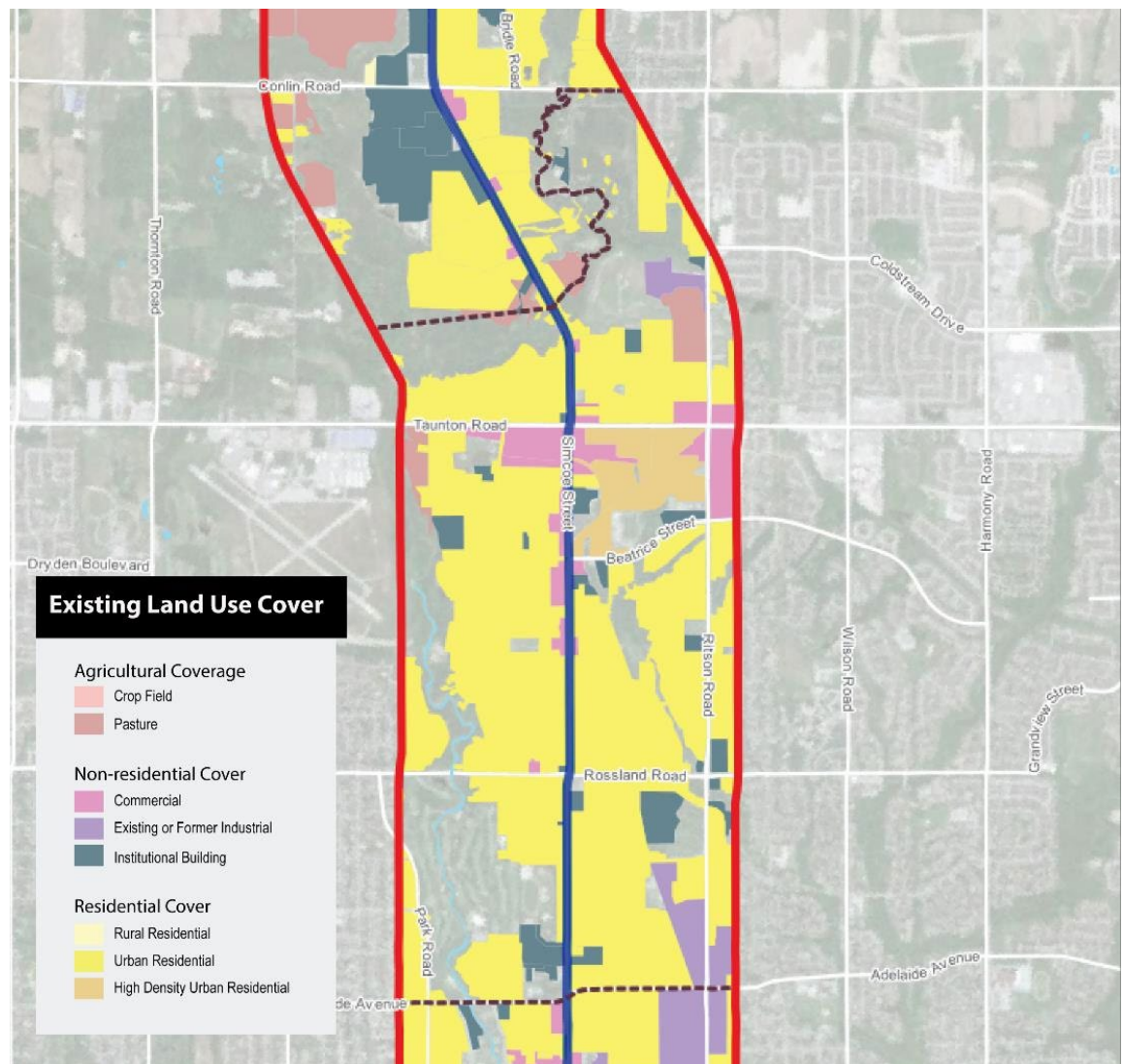
4.2 Centennial

In the Centennial area there are three predominant conditions (**Exhibit 4.5**). The area north of Taunton Road is dominated by wide lots with single detached houses and large to moderate setbacks from the right-of-way.

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These setbacks are soft landscaped, often with trees. South of Taunton Road to about Switzer Drive, the land use pattern changes with a retail and commercial area, largely strip plaza retail, with a mix of other uses as well: a school, cemetery, and low- and mid-rise residential. From Switzer Drive to Adelaide Avenue the land use pattern changes again, starting with mostly low-density forms of housing. There are pockets of medium- and high-density housing, particularly towards the south end, which includes Lakeridge Health Centre and the Parkwood Estate, a National Historic Site.

Exhibit 4.5: Current Land Coverage – Centennial (Cedar Creek to Adelaide Avenue)



4.2.1 East Oshawa Creek to Taunton Road

Simcoe Street rises out of the Cedar Valley Conservation Area running south. This area is largely occupied by single detached housing on wide lots with large setbacks and driveways. Occasional other uses, such as a strip retail plaza and an automotive sales yard are also present. This area has sidewalks on both sides, separated from roadway by a soft landscaped buffer varying in width.

Just north of Taunton Road, the land use pattern shifts with a 5-storey apartment building, with a large setback and a largely blank side wall. At Taunton Road there is a strip plaza and church with associated surface parking.

The adjacent areas are largely dominated by single detached housing, with some areas of semi-detached houses and block townhouses.

4.2.2 Taunton Road to Switzer Drive

The segment from Taunton Road to the south is dominated by strip plaza retail, generally with large setbacks from the street with parking in between the façade and right-of-way. Other uses diverge from this pattern: box retail with larger setbacks and more surface parking, low- and mid-rise apartments, Queen Elizabeth elementary school, and **Saint Gregory's Catholic Cemetery**.

Generally, all these uses have a weak relationship with the pedestrian zone, usually separated by large setbacks dominated by parking. The pedestrian zone is a sidewalk with a narrow hardscape buffer to the road.

The adjacent areas to the east are a combination of low-rise commercial uses, and medium and higher density housing forms, including block townhouses, low- and mid-rise apartments and the occasional tall apartment building.

To the west, south of Taunton Road, is an area of low-rise commercial uses (**Exhibit 4.6**). The commercial area transitions south of Taunton Road back to residential around Switzer Drive.

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Further south, adjacent areas are predominantly single detached housing. Further to the west, buffered from the residential area by the Oshawa Creek natural area, is the Oshawa Executive Airport.

Exhibit 4.6: Mix of commercial and other uses south of Taunton Road



4.2.3 Switzer Drive to Adelaide Avenue

This segment is dominated by single detached housing on a range of lot sizes, with varying setbacks from the right-of-way. These setbacks have driveways and soft landscaping including trees. The segment between Darcy Street and Rossland Road features relatively wide lots.

Although the adjacent uses are more attractive due to the orientation of the buildings and the presence of vegetation, the configuration of the pedestrian zone remains the same, with a standard sidewalk and narrow buffer to the roadway on both sides (**Exhibit 4.7**).

The adjacent areas are largely low-density housing. Hillsdale Terrace and Estates, a long-term care facility owned by Durham Region, is located about 500 metres to the east of Simcoe Street within the Study area, south of Rossland Road.

North of Adelaide Avenue, a different mix of uses and forms emerge including low- and mid-rise apartments with a fairly close relationship to the

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street, high-rise apartments with very large setbacks and surface parking. On the west side behind a row of detached houses is Alexandra Park, and the Oshawa Golf and Curling Club to the west of it. Fronting Simcoe Street on the west side north of Adelaide Avenue are Lakeridge Health Oshawa and Parkwood Estate. Fronting Simcoe Street on the east side north of Adelaide Avenue are **O'Neill Collegiate and Vocational** Institute, Oshawa Health Centre (a medical office building) and apartment towers ranging from five to 15 stories in height (**Exhibit 4.8**).

Exhibit 4.7: Single detached housing with setbacks south of Hillcroft Street



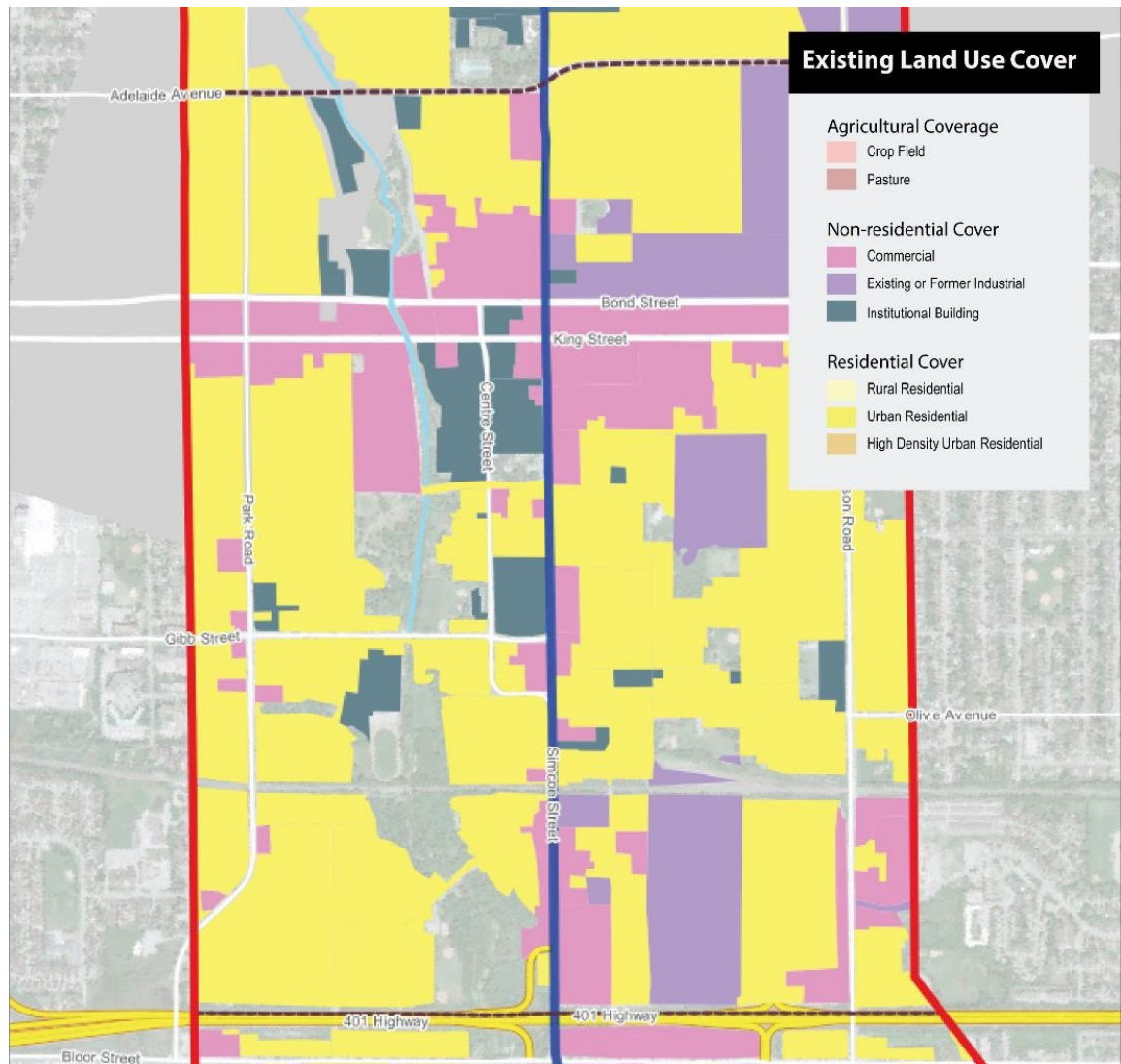
Exhibit 4.8: High-rise residential northeast of Adelaide Avenue



4.3 Central/Downtown

The Central/Downtown area has a distinct character relative to the other areas, featuring both the form of traditional downtown, as well as redevelopment that has occurred over time (**Exhibit 4.9**). Through the downtown, the study area includes the one-way pair of Centre Street and Simcoe Street. Northbound traffic uses Simcoe Street, while southbound traffic uses Centre Street. Although they are only 200 metres apart, these two streets have distinct streetscapes. The following sections assess Simcoe Street and Centre Street separately between Adelaide Avenue and Olive Avenue.

Exhibit 4.9: Current Land Coverage – Central/Downtown (Adelaide Avenue to Highway 401)



4.3.1 Simcoe Street – Adelaide Avenue to Olive Avenue

Simcoe Street has the form of a historic downtown in the areas south and **north of the Downtown's epicentre at King Street**. Built form typology includes primarily low- and mid-rise buildings with no setbacks and a largely continuous street wall (**Exhibit 4.10**). As distance from this epicentre increases, the consistency of the streetscape loosens, with more gaps between buildings, varying setbacks, and more variation in lot width. Near Adelaide Avenue, there is a mix of detached residential, low-rise retail and commercial.

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In the central portion, the pedestrian zone is defined by buildings built to the property line and narrow frontages with active grade-related uses, which add visual interest and animation to the street. Sidewalks are buffered by the street with a modest furniture and planting zone, which is the location of street trees, planters, benches, garbage cans and lampposts. The presence of street parking on one or both sides of the street buffer the pedestrian zone from road traffic.

Adjacent areas to the east include areas higher and lower density forms of housing, institutional uses, the Tribute Communities Centre, surface parking and vacant land.

Exhibit 4.10: Simcoe Street looking south towards King Street



4.3.2 Centre Street – Brock Street to Olive Avenue

Centre Street has a different character than Simcoe Street. While the intensity of land use and development is greatest in the areas north and south of King Street, this area includes large office and institutional uses, including City Hall and Province of Ontario offices. Outside of this core section, Centre Street has a mixed character, combining low-density residential uses, with higher density residential uses and associated parking, low-rise institutional uses and parks.

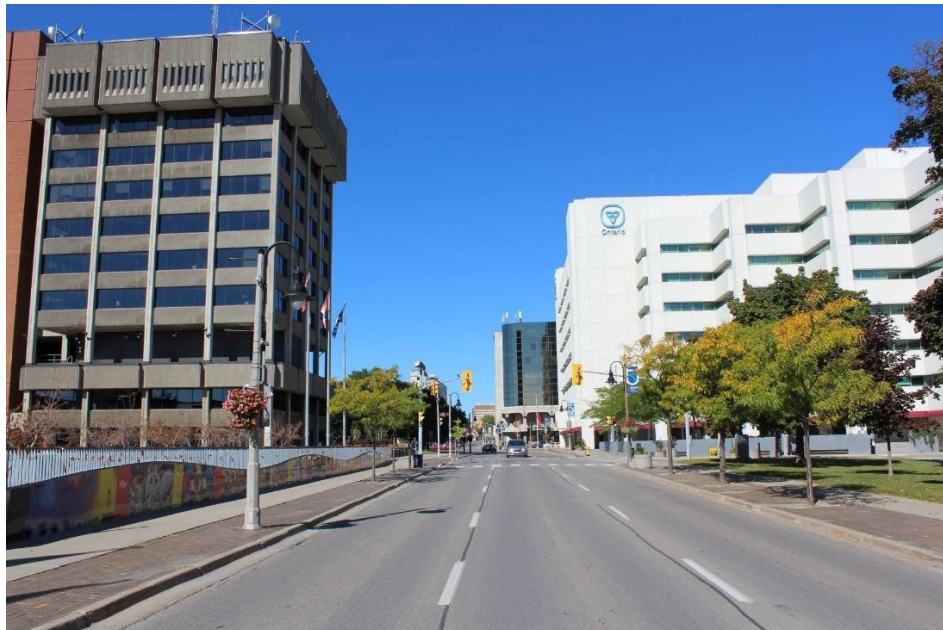
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The pedestrian zone in this central portion is similar to that along Simcoe Street, with no or small building setbacks, the presence of street furniture and plantings, and parked cars that provide a buffer to traffic. The main difference is that redevelopment has resulted in wider and deeper street frontages for some of the larger buildings. Some institutional uses, such as the City Hall area and the police station have set back their buildings and created parkettes and hardscape plazas. This results in an inconsistent streetscape.

South of the core area, where a more residential character predominates, setbacks are greater and planted, often featuring mature trees. The sidewalk is buffered from the street by a landscaped strip.

Adjacent areas to the west include a mix of single detached housing and higher intensity uses, including apartment buildings, as well as commercial uses. The Oshawa Creek valley serves as a buffer to the west and is the location of parks, the Joseph Kolodzie Oshawa Creek Bike Path, and other amenities.

Exhibit 4.11: Downtown Oshawa along Centre Street looking north towards King Street (Oshawa City Hall and Province of Ontario offices)



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4.3.3 Simcoe Street – Olive Avenue to Highway 401

Near Olive Avenue, land use is a mix of detached residential, low-rise retail and commercial. South of Olive Avenue, older residential and commercial uses are set closer to the street. This pattern often changes with other uses and built forms. The intensity and consistency decrease as Simcoe Street approaches Highway 401 (**Exhibit 4.12**).

Some of these uses have a weak animating relationship with Simcoe Street, sometimes turning a blank façade toward the street, but more often set back substantially from the street behind surface parking. The streetscape is uneven with a narrow pedestrian zone with little to no buffer to the roadway.

The adjacent area to the east of this segment comprises large underutilized commercial or former industrial properties. The adjacent area to the west is a mix of residential forms in a limited area that abuts the Oshawa Creek valley. Simcoe Street crosses over the CP Rail line about 600 metres north of Highway 401.

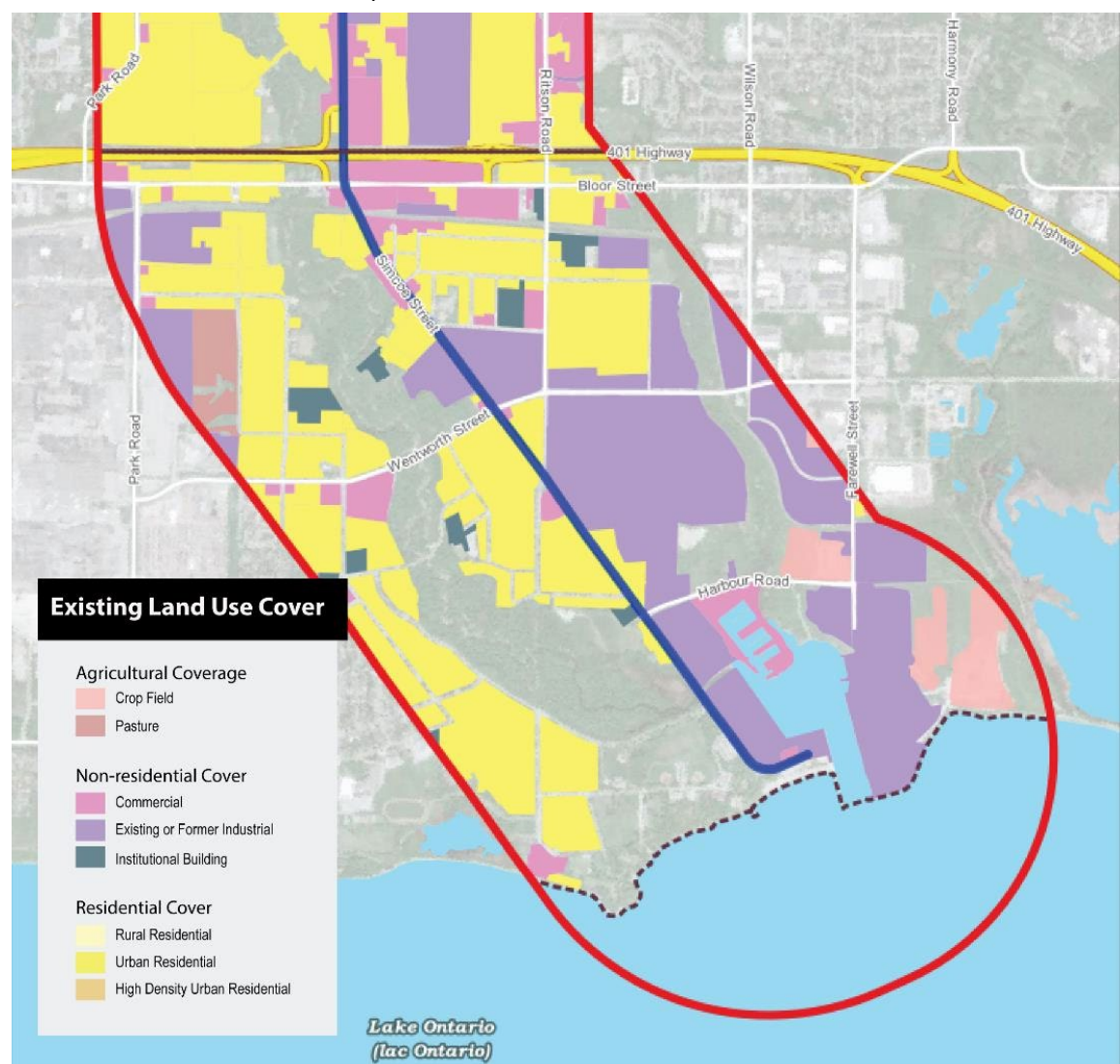
Exhibit 4.12: Simcoe Street south of the main Downtown area features a less consistent relationship between buildings and the street



4.4 Lakeview

The Lakeview character area is separated from the rest of the Study area by Highway 401. Simcoe Street crosses over Highway 401 and then under the CN Rail line (**Exhibit 4.13**). The area is a mix of commercial and industrial uses, large vacant lots, low density residential uses, natural heritage areas and parks.

Exhibit 4.13: Current Land Coverage – Lakeview (Highway 401 to Lakeview Park Beach)



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4.4.1 Highway 401 to Wentworth Street

South of Highway 401, Simcoe Street crosses Bloor Street and passes under the CN Rail line. After returning to grade, the frontage of the corridor is a mix of built form and uses, without a consistent pattern. The mix includes single detached homes, low-rise apartments, and strip retail plazas with varying setbacks (**Exhibit 4.14**). Just north of Wentworth Street, there is a large vacant site to the west and an industrial employment to the east (**Exhibit 4.15**). The Harman Park Arena is located about 300 metres east of Simcoe Street.

The pedestrian zone includes a sidewalk with a buffer to the roadway that varies from very narrow hardscape treatment to slightly wider with grass.

Adjacent uses to the east are largely low density residential. To the west is Oshawa Creek and associated parkland.

Exhibit 4.14: Mix of housing types and setbacks south of CN Rail



Exhibit 4.15: Industrial employment on the east and vacant land on the west of Simcoe Street, north of Wentworth Street



4.4.2 Wentworth Street to Harbour Road

South of Wentworth Street, the frontage condition takes a more regular pattern of single detached housing with large setbacks. Conant Place, part **of Durham Region's non-profit** housing corporation, is located on the west side. South of Ritson Road, land uses include the Bobby Orr Public School and Frontenac Youth Services. The eastern frontage interfaces with a subdivision whose buildings turn their flanks to Simcoe Street, either directly or on a window street.

The pedestrian zone is a sidewalk with a large grassy buffer to the roadway. For most of this segment, this is the condition on both sides of the street (**Exhibit 4.16**). However, the sidewalk on the east side ends approximately 100 metres south of Wellington Avenue. The sidewalk on the west side continues.

Further to the east, are industrial lands. To the west, there is a residential area that runs until the Oshawa Valleylands Conservation Area. This area largely comprises single detached housing with some other uses, including the Oshawa Seniors Community Centres Conant Branch.

Exhibit 4.16: Single detached housing common along the segment south of
Ritson Road to Harbour Road



4.4.3 Harbour Road to Lakeview Park Beach

South of Harbour Road, single detached houses are present on the west side of the street for about 200 metres south of Harbour Road, similar to the section north of Harbour Road. Durham Regional Local Housing Corporation (DRLHC) also owns a property on the west side of Simcoe Street. Continuing south, the west side of the street is largely natural areas and parkland, associated with the Oshawa Valleylands Conservation Area and Lakeview Park. The east side of the street are empty fields, natural heritage areas where Simcoe Street crosses Oshawa Creek and fenced off industrial lands.

A sidewalk is present only on the western side of the street. Simcoe Street terminates at Lakeview Park Beach.

The Port of Oshawa is one of 18 major Canadian ports that supports domestic and international trade. The Port of Oshawa is a deep-water port, with associated land uses for shipping, storage, and industrial uses. The port lands are an employment area, and most of the lands are also Provincially Significant Employment Zone identified in the Provincial Growth Plan.

Simcoe Street provides road access for vehicles and goods to the Administration buildings and general cargo area of the west wharf. Road

access is also provided via Harbour Road and Farwell Street, as well as the rail access. The Port provides access to shipping across the Great Lakes/St. Lawrence Seaway for cargo vessels. The Hamilton-Oshawa Port Authority notes that the Port of Oshawa handled more than 500 vessels carrying over 3 million metric tons of cargo over the past decade.⁷ The Port of Oshawa Land Use Plan (2021) sets out objectives and policies that create a framework for the development of the port lands.⁸

4.5 Built Environment Summary

The analysis reveals the following key points related to the existing land use, built form, relationship with right-of-way, and pedestrian zone for each character area:

- North Campus/Windfields:
 - Newest area with greatest variety of land uses and built form including a power centre and pad retail, low-density housing, mid-density townhouses, and mid-rise and high-rise residential.
 - Variety of setbacks and relationships with Simcoe Street, ranging from street-facing primary entrances to parking frontage to rear-parking facing primary entrances.
 - Pedestrian zone is generally soft landscaping with a multi-use path on both sides of Simcoe Street from Winchester to Conlin Road. From Conlin Road to East Oshawa Creek, the pedestrian zone narrows with a hardscaped buffer between the curb and sidewalk on the east side and between the curb and multi-use trail on the west side.
- Centennial
 - North of Taunton Road, land uses and built form consist primarily of detached houses on wide lots with large

⁷ Hamilton-Oshawa Port Authority, Accessed June 26, 2023. <https://www.hopaports.ca/port-of-oshawa/>

⁸ The Port of Oshawa Land Use Plan, August 2021, https://www.hopaports.ca/wp-content/uploads/2021/10/HOPA-Land-Use-Plan-August-2021-_FINAL.pdf

setbacks. South of Taunton Road to Switzer Drive, land uses and built form are a mix of retail and commercial uses, strip plaza retail, mid-rise residential and a school. From Switzer Drive to Adelaide Avenue, land uses and built form include higher density housing and institutional uses.

- Variety of setbacks and relationships with Simcoe Street, ranging from street-facing houses with driveways to parking frontage.
- Pedestrian zone includes a sidewalk on both sides. The buffer between the road and sidewalk ranges from no buffer to hard landscape to a narrow softscape buffer.

□ Central/Downtown

- Simcoe Street has the form of a historic downtown in the **areas south and north of the Downtown's epicentre at King Street**. As distance from the epicentre increases, consistency loosens with more gaps between buildings, varying setbacks, and more variation in lot width. Centre Street has a different character than Simcoe Street. Land use intensity is greatest near King Street, the built form includes more high-rise office and institutional. Further from King Street, a mixed character develops including low-density residential, higher density residential, surface and structured parking, low-rise institutional and parks /public spaces.
- Variety of setbacks and relationships with Simcoe Street and Centre Street, ranging from older buildings built to the property line with narrow lot widths to newer buildings set back with parkettes or hardscape plazas. Near Adelaide Avenue and near Olive Avenue, land use is a mix of detached residential, low-rise retail and commercial.
- The pedestrian zone along Simcoe Street and Centre Street includes a sidewalk on both sides. The buffer between the road and sidewalk ranges from no buffer to hard landscape to a narrow softscape buffer.

□ Lakeview

- Land use is a mix of commercial and industrial uses, large vacant lots, low density residential uses, natural heritage areas and parks. The built form is almost entirely low rise.
- Buildings are typically set back from the road and most properties have driveways and/or parking fronting the road.
- The pedestrian zone includes a sidewalk on both sides of Simcoe Street with a buffer to the roadway that varies from very narrow hardscape treatment to slightly wider with grass. The sidewalk on the east side ends approximately 100 metres south of Wellington Avenue.

Simcoe Street features a great deal of variation in the built environment along its length. Future rapid transit holds the potential to service and interact with the existing built environment, but also to support the transformation of the built environment over time. Concerning the built environment, the selection and implementation of a rapid transit technology should consider:

- How the rapid transit technology will interact with the surrounding built environment to create an attractive public realm and streetscape.
- How the reinvention of the ROW to accommodate transit can also make improvements for walking and cycling.
- How rapid transit will service major destinations.
- How rapid transit will support focal points of development intensity and concentrations of amenities.

5 Features and Constraints

The Simcoe Street corridor is a fully urbanized corridor for most of its length. Simcoe Street has developed from a major north-south road link into a central arterial road for the City. The land use varies along the corridor, and

there are segments with less dense development and some open areas. The central portion of the corridor is part of downtown Oshawa and has more intense development, often right at the edge of the road right of way. The corridor also touches several neighbourhood and downtown parks and the grounds of both the Parkwood Estate and the Lakeridge Health campus. Existing built form is described in **Section 3**.

There are two significant environmental features that help define, and in some areas constrain, the corridor. The Oshawa Creek watercourse and associated open space is primarily west of the corridor, although it does encompass the south end of Simcoe Street near Oshawa Harbour, Lakeview Park and Southmead Park, and has a significant tributary (East Oshawa Creek) that crosses the corridor between Taunton Road and the south end of the University campus. Just north of Conlin Road and north of Winchester Road another tributary influences the corridor (**Exhibit 5.1**).

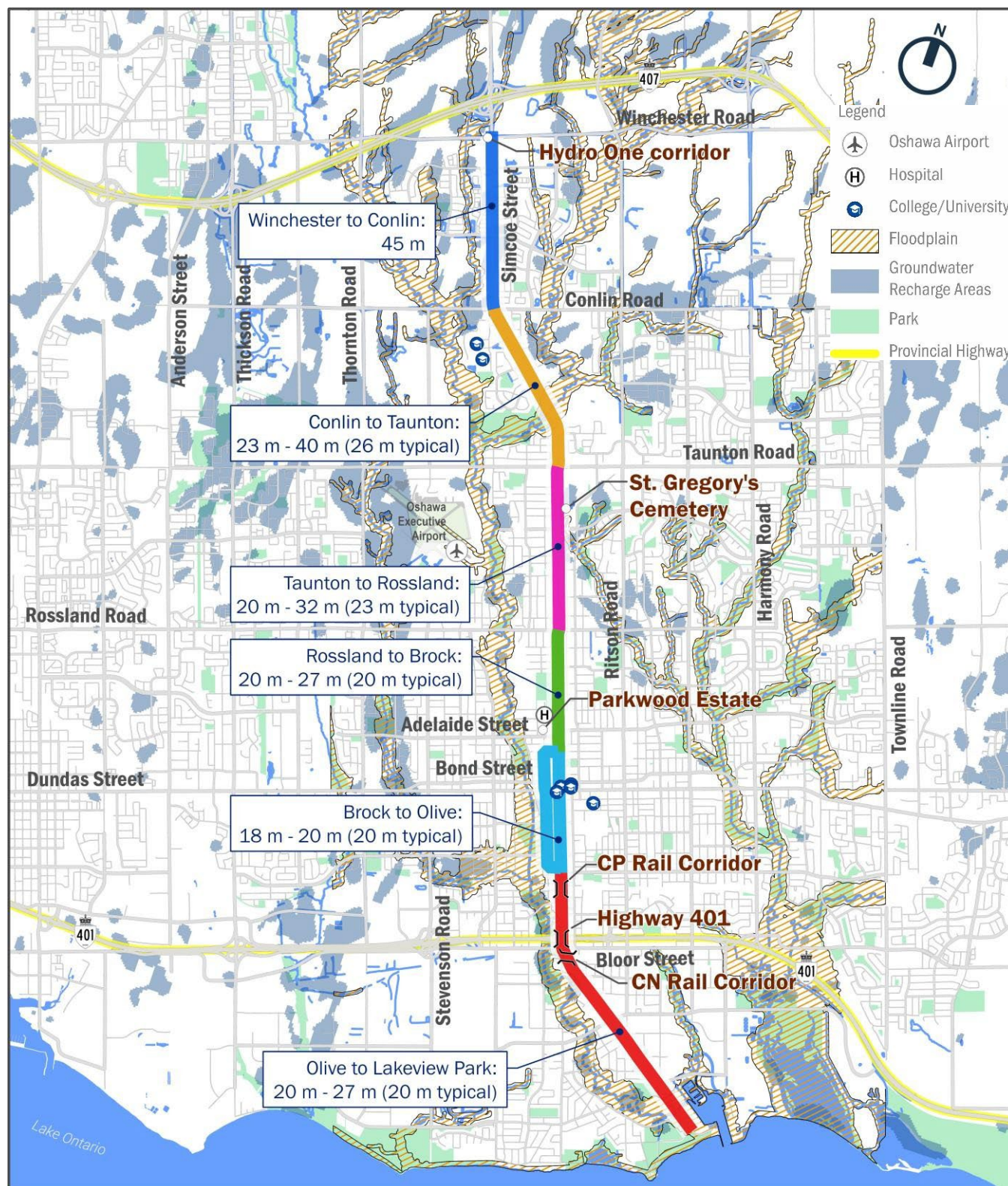
The Harmony Creek watershed, to the east of the corridor, has a more limited impact, focused between Rossland Road and Taunton Road, touching the edge of the corridor in the vicinity of Beatrice Street and Saint **Gregory's Catholic Cemetery**.

These features will be considered in the development and evaluation of rapid transit infrastructure options.

Other considerations to be addressed in the Initial Business Case include: deliverability and operations, and the potential need for a transit vehicle maintenance and storage facility.

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Exhibit 5.1: Constraints and Considerations



6 Future Growth Potential

The City is transitioning from a manufacturing-based economy to a technology- and knowledge-based economy. Strategic growth can only occur with an integrated approach to land use and sustainable mobility. The **City's Plan for Success defines five strategic** goals to support prosperity in a diverse and growing city. The City has acknowledged that new infrastructure is needed to keep up with growth pressures.

The Region is set to accommodate 1.3 million people and 460,000 jobs by 2051. A growing Region requires a transportation system that continues to add capacity for the safe, efficient, and reliable movement of people and goods in a sustainable manner. The **Region's** new Official Plan was adopted by Council in May 2023 and **has a vision to "create healthy and complete, sustainable communities within the region, shaping Durham into a great place to live, work, play, grow and invest."** The plan was developed through the Envision Durham municipal comprehensive review.

Transportation plans at all levels have demonstrated the need and justification for transportation improvements along Simcoe Street, including provincial (Connecting the Greater Golden Horseshoe, Metrolinx 2041 Regional Transportation Plan), regional (ROP, Transportation Master Plan, Long Term Transit Strategy), and municipal (City of Oshawa Official Plan, Integrated Transportation Master Plan).

Section 6.1 summarizes current real estate market conditions including current development applications, market trends, and challenges to attracting growth. These conditions inform the range of growth scenarios for 2051 described in Section 6.2. The growth scenarios will be used to develop future transit ridership projections along Simcoe Street.

6.1 Real Estate Market Condition Analysis

Simcoe Street has many attributes conducive to rapid transit, with existing major destinations and planned transit anchors on the Bowmanville GO extension and Highway 407. Today, the corridor has varying land use and

operational characteristics (downtown, urban, suburban, open space), as described in **Sections 3 and 4**.

The following sections summarize current real estate market conditions including current development applications, market trends, and challenges to attracting growth along Simcoe Street.

6.1.1 Current Development Applications

The City has unique real estate opportunities and constraints. Developments in the pipeline in the City include Trent University Durham Expansion, the Kedron Planning Area, Ontario Tech University expansion at 61 Charles Street, and the Northwood Business Park. Simcoe Street goes through and connects several significant growth areas in the City.

The City tracks development projects, including just completed, under-construction, or in the pipeline **on the “Oshawa Tour of Growth & Development”**.⁹ **Exhibit 6.1** shows development projects, shown as shapes overlaid on the maps, for each of the character areas defined in **Section 3** along Simcoe Street, planned development in downtown Oshawa includes:

- 13,500 proposed residential units for 27,000 new residents.
- 140,000 square metres of new commercial space and 4,600 new jobs.

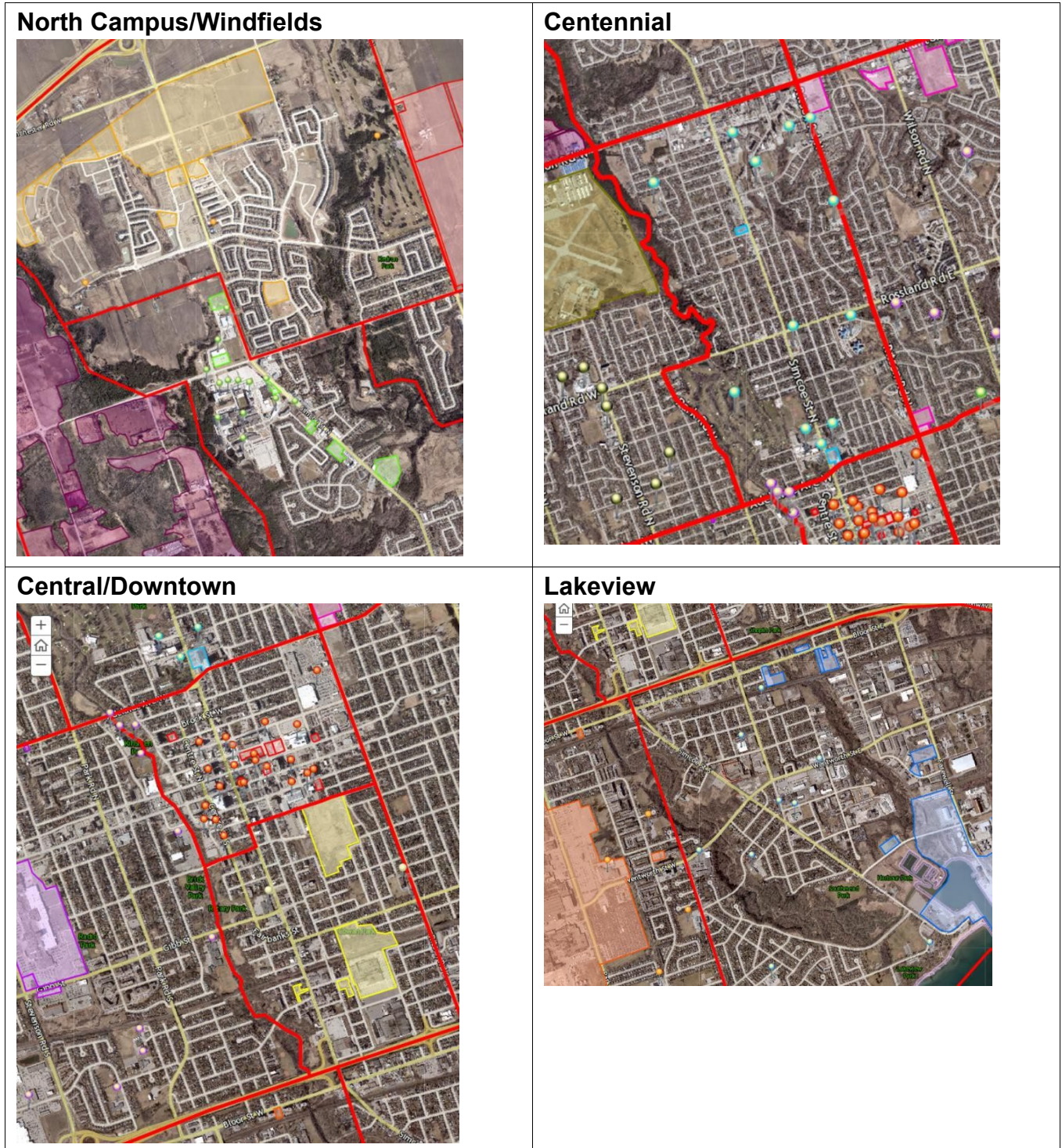
The colours of the shapes correspond to the neighbourhood boundaries in which planned or recent developments are located. The circular pins identify community landmarks, such as schools, fire stations and major retail centres.

There are many development applications in the pipeline, which reflect the importance of Simcoe Street within the City and the Region. Investing in Simcoe Street is about more than improved transit operations. Investing in Simcoe Street is an opportunity to improve mobility and quality of life for existing residents while preparing the corridor to attract and support future growth.

⁹ <https://oshawa.maps.arcgis.com/apps/MapJournal/index.html?appid=e3289440d72a4105a650f5b6a83d16d2#>

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Exhibit 6.1: Oshawa's Growth and Development Map along Simcoe Street



Source: (Updated June 27, 2023)

<https://oshawa.maps.arcgis.com/apps/MapJournal/index.html?appid=e3289440d72a4105a650f5b6a83d16d2#>

6.1.2 Real Estate Market Trends

The Region completed the Housing Intensification Study Technical Report¹⁰ (August 2021) to assess the capacity for residential and mixed-use growth and provide policy recommendations as part of Envision Durham. The Housing Intensification Study was informed by findings from the Region-Wide Growth Analysis Technical Report, in particular historical trends and the overall regional population and employment growth forecast to 2051.

That study **found that “focusing growth in locations that align with the Provincial definition of SGAs, particularly the Urban Growth Centres (UGCs), Regional Centres and the Major Transit Station Areas (MTSAs), has the greatest potential to achieve or exceed the Region’s intensification target but also to align with broader Regional policies and objectives.”**¹⁰

As detailed in Section 3 of that study, future real estate market demand depends largely on development feasibility. For residential uses, this is typically based on the balance between unit price and developer profit to **“hard” and “soft” costs:**

- **“Hard” cost factors** include tax rates, development charges, infrastructure, land costs, construction costs, servicing and utility costs.
- **“Soft” factors** include transportation connectivity, transit, access to a growing skilled and unskilled labour force pool, housing choice by type and affordability, access to public and private schools.

“Soft” factors are increasing in importance as a key determinant in residential development location decisions. The increase importance of **“soft” factors** reflects changing lifestyle preferences including issues related to aging, housing affordability, lifestyle choices and the changing nature of work. Other market factors are discussed in the Region-Wide Growth Analysis Technical Report including factors unique to Oshawa.

Access and proximity to higher-order transit (i.e., GO Transit and Durham Region Transit (DRT)) is one of the **“soft” factors that is** increasingly

¹⁰ <https://www.durham.ca/en/doing-business/resources/Documents/PlanningandDevelopment/Envision-Durham/Housing-Intensification-Study.pdf>

important for large-scale intensification, including both residential and non-residential (office and mixed-use) development.

The GO Train extension will connect with the Oshawa GO Station and then continue parallel to and north of Highway 401 to Bowmanville will create two **new Stations in Oshawa (Thornton's Corners East and Central Oshawa)**. This extension will create greater connectivity within Durham Region, as well as **enhancing the Region's connection with** the broader GGH, making these new MTSAs attractive locations for housing a broad range of people including young professionals, seniors and student populations.

The Durham-Scarborough Bus Rapid Transit (DSBRT) corridor will also provide greater connectivity within Durham Region, connecting existing population and employment and growing areas across and between the Toronto-Durham boundary. Bus-only lanes are planned on King Street and Bond Street in Oshawa, west of Simcoe Street.

6.1.3 Land Use Policy Options

Many municipalities across Canada are developing and testing a range of land use policy options in concert with transit investments transform and revitalize urban corridors. A recent study by the Infrastructure Institute at the **University of Toronto's School of Cities**¹¹ examines the track record to date and further potential to capture increased land value resulting from new transit infrastructure. Land value capture is defined as a policy approach that enables communities to tap into increases in land value and reinvest dollars for community benefit. Land value capture is based on the premise that investment of public (tax) dollars should result in public value. The study explains two key ideas:

1. **"Transit-oriented communities have the potential to generate significant increases in land value, especially when accompanied by large increases in approved density to complement new rapid transit. This, in turn, can help to pay for public infrastructure through the right public policy mechanisms." (page 4);** and

¹¹ Land Value Capture Study: Paying for Transit Oriented Communities, M. Siematycki, D. Fagan, R. N. Arku, April 2023, <https://cdn.cib-bic.ca/files/documents/Corporate/Land-Value-Capture-Study-April-2023.pdf>

2. **“Land value capture is sometimes presented as a “best practice”** mechanism to raise major private funding to offset the need for public investment in transit infrastructure. In practice, the amounts of money raised through land value capture mechanisms are likely to be more modest relative to the high costs of major transit infrastructure investment. Nevertheless, it is worth pursuing, both as a strategy to raise critical funds for public transit and to support the realization of transit-**oriented communities.” (page 5)**

Land value capture mechanisms can be grouped into broad categories:

- Infrastructure tax or levies, collected from landowners positioned to gain financially from public investment in infrastructure.
- Development charges or fees, collected from developers at the time of permit approvals to help cover the cost of municipal infrastructure and services.
- Density bonuses or incentive zoning, allowing developers to increase density in exchange for providing certain elements within their site such as affordable housing or public space.
- Tax increment financing, allowing municipalities to borrow against expected future property tax revenue increases to pay for specific infrastructure.
- Land acquisition, investment and disposition, where municipalities are actively involved in development through property sale/lease or through joint development projects.

Zoning also plays an important role in shaping development. Many cities encourage development using zoning that allows higher densities along transit corridors and around transit stations. Zoning can be used to prohibit higher densities in areas without existing or planned transit infrastructure. Zoning codes are generally created at a municipal or regional level, though area-specific zoning can be adopted to override the zoning in a particular area.

Case Study: Development Led by the Municipality: Midtown Oakville

The traditional “greenfield” approach to development requires a developer to

prepare the necessary studies and submit a development application to the municipality for review and approval. Some municipalities, such as the Town of Oakville, are applying innovative approaches to development around transit infrastructure. To assist with the implementation of Midtown Oakville, the Town of Oakville (in partnership with Halton Region) is taking the lead in preparing the studies that are typically prepared by developers, as well as completing studies that are typically prepared by the Town¹². The purpose of this approach is to facilitate the implementation of Midtown Oakville in an integrated and timely manner.

A fully-integrated Implementation Plan that will guide the ongoing development of Midtown is being developed. The Town of Oakville recognizes that the successful implementation of Midtown Oakville will require co-ordination and partnerships with a number of other groups and organizations, including: local property owners and developers, Ministry of Transportation, Metrolinx, and utility companies. To attract growth, the Town of Oakville plans to provide close co-ordination and integration of planning, urban design, transportation, municipal servicing and financial considerations.

6.1.4 Challenges to Attracting Growth

Along Simcoe Street, challenges to attracting growth include:

- Floodplain and flooding risks along Oshawa Creek from Highway 401 in the south through the Downtown to Adelaide Street (**Exhibit 5.1**), also along Oshawa Creek and the crossing of Simcoe Street north of Glovers Road and south of OTU/ Durham College campus.
- Varying depth of existing parcels which makes consolidation or land assembly complex and can increase development costs.
- Competing with other areas in the City and Region to attract growth. Future MTSAs and greenfield are generally more attractive for development.

[ps://www.oakville.ca/planoakville/midtown-oakville-growth-area-review.html](https://www.oakville.ca/planoakville/midtown-oakville-growth-area-review.html)

- Height restrictions extending from the Oshawa Executive Airport.
- Different forms of rapid transit may have different property impacts, different station footprints, and affect property values differently.
- Municipal services, including water/wastewater, need to be sized to support future growth in order to more readily attract density. The scale and cost of municipal infrastructure can be a deterrent to development.

These challenges may require an innovative approach to attract growth and support the implementation of rapid transit. However, there is increasing evidence that investing in any form of rapid transit, whether bus, rail, underground or aerial, attracts developers to invest in neighbourhoods around stations and terminals, bringing more compact growth into these areas and resulting in higher impacts to mode share and greenhouse gas emissions.¹³

6.1.5 How the Market Views Transit Investments

In Ontario, transit projects that involve higher per-kilometre costs, such as light rail transit, regional rail, and subways, have the focus in recent years. There is substantial evidence of the population and employment growth around projects such as the ION LRT in Waterloo Region and the Toronto-York Subway Extension to the City of Vaughan. There is also growing evidence of growth around BRT projects.

The Institute for Transportation & Development Policy (ITDP) systematically studied the TOD impacts of BRT, LRT and Streetcars across 19 projects in the United States and 2 projects in Canada.¹⁴ The study found:

- Bus Rapid Transit leverages more transit-oriented development investment than Light Rail Transit or streetcars, per dollar of transit investment and under similar conditions.

¹³ <https://cdn.halifax.ca/sites/default/files/documents/transportation/halifax-transit/Rapid%20Transit%20Strategy%20-%20Final%20-%20May%202020.pdf>

¹⁴ Institute for Transportation & Policy Development, **“More Development for your Transit Dollar”, 2013, W. Hook, S. Lotshaw, A. Weinstock.** https://itdpdotorg.wpengine.com/wp-content/uploads/2013/11/More-Development-For-Your-Transit-Dollar_ITDP.pdf

- Both BRT and LRT can leverage many times more TOD investment than the project cost.
- Three key factors for successful TOD, in order of importance, are: government support, the land market around the transit corridor, and the quality of the transit investment.
- There was no correlation between the type of transit service and the level of TOD investment. LRTs, BRTs, and streetcars all led to similar TOD investment outcomes under similar conditions.

Investing in higher-order transit for Simcoe Street will support the type of **community and economy envisioned by the Region's Strategic Plan, the Regional Official Plan (ROP), and the City's Plan for Success.**

6.1.6 Summary of Real Estate Market Conditions

The analysis reveals the following key points related to the current developments, real estate market trends, land use policy options, challenges and opportunities for growth along Simcoe Street.

There are many development applications in the pipeline, which reflect the importance of Simcoe Street within the City and the Region. Investing in Simcoe Street is about more than improved transit operations. Investing in Simcoe Street is an opportunity to improve mobility and quality of life for existing residents while preparing the corridor to attract and support future growth.

Future real estate market demand depends largely on development feasibility. Development feasibility for residential uses is typically based on **the balance between unit price and developer profit to “hard” and “soft”** costs. Access and proximity to higher-order transit (i.e., GO Transit and **Durham Region Transit (DRT)) is one of the “soft” factors that is increasingly** important for large-scale intensification, including both residential and non-residential (office and mixed-use) development.

Many municipalities across Canada are developing and testing a range of land use policy options in concert with transit investments transform and revitalize urban corridors. Land value capture mechanisms include: infrastructure tax or levies, development charges or fees, density bonuses or

incentive zoning, tax increment financing, and land acquisition, investment and disposition. Many cities encourage development using zoning that allows higher densities along transit corridors and around transit stations. Zoning can be used to prohibit higher densities in areas without existing or planned transit infrastructure.

Along Simcoe Street, challenges to attracting growth include: floodplain and flooding risks along Oshawa Creek, varying depth of existing parcels, competing with other areas, height restrictions extending from the Oshawa Executive Airport, and the age and size of municipal services to support future growth.

These challenges may require an innovative approach to attract growth and support the implementation of rapid transit. However, there is increasing evidence that investing in any form of rapid transit, whether bus, rail, underground or aerial, attracts developers to invest in neighbourhoods around stations and terminals, bringing more compact growth into these areas and resulting in higher impacts to mode share and greenhouse gas emissions.

Three key factors for successful TOD, in order of importance, are: government support, the land market around the transit corridor, and the quality of the transit investment. Evidence suggests no correlation between the type of transit service and the level of TOD investment, meaning LRTs, BRTs, and streetcars have equal opportunity to attract TOD investment.

6.2 Growth Scenarios

The impetus for higher order transit along Simcoe Street is growth. The Provincial Planning Statement and Growth Plan for the Greater Golden Horseshoe establish an approach to growth management which encourages and requires a significant amount of growth to be located within currently built-up areas through intensification. These documents promote land use patterns, densities and mix of uses that incorporate this growth in a manner which creates successful communities and allows for the efficient use of infrastructure. Through the transportation lens, this means intensifying with the goal of minimizing the length and number of vehicle trips and supporting transit and active transportation.

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The hierarchy of intensification areas established by provincial policy is further elaborated and refined in regional and municipal land use and transportation planning. Centres and corridors are focal points for growth. Downtown Oshawa is an Urban Growth Centre, and further designated a Regional Centre, Transportation Hub and Protected Major Transit Station Area by the ROP and a Major Central Area by the Oshawa OP. The area at the intersection of Simcoe Street and Winchester Road is identified as the Windfields Regional Centre by the ROP and a Major Central Area by the Oshawa OP. Simcoe Street is identified as a Rapid Transit Corridor and rapid transit spine in the new ROP. The policies of the ROP and Oshawa OP establish minimum densities for these areas, as well as other direction on how on these areas will be planned and developed in a beneficial manner. An intensification pattern of centres and corridors supports an efficient expansion of the network of higher order transit as part of a multi-modal transportation system.

Three population and employment land use scenarios were developed to forecast transit ridership potential and overall transportation demand for 2051. The different scenarios refer to the level of intensification of strategic growth areas (SGAs) in Durham Region, which include Urban Growth Centres, Protected Major Transit Station Areas and Rapid Transit Corridors, under the Regional Official Plan. Each scenario was checked to ensure that population and control totals of Durham Region and the individual municipalities are met in addition to quality checks.

The scenarios are summarized in **Exhibit 6.2**, and detailed in **Appendix A**. Resulting population and employment forecasts are shown in **Exhibit 6.3**. All scenarios result in the same City population and employment totals for 2051 (298,500 residents and 107,300 jobs). A map highlighting growth corridors and centres is provided in **Exhibit 6.4**.

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Exhibit 6.2: 2051 Growth Scenarios developed for this Study

HIGH	MODERATE	LOW
Builds on the 2033 hybrid land use scenario developed by the Region and matches population and employment forecasts within SGA	Builds on the 2033 hybrid land use scenario developed by the Region with reduction of SGAs by 80%	Builds on the 2033 Region-wide DC land use scenario developed by the Region and grows the 2033 SGA to 2051
Growth in the Planning Area for Columbus and South Columbus are increased to 2051 conditions	Growth in the Planning Area for Columbus and South Columbus are increased to 2051 conditions with lower limits placed on population and employment	Growth in the Planning Area for Columbus and South Columbus are increased to 2051 conditions with moderate limits placed on population and employment
50% of the 2051 land use for Settlement Area Boundary Expansion (SABE) is allocated to zones marked as SABE by municipality. Then population and employment are allocated based on proportional area distribution of SABE Community Area and Employment Area	75% of the 2051 land use for SABE is allocated to zones marked as SABE by municipality. Then population and employment are allocated based on proportional area distribution of SABE Community Area and Employment Area	100% of the 2051 land use for SABE is allocated to zones marked as SABE by municipality. Then population and employment are allocated based on proportional area distribution of SABE Community Area and Employment Area. Adjustments are made to zones adjacent to Simcoe Street to align the low land use scenario with the moderate and high scenarios

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Exhibit 6.3: Existing and Future (2051) Population and Employment Forecasts by Scenario

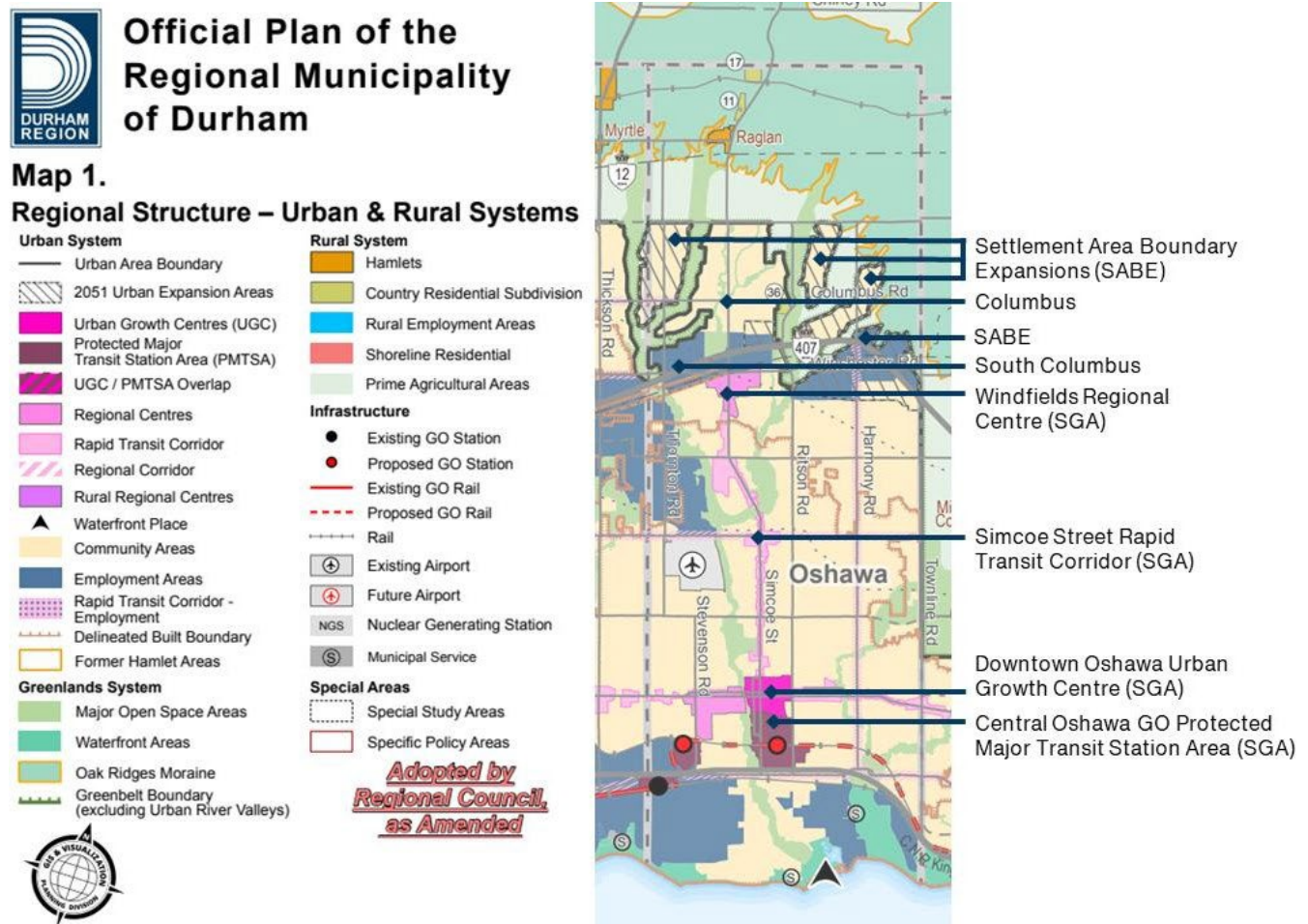
	2016 Existing		2051 Low		2051 Moderate		2051 High	
DTZ	Pop	Emp	Pop	Emp	Pop	Emp	Pop	Emp
Along Simcoe Street	30,000	18,600	41,500	11,400	57,900	20,800	71,700	26,000
Rest of Oshawa	135,600	33,600	257,000	95,900	240,600	86,400	226,900	81,300
Oshawa Total	165,600	52,200	298,500	107,300	298,500	107,300	298,500	107,300
Region Total	670,300	197,900	1.3M	460,000	1.3M	460,000	1.3M	460,000

NOTES: DTZ = Durham Transportation Zones
 Pop = Population; Emp = Employment
 2016 used as existing due to concerns with 2021 census employment values

Along Simcoe Street, the 2051 low scenario has lower employment than the 2016 number because the low scenario was adjusted in relation to the medium and high scenarios (see **Appendix A** for details).

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Exhibit 6.4: Growth and Intensification Areas Referenced in the 2051 Growth Scenarios



Source: Excerpt of Map 1 of the Regional Official Plan. Refer to the plan for details on growth policies in the referenced areas.

7 Transportation and Transit Conditions

This section discusses the existing and future (2051) transportation and transit conditions within the Study area.

7.1 Existing Conditions

The following sections describe the current conditions along Simcoe Street including transit, active transportation, roads and traffic. Some information is current to 2022, while other data is presented from 2019 (before COVID-19 public health restrictions).

7.1.1 Transit Network

Transit along Simcoe Street is operated by Durham Region Transit (DRT) and GO Transit. **Exhibit 7.1**, **Exhibit 7.2** and **Exhibit 7.3** show the numerous transit routes along Simcoe Street and across the Study area.

Route limits and service frequency for each DRT and GO Transit route running along Simcoe Street are detailed in **Exhibit 7.4**.

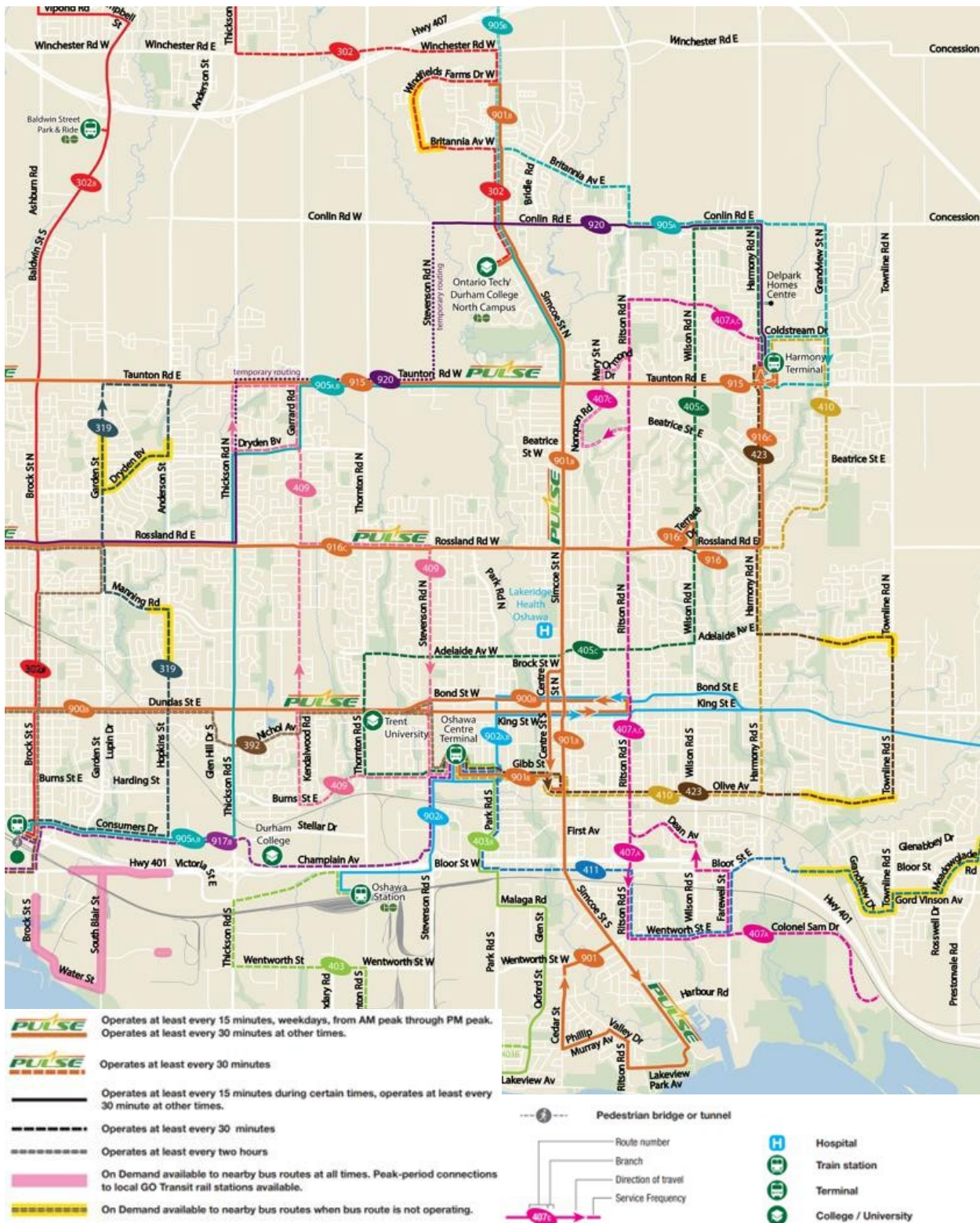
The service frequency of each DRT and GO Transit route currently crossing Simcoe Street is detailed in **Exhibit 7.5**.

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Exhibit 7.1: Existing DRT System Map (May 2023)¹⁵



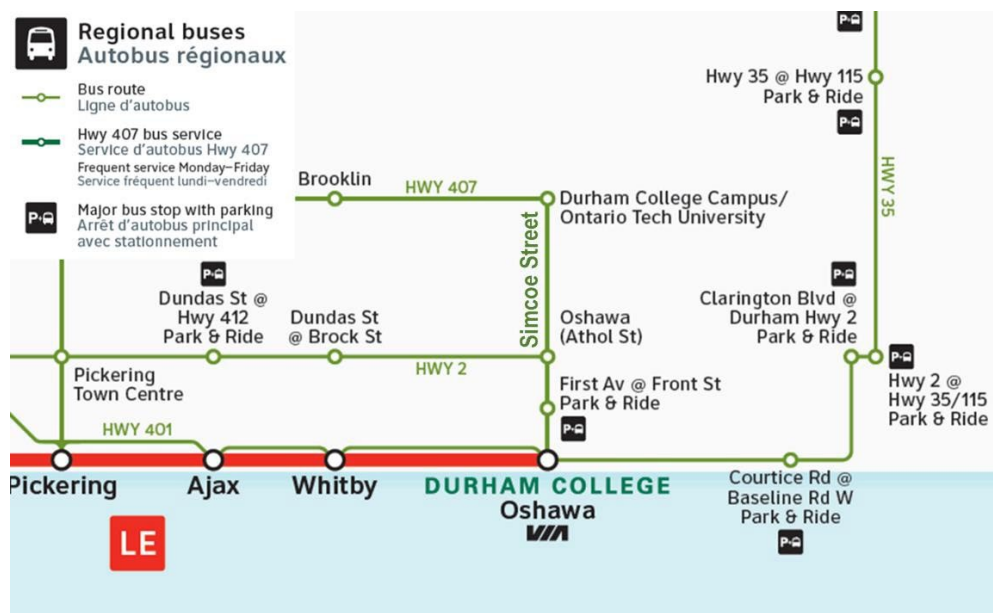
¹⁵ Durham Region Transit, System Map effective April 17, 2023, <https://www.durhamregiontransit.com/en/resources/DRT-South-April-17-2023---Frequency---20230322.pdf> (Retrieved May 11, 2023)

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Exhibit 7.2: Existing DRT Blue Night Route System Map (May 2023)¹⁶



Exhibit 7.3: Existing GO Transit Route System Map (May 2023)¹⁷



¹⁶ Durham Region Transit, System Map Effective April 17, 2023, <https://www.durhamregiontransit.com/en/resources/DRT-South--April-17-2023---Frequency---20230322.pdf> (Retrieved May 11, 2023)

¹⁷ GO Transit, System Map Effective April 2023, <https://www.go-transit.com/en/system-map> (Retrieved May 11, 2023)

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Exhibit 7.4: Summary of Transit Routes along Simcoe Street

Route	Limits	WEEKDAY			WEEKEND	
		AM/ PM Peak	Midday	Evening After 19:00	Daytime Start To 19:00	Evening After 19:00
DRT 901 PULSE Simcoe	Lake View Park or Oshawa Centre Terminal and Windfields Farm Drive via Ontario Tech University/ Durham College	10 min	10 min	15–30 min	15 min	15–30 min
DRT 905 Thicksen - Reach	Windfields Farm Drive and Taunton Road	15 min	15 min	30 min	30 min	30 min
DRT 920 North Oshawa - McCowan	Conlin Road and Taunton Road	15 min	15 min	30 min	-	-
DRT 302B Baldwin - Brock	Britannia Avenue and Ontario Tech/Durham College	15 min	30 min	30 min	30 min	30 min
DRT Blue Night N2	Wentworth and Windfields Farm Drive	Overnight – 7 Days a week 30 min				
GO Bus 52 - Oshawa / Hwy 407 Terminal	Highway 407 and 401 via Ontario Tech University/Durham College	30 min	30 min	60 min	60 min	60 min
GO Bus 92 - Oshawa /Yorkdale	Bond Street East and Bloor Street East	60 min	60 min	60 min	60 min	60 min

NOTE: Service frequency based on April 17, 2023 DRT system map
 (<https://www.durhamregiontransit.com/en/resources/DRT-South--April-17-2023---Frequency---20230322.pdf>)

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Exhibit 7.5: Summary of Transit Routes crossing Simcoe Street

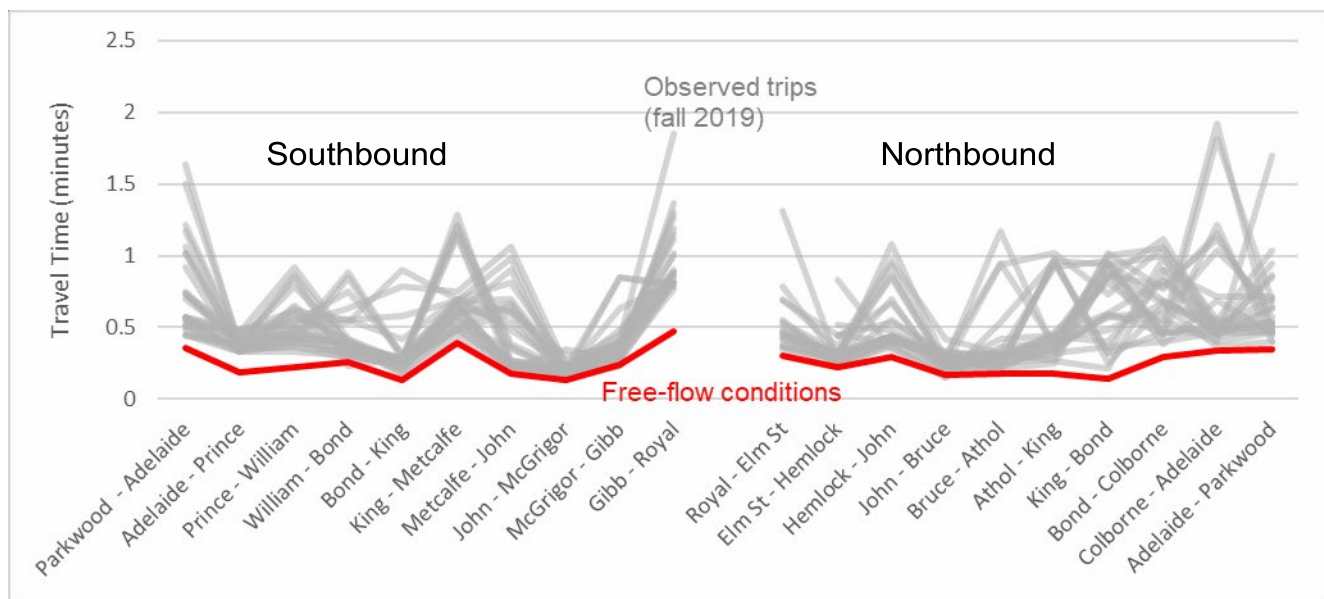
Route	WEEKDAY			WEEKEND	
	AM/ PM Peak	Midday	Evening After 19:00	Daytime Start to 19:00	Evening After 19:00
DRT 405 Wilson-Oshawa	30 min	30 min	30 min	30 min	30 min
DRT 410 Olive-Harmony	30 min	30 min	30 min	30 min	30 min
DRT 423 Harmony Terminal	30 min	30 min	-	-	-
DRT 411 South Courtice	30 min	30 min	-	30 min	-
DRT 900 PULSE-Highway 2	10 min	10 min	15-30 min	15 min	15-30 min
DRT 902 - King	15 min	15 min	30 min	30 min	30 min
DRT 915 Taunton	20 min	20 min	30 min	20 min	30 min
DRT 916 Rossland	15 min	15 min	30 min	30 min	30 min
DRT 920	15 min	15 min	30 min	-	-
GO Bus 88- Peterborough/Oshawa	120 min	120 min	120 min	60 min	60 min
Blue Night N1	Overnight – 7 Days a week 30 min				

NOTE: Service frequency based on April 2023 DRT system map
 (<https://www.durhamregiontransit.com/en/resources/DRT-South--April-17-2023---Frequency---20230322.pdf>)

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The Simcoe Street Transit Priority Pilot Study (2020) quantified the amount of variability in transit travel times in fall 2019. **Exhibit 7.6** shows the variability of transit travel time along Route 901, compared to free-flow conditions, through Downtown Oshawa between Parkwood Court and Royal Street. Transit travel time delays occur most frequently around Adelaide Avenue, King Street, Bond Street, and Gibb Street.

Exhibit 7.6: Transit Travel Time Variation from Parkwood Court to Royal Street (fall 2019)



7.1.2 Transit Ridership

PULSE Route 901 is the second busiest transit route in Durham. In October 2020, Route 901 accounted for nearly one out of every six boardings on Durham Region Transit.

Exhibit 7.7 compares transit ridership data between fall 2019 (pre-pandemic) and fall 2022 (post-pandemic) along Simcoe Street for Route 401 and PULSE 901. In 2019, there were around 8,200 people every weekday and 5,500 people on weekends taking transit to travel along Simcoe Street. Due to COVID-19 restrictions there was a drop in the ridership in 2020 and early 2021. As public health restrictions were lifted in 2021 transit ridership began to grow along this route. During fall 2022, transit ridership along Simcoe Street recovered to 100 per cent during weekdays and increased to 140 per cent of pre-pandemic levels during weekends.

Exhibit 7.7: Comparison of Transit Ridership between fall 2019 (pre-pandemic) and fall 2022 (post-pandemic) along Simcoe Street

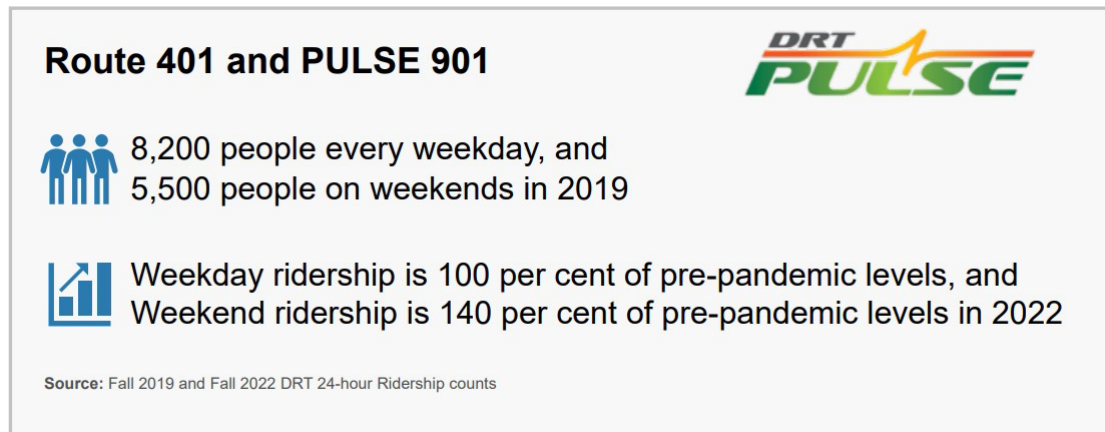


Exhibit 7.8 and **Exhibit 7.9** show fall 2022 total passenger demand during weekdays for all bus routes on Simcoe Street for both a.m. and p.m. peak hours. **Exhibit 7.8** shows northbound passenger demand, and **Exhibit 7.9** shows southbound.

Overall transit ridership data from fall 2022 along Simcoe Street shows the greatest demand in either direction during either rush hour is between the downtown Oshawa (King Street or Bond Street) and Ontario Tech University / Durham College.

Maximum passenger load along Simcoe Street during this season and year is observed at following locations:

- ☐ Northbound:
 - During a.m. peak hour around 350 passengers between Taunton Road and Ontario Tech University / Durham College.
 - During p.m. peak hour around 225 passengers between Taunton Road and Ontario Tech University / Durham College, and around 200 passengers between Parkwood Court and Switzer Drive.
- ☐ Southbound:
 - During a.m. peak hour around 150 passengers between Parkwood Court and Switzer Drive.

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- During p.m. peak hour around 400 passengers between Taunton Road and Ontario Tech University / Durham College.

The destinations of the campus area in the north, and the Lakeridge Health Centre at Parkwood Court, are significant ridership generators in both directions and both peak hours. This is shown by the inflection points on the graphs below.

Exhibit 7.8: Passenger Demand Profile along Simcoe Street during Weekdays (Northbound, fall 2022)

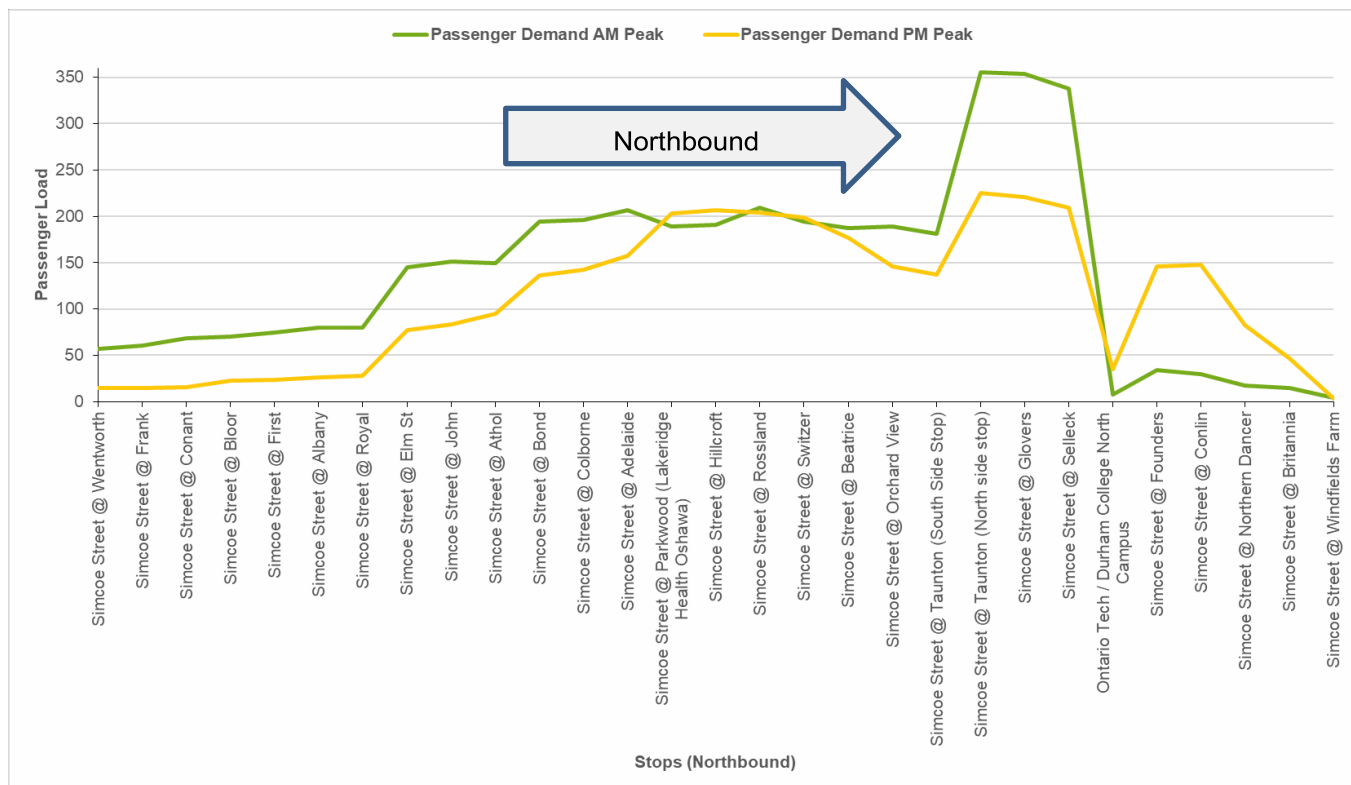
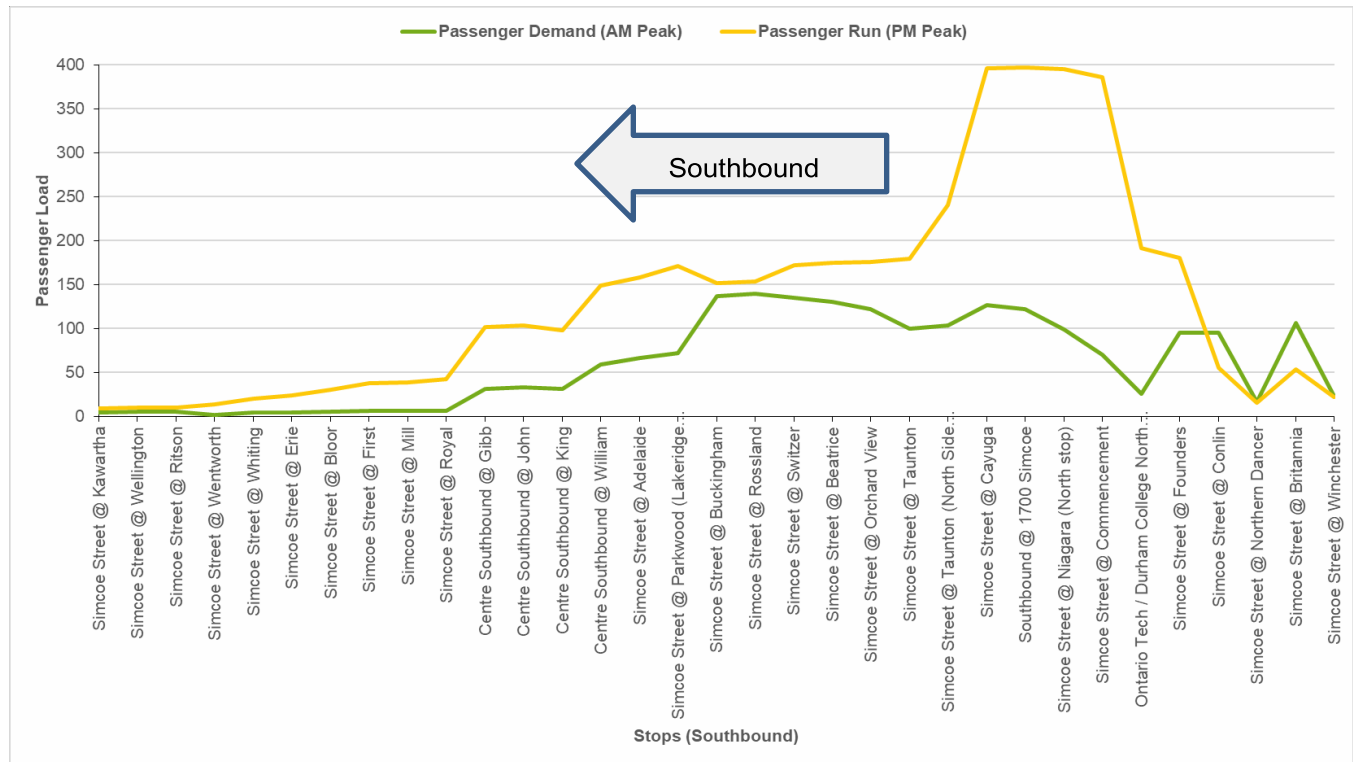


**Exhibit 7.9: Passenger Load Profile along Simcoe Street during Weekdays
(Southbound, fall 2022)**



7.1.3 Active Transportation Network

As shown in **Exhibit 7.10**, currently there is no dedicated cycling infrastructure along Simcoe Street. However, the following segments of Simcoe Street have a multi-use pathway and shared roadway facilities:

- ☐ Between Winchester Road and Conlin Road: in-boulevard multi-use pathway along both sides of the road.
- ☐ Between Conlin Road and North of Oshawa Creek Bridge: in-boulevard multi-use pathway on west side of the road.
- ☐ Between Harbour Road and Valley Drive: on road shared facilities (urban paved shoulder).

Refer to **Section 4** for details on existing sidewalks and the pedestrian realm.

Exhibit 7.10: Existing Primary Cycling Network Map in Durham Region ¹⁸



There are other existing cycling routes which cross or intersect with the Study area. These facilities include designated bike lanes, multi-use paths, shared roadway, and trails. A summary of the existing cycling routes crossing the Study area is shown in **Exhibit 7.11**.

¹⁸ Regional Cycling Plan 2021, Durham Region, <https://www.durham.ca/en/living-here/resources/Regional-Cycling-Plan-2021---Final---October-2021.pdf>

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Exhibit 7.11: Existing Cycling Facilities crossing Simcoe Street

Name of route	Type of route	Facility designation	LIMITS
Windfields Farm Dr. E	Municipal Road	Dedicated Bike Lanes (both sides)	Between Bridle Road and a point 160 metres west of Thoroughbred Street
Britannia Avenue East	Municipal Road	Dedicated Bike Lanes (both sides)	Between Simcoe Street North and West Limit
Hillcroft Street	Municipal Road	Urban Paved Shoulders (both sides)	Between Simcoe Street North and Camelot Crescent
Athol Street West	Municipal Road	Dedicated Bike Lanes (both sides)	Between Centre Street South and Charles Street
John Street West	Municipal Road	Urban Paved Shoulders (both sides)	Between Park Road South and Albert Street
Waterfront Trail – Oshawa	Multi-use recreational trail	Paved multi-use path	Trail along shores of Lake Ontario crosses Simcoe Street South
Michael Starr Trail	Multi-use recreational trail	Paved multi-use path	Between King Street East and Simcoe Street South
Joseph Kolodzie Oshawa Creek	Multi-use recreational trail	Paved multi-use path	Between Simcoe Street South and Lakeview Park

7.1.4 Roadway and Road Network

Simcoe Street is classified as a major arterial road has a variety of cross-sections within the Study area. As shown in **Exhibit 5.1**, the public right-of-way width varies between 20to 45 metres. In downtown Oshawa between Adelaide Avenue and Olive Avenue, Simcoe Street operations as a one-way pair with Centre Street. There are a total of 40 signalised intersections within the Study area between Highway 407 and Lakeview Park Beach. As discussed in **Section 4**, the Study area has been organized into four different character areas. The road configuration in each character area is summarised in the following sections.

7.1.4.1 North Campus/Windfields

There are two distinct lane configurations in this character area of Simcoe Street. Between Winchester Road and Founders Gate, Simcoe Street has two through lanes in each direction separated by a raised median. There is limited direct access from adjacent properties on this section of Simcoe Street. Left- and right-turn lanes are generally provided at major intersections and accesses. The posted speed limit is 60 km/h except between 450 metres north of Conlin Road and Founders Gate where the limit is 50 km/h. Multi-use paths are provided on both sides of Simcoe Street and parking is prohibited on both sides of the street at all times.

South of Founders Gate to the Cedar Valley Conservation Area, Simcoe Street has two through lanes in each direction and a continuous two-way centre left-turn lane. There are accesses to both low and higher density residential and some commercial uses. A multi-use path is provided on the west side of Simcoe Street and a sidewalk is provided on the east side. The posted speed limit is 50 km/h and parking are prohibited on both sides of the street at all times.

Traffic control signals are located at the following intersections within this character area:

- Winchester Road.
- Windfields Farm Drive.
- Britannia Avenue.

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- Northern Dancer Drive.
- Conlin Road.
- Founders Gate.
- Commencement Drive.
- Niagara Drive/Selleck Lane.

The right-of-way width on Simcoe Street varies within this character area. Approximate right-of-way widths within various sections are as follows:

- Winchester Road to Conlin Road: 45 metres.
- Conlin Road to Founders Gate: 40 metres.
- Founders Gate to Taylorwood Road: 40 metres.
- Taylorwood Road to Cedar Valley Conservation Area: 30 metres.

7.1.4.2 Centennial

This character area has two main lane configurations. Between Cedar Valley Conservation Area and Taunton Road, and between Switzer Drive and Adelaide Avenue, Simcoe Street is two lanes in each direction. Between Taunton Road and Switzer Drive, Simcoe Street has two through lanes in each direction and a continuous two-way centre left turn lane. Throughout this section sidewalks are provided on both sides of the street, the posted speed limit is 50 km/h, and parking is prohibited on both sides of the street at all times. There are frequent driveways for single family residences, commercial and institutional uses throughout this section. Lakeridge Health Oshawa is accessed off Simcoe Street via the signalized intersections of Hospital Court and Parkwood Court.

Traffic control signals are located at the following intersections within this character area:

- Glovers Road.
- Taunton Road.
- Queen Elizabeth Public School (pedestrian signal).

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- Beatrice Street.
- Robert Street.
- Rossland Road.
- Buckingham Avenue/Hillcroft Street (pedestrian signal).
- Hospital Court.
- Parkwood Court.
- Adelaide Avenue.

The right-of-way width on Simcoe Street varies within this character area. Approximate right-of-way widths within various sections are as follows:

- Cedar Valley Conservation Area to Taunton Road: 27 metres.
- Taunton Road to Switzer Drive: 25 metres.
- Switzer Drive to Adelaide Avenue: 20 metres.

7.1.4.3 Central/Downtown

This character area has two main lane configurations. Simcoe Street has two through lanes in each direction at the two limits of this area, between Adelaide Avenue and Brock Street, and also between Olive Avenue and Highway 401. Sidewalks are provided on both sides of the road. The posted speed limit is 40 km/h in Downtown (north of John Street) and 50 km/h in Central (south of John Street). Parking is prohibited at all times on both sides of the Simcoe Street. There are driveways primarily for commercial and institutional land uses.

For most of this character area through Downtown, between Brock Street and Olive Avenue, Simcoe Street operates as the northbound lanes of a one-way pair with Centre Street. Centre Street operates as the southbound lanes and is located about 200 metres west of Simcoe Street. This one-way pair is approximately 2 km long. North of John Street, the posted speed limit on Simcoe Street and Centre Street is 40 km/h, while south of John Street it is 50 km/h. Sidewalks are provided on both sides of each road.

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Simcoe Street is typically four (4) northbound through lanes. On-street parking is permitted in one or both curb lanes through much of this section during off-peak hours and for limited times throughout the day.

Centre Street is typically three (3) southbound through lanes. On-street parking is typically prohibited, except between William Street West and Bond Street West where parking is permitted in the west curb lane.

Simcoe Street continues over Highway 401 on a bridge. There is a partial interchange with Highway 401. There is on-ramp access to Highway 401 westbound at an unsignalized ramp terminal intersection with Simcoe Street. There is off-ramp access from Highway 401 eastbound at an unsignalized ramp terminal intersection with Bloor Street. There is a full trumpet configuration interchange 600 metres east of Simcoe Street connecting to Drew Street (north of Highway 401) and Bloor Street (south of Highway 401).

There is a grade separated crossing of CP Rail Belleville corridor on Simcoe Street between Fisher Street and Hall Street. Simcoe Street passes over the rail corridor on a bridge that has two through lanes in each direction and sidewalks on both sides of the road.

Traffic control signals are located at the following Simcoe Street intersections in this character area:

- Brock Street (southbound, pedestrian signal, where southbound vehicles divert to Centre Street).
- William Street.
- Bond Street.
- King Street.
- Athol Street.
- John Street.
- Gibb Street/Elm Street.
- Olive Avenue.
- Mill Street.

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- First Avenue.

Traffic control signals are located at the following Centre Street intersections in this character area:

- William Street West.
- Bond Street West.
- King Street West.
- Athol Street West.
- John Street West.
- Gibb Street.
- Fairbanks Street (planned to become a Pedestrian Crossover Type B in the near future).

The right-of-way widths on Simcoe Street and Centre Street are approximately 20 metres throughout this character area with short sections of local widening or narrowing.

7.1.4.4 Lakeview

This character area has three main lane configurations. Between Highway 401 and Ritson Road South, Simcoe Street has two (2) through lanes in each direction. Between Ritson Road South and Harbour Road, Simcoe Street has two (2) northbound lanes and one (1) southbound lane. Between Harbour Road and Lakeview Park Beach, Simcoe Street is one lane in each direction.

From Bloor Street to Harbour Road, there are driveways for commercial, industrial, and residential land uses. The posted speed limit is 50 km/h and parking is prohibited at all times on both sides of the road. Sidewalks are provided on both sides of the road except along the east side south of Wellington Avenue, where there is no sidewalk between about 1205 Simcoe Street South and Harbour Road.

From Harbour Road to Lakeview Park beach, there are a few driveways for single family residential on the west side, access to parking for various parks and recreation facilities, and access to the Hamilton-Oshawa Port Authority.

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The posted speed limit is 50 km/h. Parking is prohibited at all times on both sides of the road. A sidewalk is provided on the west side only.

Between Harbour Road and Valley Drive there are on road shared facilities (urban paved shoulder). Traffic control signals are located at the following Simcoe Street intersections in this character area:

- Bloor Street.
- Gordon Street.
- Wentworth Street.
- Rison Road South.
- Wellington Avenue.
- Valley Drive.

The right-of-way width on Simcoe Street varies within this character area with many areas of local widening or narrowing. Approximate right-of-way widths can be summarized in two main sections as follows:

- Highway 401 to Gordon Street: 20 metres.
- Gordon Street to Lakeview Park Beach: 25 metres.

There is a grade separated crossing of the Lakeshore East/CN Rail Kingston corridor on Simcoe Street south of Bloor Street. Simcoe passes under the rail corridor with two lanes in each direction and sidewalks on both sides of the road. Simcoe Street crosses Oshawa Creek just north of Valley Drive. The crossing is a bridge with one traffic lane in each direction and a sidewalk on the west side.

7.1.4.5 Summary

The space available for improvements to Simcoe Street varies along the corridor. Most of Simcoe Street has 20 to 23 metres existing road right of way as shown in **Exhibit 5.1**. The road right of way is the area designated for use as a street including the travel lanes, sidewalks, curbs, gutters and utilities.

7.1.5 Traffic Operations

Simcoe Street is a major transportation route within the Region and primary route for travel between City and Port Perry. Simcoe Street is currently classified as an arterial road with an average annual daily traffic volume (AADT) ranging between 9,000 and 25,000 for various segments. **Exhibit 7.12** shows the summary of AADT by year (2019 to 2021) for each of the four-character areas along Simcoe Street.

The highest observed traffic volumes along Simcoe Street occur through the Downtown and Centennial portions of the Study area.

Exhibit 7.12: AADT along Simcoe Street, 2019 to 2021

Character Area	Limits	AADT (2019)	AADT (2020)	AADT (2021)
North Campus/ Windfields	Winchester Road to East Oshawa Creek	12,500 to 18,000	10,000 to 15,500	12,000 to 16,500
Centennial	East Oshawa Creek to Adelaide Avenue	19,000 to 25,000	20,500 to 23,000	19,000 to 22,000
Central/ Downtown	Adelaide Avenue to Highway 401	9,000 to 25,000	7,500 to 22,500	9,000 to 18,000
Central/ Downtown	Brock Street to Olive Avenue (southbound on Centre Street)	10,700 to 12,800	4,500 to 10,300	10,300 to 12,200
Lakeview	Highway 401 to Harbour Road	7,000 to 14,000	6,000 to 13,000	7,000 to 14,000

Exhibit 7.13 presents the volume-capacity ratio (v/c) plot of Simcoe Street for 2016 existing conditions for road segments. Overall, the road network in Oshawa is generally uncongested as most road segments are within 0.0 to 0.8 volume-capacity ratio.

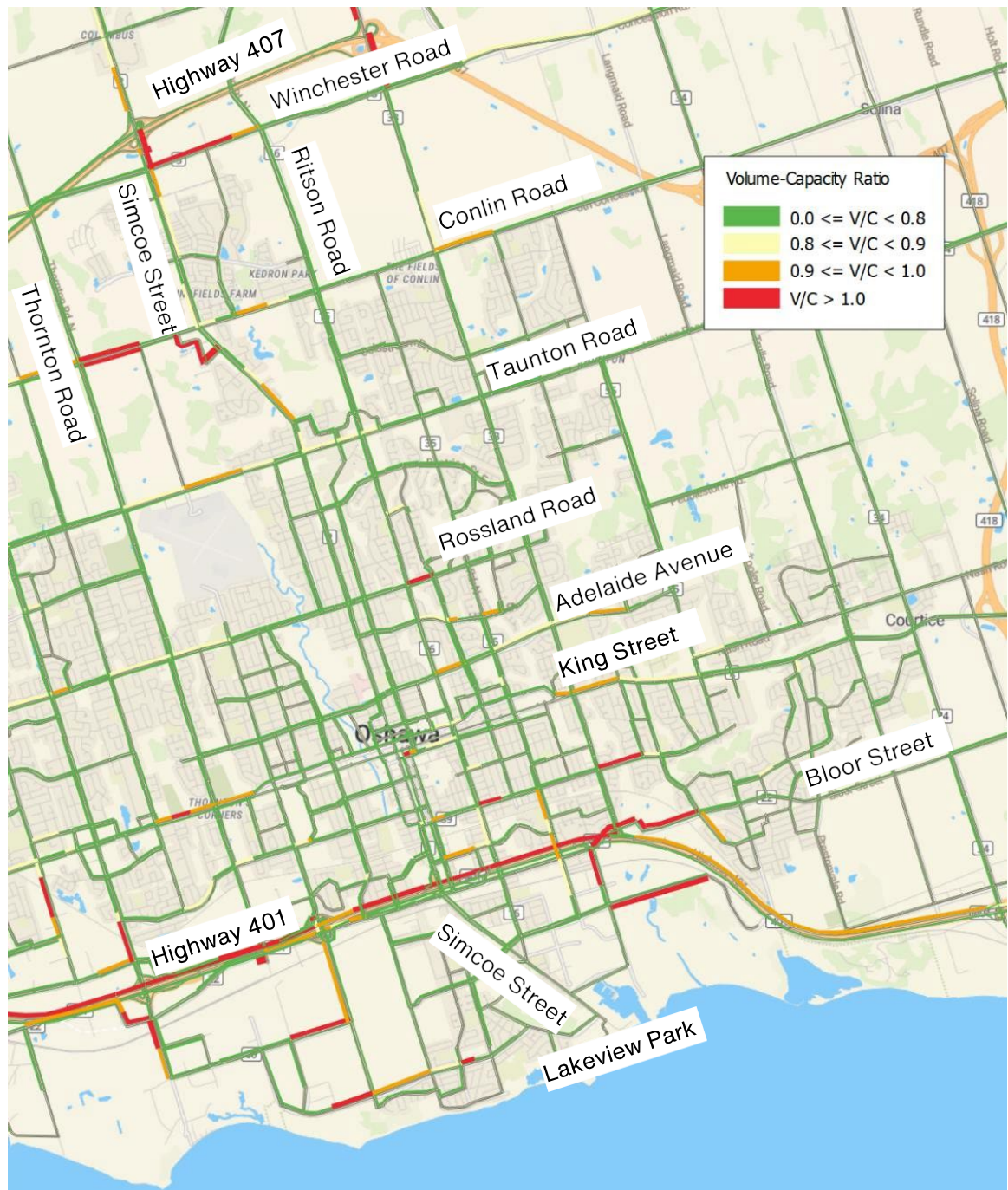
Areas of restricted traffic flow on Simcoe Street with v/c ratios over 0.9, indicating increasing traffic delays, include:

- Approach to Highway 407.

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- Bridge north of Taunton Road, which is a physical constraint in the road network.

Exhibit 7.13: Volume-Capacity Ratio Plot of Simcoe Street and Surrounding Road Network, A.M. Peak Hour (2016)



7.2 Future Conditions

The following sections describe future **‘business as usual’** conditions along Simcoe Street. These conditions will be used to establish a baseline to compare and evaluate the potential impacts of different rapid transit options along Simcoe Street.

7.2.1 Transit Network in 2051

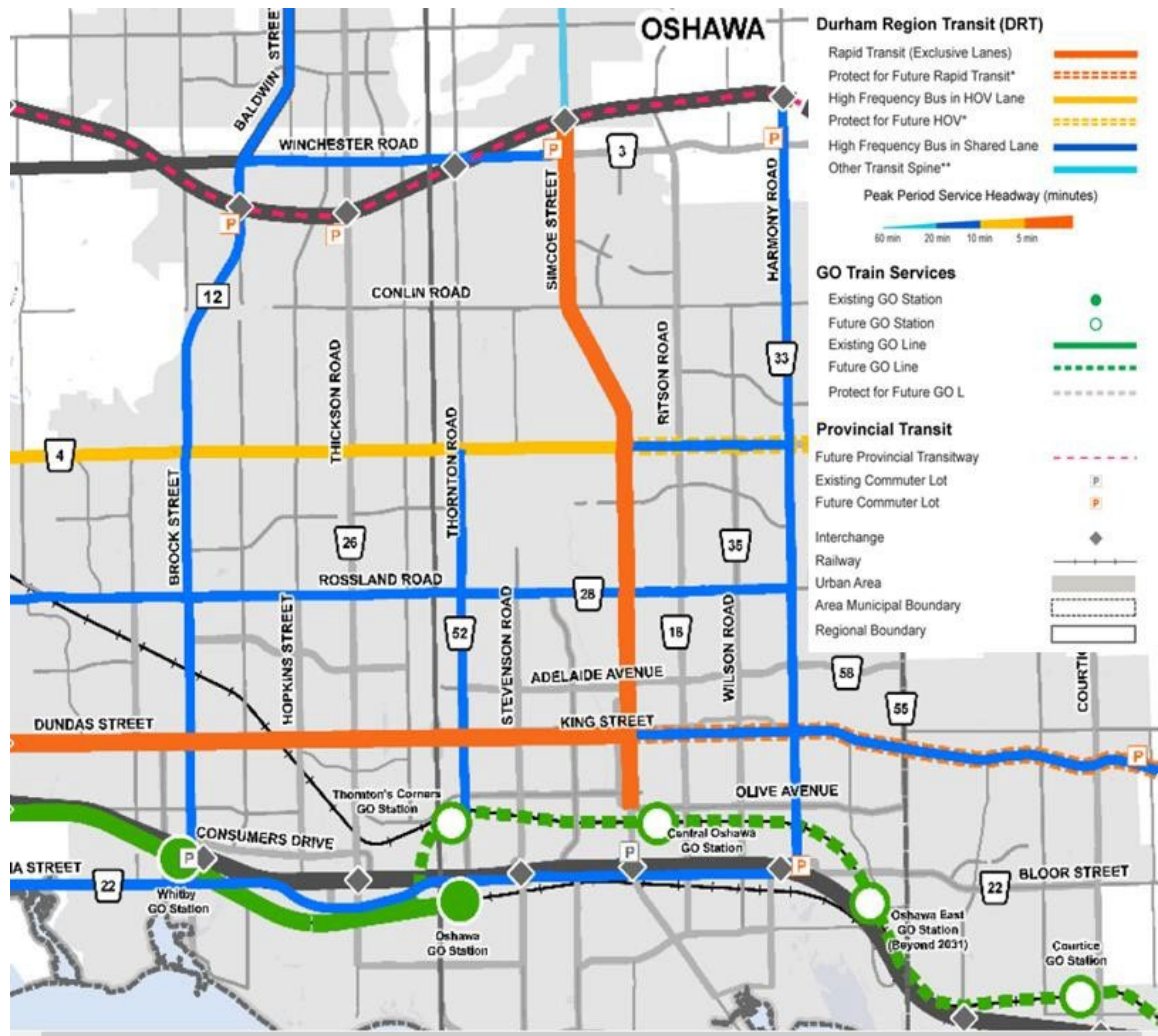
Exhibit 7.14 shows higher order transit corridors that have been identified in **the main arteries of Region’s transit network which will provide fast, frequent, and direct services** to Regional Centers, Transit Hubs and major destinations across the Region.

By 2031, Simcoe Street is proposed to have a rapid transit corridor between Highway 407 and Olive Avenue. **The Region’s TMP recommended** converting an existing lane of traffic in each direction to a transit-only lane.

There are other transit corridors planned for 2031 which will cross Simcoe Street and have been considered for higher order transit. This will include high frequency network of bus in HOV and shared lanes which will help in building ridership by providing reliable and frequent transit between major transit station areas. The following transit routes will cross Simcoe Street:

- Taunton Road: High Frequency Bus in HOV lane between York Durham Line and Simcoe Street, and High Frequency Bus in shared lane between Simcoe Street and Harmony Road.
- Rossland Road: High Frequency Bus in shared lane between Brock Road and Harmony Road.
- Winchester Road: High Frequency Bus in shared lane between Baldwin Street and Simcoe Street.
- King Street: Rapid Transit (Exclusive Lanes) between York Durham Line and Simcoe Street, and High Frequency Bus in shared lane between Simcoe Street east to Clarington.

Exhibit 7.14: 2031 Higher Order Transit Network for Durham Region ¹⁹



Looking ahead to 2051, the transit network around the Simcoe Street area is assumed to also include:

- The complete 2041 Metrolinx Frequent Rapid Transit Network (FRTN) within Durham Region.
- The 407 Transitway from Burlington to a stop at Simcoe Street, east of Simcoe Street and north of Winchester Road.

¹⁹ Excerpt from Map 1B of Durham Region TMP 2017,

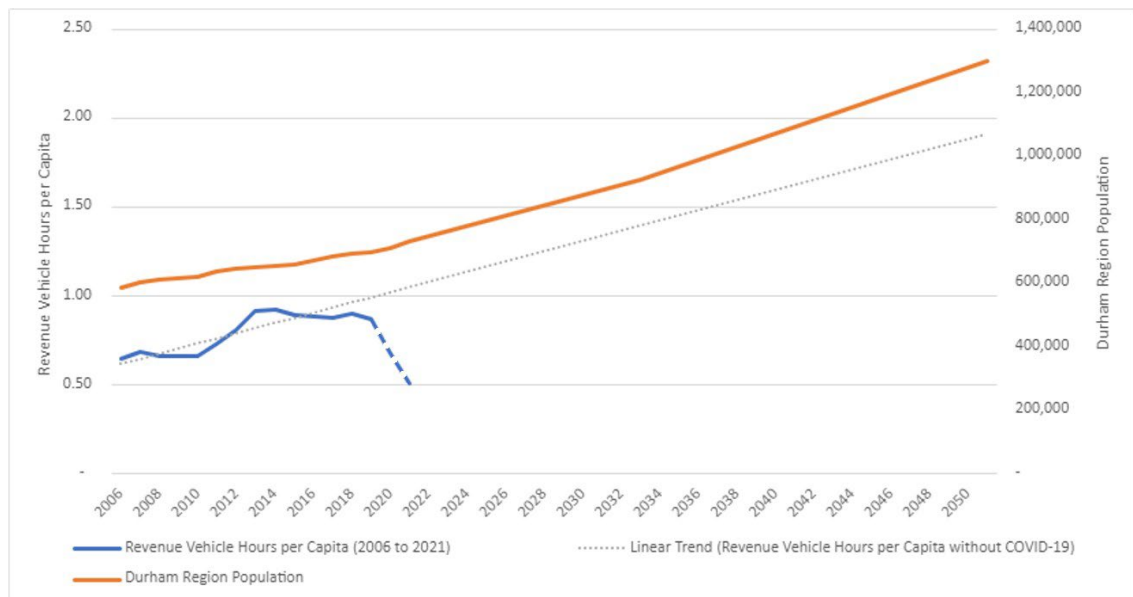
https://durhamtmp.files.wordpress.com/2018/07/durhamtmp_finalreport_2018-07-09-web-accessible.pdf

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- Expansion of DRT services with 15-minute headway buses to new neighbourhoods in the Settlement Area Boundary Expansion (SABE).
- Increase to all existing DRT services of approximately 37 per cent based on 2006 to 2019 DRT revenue vehicle hours increases as population increases (Exhibit 7.15). For example, a 10-minute service in 2033 would be reduced to 6.3-minute service for 2051. Note that the most frequent service will be limited to 5-minutes in 2051.

These transit network changes were considered in developing the future travel demand along Simcoe Street. Additional details are provided in **Appendix A**.

Exhibit 7.15: DRT Revenue Vehicle Hours per Capita and Durham Region Population, 2006 to 2051 extrapolated²⁰



²⁰ Source: Annual CUTA Transit Fact Books 2021, and Envision Durham

7.2.2 Transit Ridership in 2051

Using the **Region's** travel demand model, 2051 transit ridership was forecasted for the high, moderate, and low land use scenarios. Details of model assumptions can be found in **Appendix A**. These forecast scenarios demonstrate the need for rapid transit along Simcoe Street to serve forecasted peak hour transit demand. Additional modelling scenarios will be developed for specific investment scenarios in the Initial Business Case.

Exhibit 7.16 presents the 2051 peak period and peak hour boardings by direction for each land use scenario. All boardings, regardless of route, are included between Winchester Road and Valley Drive. The number of 2051 boardings coincides with the land use scenarios where the high scenario with greater density along Simcoe Street has a higher number of boardings than low scenario boardings. Note that total p.m. peak period boardings are higher than a.m. because the p.m. peak period is four hours, and the a.m. peak period is three hours.

Between the three land use options, the magnitude of peak hour transit boardings ranges from 2,900 to 3,500. The close range of transit boardings reflects the population control totals in Oshawa. In addition, the central location of Simcoe Street means that even if growth occurs in different areas of Oshawa, most of the growth is still within a 1 km range of Simcoe Street and contributes to transit demand. In addition, it appears that gains made in ridership along the corridor from intensification in the high scenario are offset by higher ridership on east-west intersecting routes as well as heightened demand from Columbus and the SABE lands in the low and moderate scenarios.

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Exhibit 7.16: 2051 Boardings along Simcoe Street by Scenario, Travel Direction, and Time²¹

Land Use Scenario: Direction of Travel	A.M. Peak Period Boardings (6 to 9 A.M.)	A.M. Peak Hour Boardings²²	P.M. Peak Period Boardings (3 to 7 P.M.)	P.M. Peak Hour Boardings²³
High: Northbound	3,100	1,600	5,400	1,700
High: Southbound	4,000	2,000	4,000	1,200
High: Total	7,100	3,500	9,400	2,900
Moderate: Northbound	3,000	1,500	5,600	1,700
Moderate: Southbound	4,000	2,000	3,700	1,200
Moderate: Total	6,900	3,400	9,300	2,900
Low: Northbound	2,600	1,300	5,900	1,800
Low: Southbound	3,900	1,900	3,400	1,100
Low: Total	6,500	3,200	9,300	2,900

The following exhibits present the 2051 passenger load diagram for transit on Simcoe Street for all three land use scenarios. Passenger load diagrams are provided for peak direction and peak hour, specifically:

- **Exhibit 7.17** presents southbound a.m. peak hour. Passenger demand is highest in this peak direction peak hour, with 1,000 to 1,400 passengers between Britannia Avenue and Central Oshawa GO station, compared to the existing maximum of around 400 passengers between Ontario Tech University / Durham College and Taunton Road (**Exhibit 7.9**).
- **Exhibit 7.18** presents southbound p.m. peak hour. Between Ontario Tech University / Durham College and Central Oshawa GO station, southbound demand is steady around 300 to 450 passengers.

²¹ Boarding figures are rounded to the nearest hundred; summation of northbound and southbound boardings may not exactly equate to total boardings in the table.

²² The a.m. peak period to peak hour factor of 0.497 is calculated from 2019 fall Simcoe Street boarding data.

²³ The p.m. peak period to peak hour factor of 0.312 is calculated from 2019 fall Simcoe Street boarding data.

- **Exhibit 7.19** presents northbound a.m. peak hour. Between Central Oshawa GO Station and Ontario Tech University / Durham College, demand is steady around 400 to 600 passengers.
- **Exhibit 7.20** presents northbound p.m. peak hour. This is the second highest passenger demand after the southbound a.m., with 700 to 900 passengers between Central Oshawa GO Station and Britannia Avenue.

Comparing the three 2051 land use scenarios, described in **Section 6.2**, reveals that the passenger demand magnitude and profile (shape of the graph) is generally consistent for both directions in both peak hours. During peak directions, namely southbound a.m. and northbound p.m., the demand magnitude is consistently higher for the low land use scenario, relative to the moderate and high scenarios. This is most pronounced between Britannia Avenue and Taunton Road in the peak directions, with a forecasted difference of 100 to 200 passengers. During off-peak directions, namely southbound p.m. and northbound a.m., the demand magnitude is slightly higher for the high land use scenario. However, the difference is less pronounced with a forecasted difference of 50 to 100 passengers.

The land use pattern in the low land use scenario results in more people living outside of intensification areas like the SABLE areas. The models show more people travelling from these outside areas to and from major destinations like Central Oshawa GO Station using transit. The result is a slightly higher magnitude passenger demand from the low land use scenario.

The destinations of the campus area in the north, downtown Oshawa, and Central Oshawa GO station are significant ridership generators in both directions in the p.m. peak hour. This is shown by the inflection points on the graphs below. Interestingly, the destination of Lakeridge Health Centre at Parkwood Court is less pronounced in 2051 compared to existing ridership. This is likely a result of increased demand throughout the Study area.

The greatest demand in both directions of travel is between downtown Oshawa and Ontario Tech University / Durham College. While the location of demand is consistent with existing ridership (**Section 7.1.2**) the magnitude of p.m. peak hour demand in 2051 is three to four times higher than existing (2022) ridership.

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Exhibit 7.17: Passenger Demand Profile of Simcoe Street (A.M. Peak Hour, Southbound, 2051)

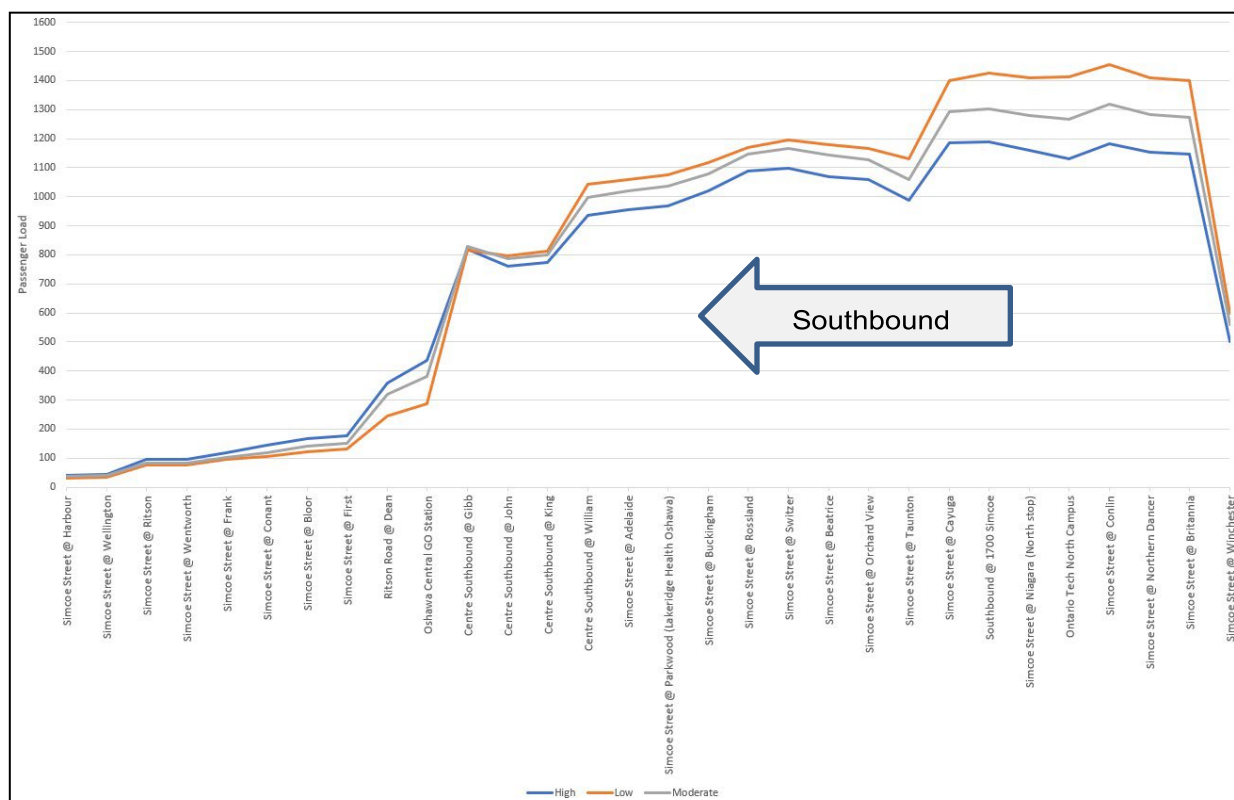
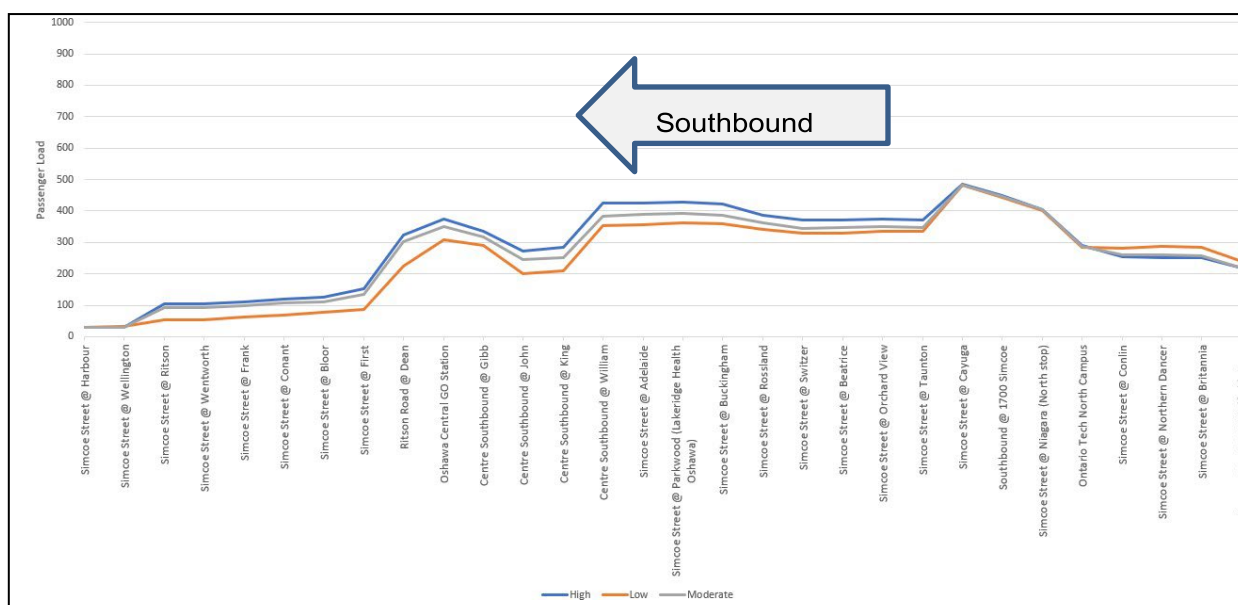


Exhibit 7.18: Passenger Demand Profile of Simcoe Street (P.M. Peak Hour, Southbound, 2051)



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Exhibit 7.19: Passenger Demand Profile of Simcoe Street (A.M. Peak Hour, Northbound, 2051)

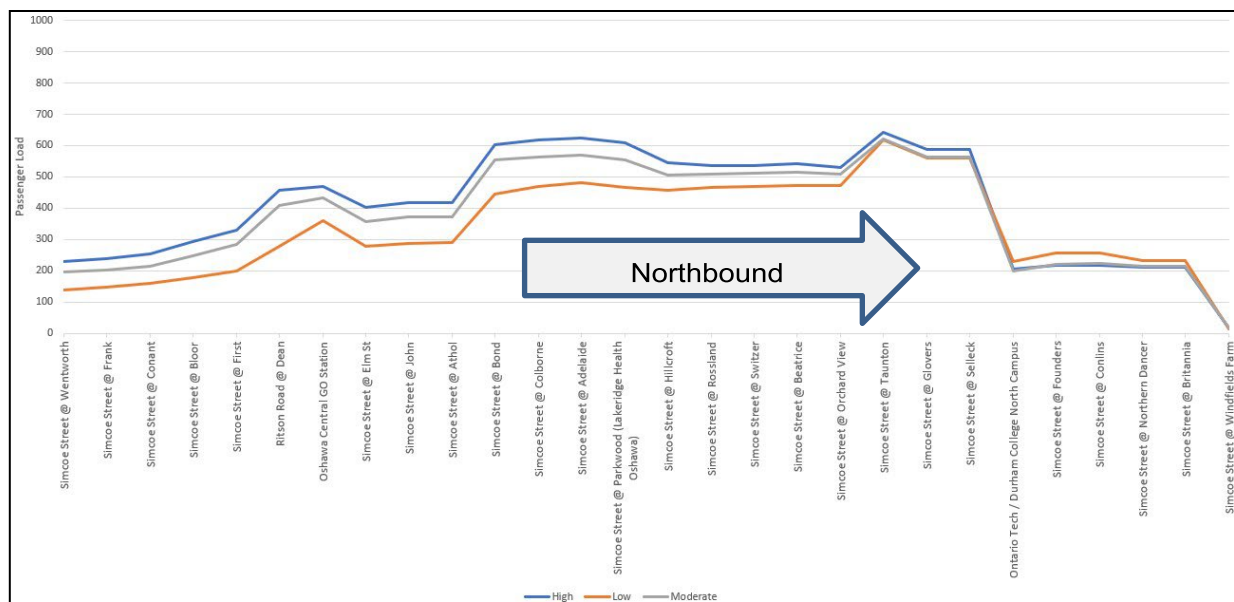
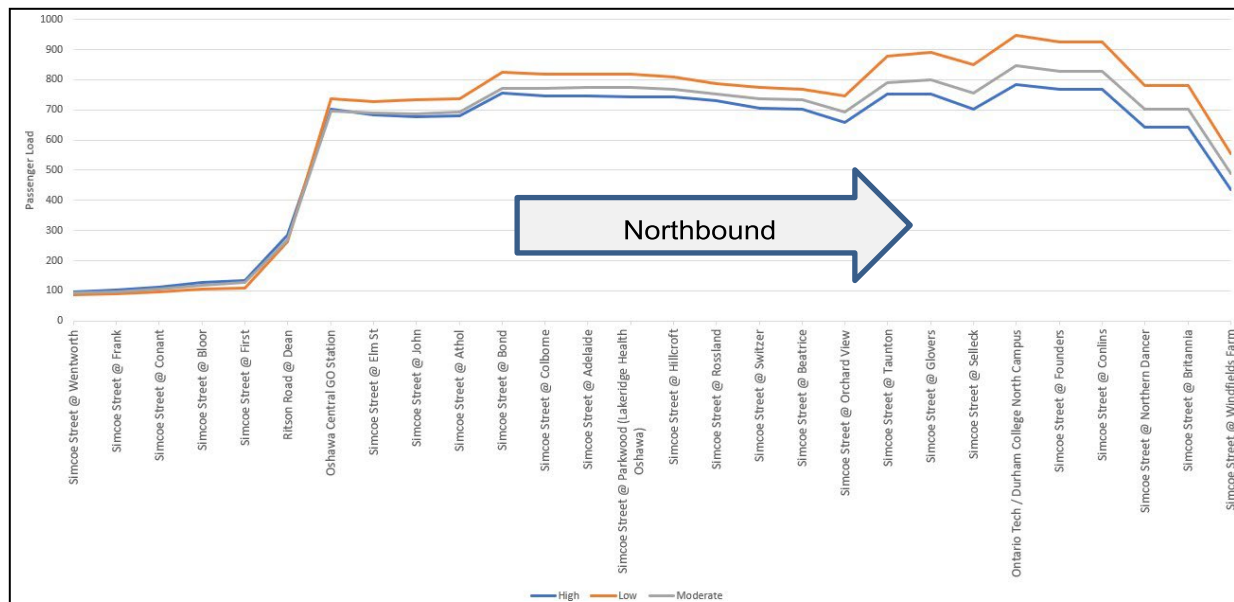


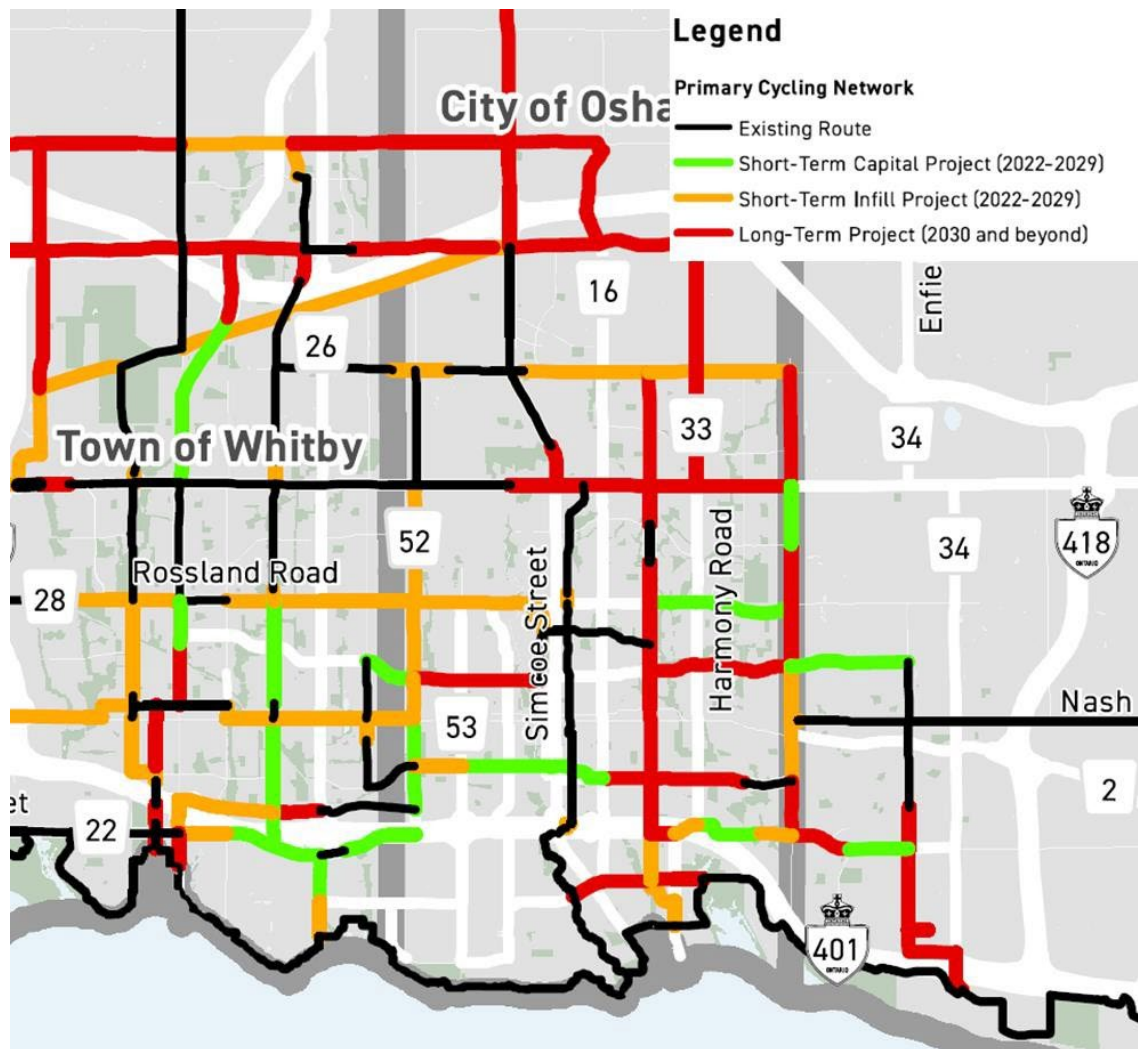
Exhibit 7.20: Passenger Demand Profile of Simcoe Street (P.M. Peak Hour, Northbound, 2051)



7.2.3 Active Transportation Network in 2051

Exhibit 7.21 shows phasing details for Primary Cycling Network in the Region which is established on two planning horizons i.e., short term projects spanning first 10 years and long-term projects beyond these 10 years of implementation. Currently there is no future cycling network planned or proposed along Simcoe Street by and beyond 2030.

Exhibit 7.21: Proposed Cycling Network in Durham Region ²⁴



²⁴ Regional Cycling Plan 2021, Durham Region, <https://www.durham.ca/en/living-here/resources/Regional-Cycling-Plan-2021---Final---October-2021.pdf>

As shown in **Exhibit 7.21**, there are other several proposed cycling routes which will cross or intersect with Simcoe Street as a part of short term and long-term implementation project. Following are the routes by their planning horizons:

- Wentworth Street East: long-term project (2030 and beyond) would cross Simcoe Street in east-west direction.
- King Street East: short-term capital project (2022 and 2029) would cross Simcoe Street South in east-west direction.
- Adelaide Avenue West: long-term project (2030 and beyond) would intersect Simcoe Street North from west end.
- Rossland Road: short-term infill project (2022 and 2029) would cross Simcoe Street South in east-west direction.
- Taunton Road: long-term project (2030 and beyond) would cross Simcoe Street in east-west direction.
- Winchester Road: long-term project (2030 and beyond) would cross Simcoe Street North in east-west direction.

7.2.4 Roadway and Road Network in 2051

Looking ahead to 2051, the road network around the Simcoe Street area is assumed to include:

- **The road network as defined in the Region's 2031 Transportation Master Plan.**
- Ministry of Transportation (MTO) project currently underway for the Simcoe Street and Albert Street bridge replacements over Highway 401.
- Highway 401 widening including:
 - From Brock Road in Pickering to Highway 412, highway widened to 12 lanes with the express and collector lanes.
 - From Highway 412 to Liberty Street in Bowmanville, highway widened to 10 lanes.

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- From Liberty Street to Highway 35/115, highway widened to 8 lanes.

These road network changes were considered in developing the future travel demand along Simcoe Street. See **Sections 7.2.1 and 7.2.2**.

Exhibit 7.22: 2031 Road Expansion Projects in Durham Region ²⁵



²⁵ Durham Region TMP 2017, https://durhamtmp.files.wordpress.com/2018/07/durhamtmp_finalreport_2018-07-09-web-accessible.pdf

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7.2.5 Traffic Operations in 2051

The Region's travel demand model for the a.m. peak was utilised to forecast the 2051 traffic operations of Simcoe Street with surface rapid transit (e.g. BRT or LRT). The model assumptions are provided in **Appendix A**.

To compare traffic operations in 2051, two lane configurations of Simcoe Street were tested. The base scenario maintains existing lane configurations. The transit lane scenario builds on the TMP recommendation and generally converts one travel lane in each direction from general purpose to transit only, as detailed in

Exhibit 7.23. Additional modelling scenarios will be developed for specific investment scenarios in the Initial Business Case.

Exhibit 7.23: Simcoe Street Lane Configuration for Base and Transit Lane Scenarios

Link	Base Scenario	Transit Lane Scenario
Winchester to Conlin	4 general purpose lanes	4 general purpose lanes; 2 rapid transit lanes
Conlin to Brock	4 general purpose lanes	2 general purpose lanes; 2 rapid transit lanes
Centre Street (SB): Brock to John	2 general purpose lanes; 1 parking lane	2 general purpose lanes; 1 rapid transit lane
Centre Street (SB): John to Gibb	3 general purpose lanes	
Simcoe Street (NB): King to Brock	2 general purpose lanes; 2 parking lanes	2 general purpose lanes; 1 rapid transit lane;
Simcoe Street (NB): Elm to King	4 general purpose lanes	1 parking lane
Gibb/Elm to Wentworth	4 general purpose lanes	2 general purpose lanes; 2 rapid transit lanes
Wentworth to Valley Drive	Wentworth to Ritson: 4 general purpose lanes	2 general purpose lanes; 2 rapid transit lanes
	Ritson to Harbour: 3 general purpose lanes	
	Harbour to Valley Drive: 2 general purpose lanes	

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Between the three 2051 land use scenarios developed, the passenger demand magnitude and profile (shape of the graph) is generally consistent for both directions in both peak hours, as described in **Section 7.2.2**. The high land scenario was selected for this analysis, as it places the largest total travel demand on the network. In terms of ridership, between the three land use options, the magnitude of peak hour transit boardings ranges from 2,900 to 3,500.

Exhibit 7.24 compares the resulting link-level traffic demand in 2051 for the base and transit lane scenarios, using the high land use scenario. Traffic demand is presented as AADT for each of the four-character areas along Simcoe Street. The highest observed traffic volumes along Simcoe Street are in the Downtown area. Between the base and transit lane scenario, the transit lane scenario results in a reduction in average daily traffic demand on Simcoe Street of 10 to 40 percent.

Exhibit 7.24: AADT along Simcoe Street, 2051 Base and Transit Lane Scenario²⁶

Character Area	Limits	2051 AADT (Base Scenario)	2051 AADT (Transit Lane Scenario)	% Change
North Campus/ Windfields	Winchester Road to East Oshawa Creek	19,100 to 29,700	15,000 to 26,500	-21% to -11%
Centennial	East Oshawa Creek to Adelaide Avenue	20,400 to 29,800	12,500 to 19,000	-39% to -36%
Central/ Downtown	Adelaide Avenue to Highway 401	9,900 to 36,500	8,000 to 24,000	-34% to -19%
Lakeview	Highway 401 to Lakeview Park Beach	11,400 to 27,800	9,500 to 18,000	-35% to -17%

²⁶ A peak hour to daily factor of 13.39 using AADT from Exhibit 7.12 and the base travel demand model.

Exhibit 7.25 illustrates the resulting volume difference on the road network in 2051 between the base and transit lane scenarios using the high land use scenario. Green bars represent road segments where the volume is lower in the transit lane scenario relative to the base scenario. Red bars represent road segments where the volume is higher in the transit lane scenario relative to the base scenario. The width of the green and red bars indicates the magnitude of the difference.

In the transit lane scenario, the model forecasts a reduction in automobile volumes along most of Simcoe Street (green bars), particularly between Conlin Road and Olive Avenue, and between First Avenue and Wentworth Street. The segment from Olive Avenue to First Street is shown as a thin red line (i.e. a minor increase in volume) relative to the base scenario. This is most likely due to a steady demand of vehicles accessing Highway 401.

The 2051 forecasts demonstrate that traffic demand from Simcoe Street is dispersed on parallel routes across Oshawa. Vehicles that would have used Simcoe Street are expected to reroute to parallel streets, leading to increased volumes (red bars), relative to the base case. **Exhibit 7.25** shows that the automobile volumes are dispersed across the network, and no parallel street is expected to be disproportionately affected.

Parallel Regional roads, such as Harmony Road, Thornton Road, and Ritson Road, are expected to have higher volumes relative to the base case. Volume increases are highest around the Highway 401 interchanges, including Harmony Road, Wilson Road, and Ritson Road South.

One area in the broader network expected to have lower volumes relative to the base case are the future Gibb-Olive connection and Ritson Road between Gibb-Olive and Bloor Street. This appears to be the result of drivers diverting from Ritson Road to other corridors to access or cross Highway 401. The changes in volumes can be seen on Harmony Road, Bloor Street, Stevenson Road and Park Road.

The 2051 forecasts also demonstrate that introducing surface rapid transit will result in more people choosing transit more often. This shift from driving to other modes means the transit lane scenario has fewer automobile trips on the road network in Oshawa and across the broader region in 2051.

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Exhibit 7.25: Auto Volume Difference Plot of Simcoe Street and surrounding road network, between Base and Transit Lane Scenario, A.M. Peak Hour (2051)



Appendix B presents the 2051 a.m. peak hour v/c ratio plots. Maps are presented for the four character areas. In future study phases, additional analysis will be completed to optimize traffic operations with the introduction of Simcoe Street Rapid Transit.

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The magnitude of change in v/c ratio, indicated by the size of the bars, is generally minor (less than 0.4 change in v/c ratio). Comparing the base and transit lane scenarios, the model shows:

- Higher v/c ratio from Winchester Road to Conlin Road.
- Lower v/c ratio from Conlin Road to Beatrice Street.
- Centre Street has a higher v/c ratio from Brock Street to Bond Street, and a lower v/c ratio from John Street to Gibb Street.
- Simcoe Street has a lower v/c ratio from King Street to Gibb Street and alternating higher and lower v/c ratio from Adelaide Avenue to King Street.
- Lower v/c ratio from First Avenue to Wellington Avenue.

Simcoe Street from Conlin Road to Taunton Road will operate at or over capacity, however Simcoe Street around the north campus area will be at or nearing capacity in the base scenario. In both scenarios, parallel routes will be below capacity and could accommodate rerouted vehicles. There will be road links where v/c ratio will increase, particularly in the Downtown area, where opportunities to expand capacity are limited. North of Conlin Road, the expected volumes are reduced and the segment performs well. This reflects introducing transit lanes through roadway widening.

In summary, the volume differences and v/c ratio plots provide insights into auto travel demand during the 2051 a.m. peak. Key findings include:

- Introducing Simcoe Street rapid transit will result in more people choosing transit more often and result in fewer automobile trips on the road network in Oshawa and across the Region in 2051.
- The road network can accommodate the dispersal of auto trips from Simcoe Street to other roads.

This is a high-level assessment of the implementation of surface rapid transit on Simcoe Street. The transit lane scenario builds on the TMP recommendation and generally converts one travel lane in each direction from general purpose to transit only. Additional modelling scenarios will be developed for the Initial Business Case.

8 Consultation to date

To understand community values and concerns, three rounds of consultation were conducted between September 2022 and May 2023. Consultation activities which have taken place are listed in **Exhibit 8.1**.

Exhibit 8.1: Three Rounds of Consultation Activities

PUBLIC CONSULTATION ROUND 1	
Study Website	September 8, 2022 (launch date)
Virtual Open House #1	September 28, 2022
Community Pop-Up Event	October 4, 2022
Online Survey	September 28, 2022, to October 31, 2022
Public Consultation Round 2	
Community Pop-Up Events (five events)	November 16, 2022 November 23, 2022 (2 events) November 30, 2022 (2 events)
Online Form	November 16, 2022, to January 9, 2023
Public Consultation Round 3	
Public Information Centre (two events)	March 28, 2023 March 29, 2023
Online Survey	March 28, 2023, to May 19, 2023

Consultation is essential to shape the Study to best meet the needs and values of the community. To develop the draft Vision Statement and Guiding Principles, the Study team carefully reviewed the inputs from Rounds 1 and 2 of public consultation. The following input from the public related to community values was particularly relevant:

- Support to move people efficiently with rapid transit that is reliable, safe and has improved connections.
- Suggestion to maintain and/or expand affordable housing options in the area and increase social services along the transit corridor.
- Concern that rapid transit construction may negatively impact businesses and properties along Simcoe Street.
- Suggestion to emphasize accessibility when designing the rapid transit system.
- Concerns for property impacts, in particular for heritage properties.

The draft Vision Statement and Guiding Principles was presented to the public and stakeholders at Round 3 of public consultation. Read more in Section 9.

Various types of rapid transit technologies were also presented at Round 3 of public consultation. The public also had opportunity to provide insights into corridor constraints and opportunities. The following input from Round 3 of public consultation is particularly relevant:

- Participant support favoured at-grade rapid transit (LRT or BRT) followed by aerial transit.
- Participant support for trees and plantings, as well as public seating and dining areas.
- Requests for bus shelters with route information, system maps, a DRT phone number, and messaging regarding real-time route changes.
- General agreement that No Rapid Transit would not achieve the Guiding Principles, nor fit the vision for the future of Simcoe Street.

Overall, public feedback from all three rounds of public consultation included varying levels of support for different types of rapid transit technologies. Participants expressed excitement related to economic

opportunities that a rapid transit investment could bring to downtown Oshawa while improving mobility through the corridor and providing better access to key destinations. Participants also raised concerns about construction timing associated with each type of rapid transit technology selected and traffic impacts, and about right-sizing the type of rapid transit to local conditions.

The key themes from all three rounds of consultation are detailed in **Appendix B**. Key themes, listed in alphabetical order, include:

• Active Transportation.	• Opposition to Rapid Transit.
• Accessibility opportunities.	• Property Impacts.
• Business Impacts.	• Post-Secondary Institutions.
• Changes to Current Built Form.	• Rapid Transit Technologies.
• Community Values.	• Rezoning.
• Commuter Efficiency.	• Safety Concerns.
• Connections to GO Transit.	• Stop Location and Design.
• Construction Impacts.	• Study Area Expansion.
• Cost.	• Support for Rapid Transit.
• Guiding Principles.	• Traffic Impacts.
• Modal Shift.	• Transit Usage.

A fourth round of consultation is planned for fall 2023 as part of the Initial Business Case. There will be additional opportunities for the public and stakeholders to provide input into the rapid transit recommendations.

9 Vision Statement and Guiding Principles

The following Vision Statement and Guiding Principles are based on the technical analysis and feedback from both technical and community stakeholders. The public had opportunity to provide feedback on the Vision Statement and Guiding Principles in spring 2023 during Public Consultation Round 3.

9.1 Vision Statement

Durham Region will provide safe, reliable and efficient (rapid) transit options along Simcoe Street for people of all identities, abilities and means - linking more people to more opportunities.

Simcoe Street will be upgraded to deliver rapid transit, support walking and cycling, enhance the streetscape, and accommodate goods movement and private vehicles.

By providing sustainable, inclusive, and affordable transportation solutions, the upgrades will be a catalyst for development and economic growth in Oshawa and across the Region.

9.2 Guiding Principles

The Guiding Principles provide specific objectives in support of the Vision Statement (**Exhibit 9.1**). The principles reflect the values and priorities heard from the community through four rounds of public consultation, stakeholder engagement events and the established policy framework, and provide coherence and consistency during the planning process.

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Exhibit 9.1: Guiding Themes and Principles for the Simcoe Street Rapid Transit

Theme	Guiding Principles
 Efficient & Connected Mobility	1. Strengthen the role of public transit. 2. Increase connectivity within and between transit systems. 3. Improve walking and cycling. 4. Enhance the passenger experience. 5. Accommodate general traffic and goods movement. 6. Right-size the investment to meet projected needs.
 Equity & Inclusion	1. Improve equitable and inclusive access to public transportation. 2. Provide direct, safe and accessible connections for people of all identities, abilities and means. 3. Support greater access to local and regional programs and services.
 Economic Prosperity	1. Promote economic development opportunities and community investment readiness. 2. Improve the economic vitality of downtown Oshawa. 3. Be a catalyst for future growth at key locations. 4. Improve access to retail, services, community amenities, employment and educational institutions.
 Environment Sustainability	1. Improve the environmental performance of the transportation system by making transit more attractive. 2. Support intensified built form patterns. 3. Preserve natural environment systems. 4. Respect cultural, and social heritage features. 5. Improve resiliency of the transportation system to the effects of climate change.
 Health & Complete Communities	1. Prioritize healthy mobility choices by creating a safe and reliable active transportation network. 2. Promote mobility and independence through age-friendly and accessible design. 3. Create attractive, inviting, and active public spaces. 4. Catalyse compact, walkable, sustainable development (Transit Oriented Development). 5. Provide benefits to existing residents, businesses and institutions (traffic, stop locations, renewal).
 Safety & Security	1. Improve road safety for walking, rolling and driving. 2. Locate and design rapid transit stations in high activity areas with good visibility. 3. Provide a safe and secure customer experience.

10 Summary

The Region of Durham's Rapid Transit Office is advancing this Study and IBC to identify a preferred option for rapid transit on Simcoe Street. The basis for the proposed rapid **transit is the Region's 2017 TMP and Metrolinx's 2041 Regional Transportation Plan. These studies identified the** need for rapid transit between Highway 407 and the proposed Central Oshawa GO station. However, based on community feedback received, the project boundary was extended south to Lakeview Park Beach.

The Region is set to accommodate 1.3 million people and 460,000 jobs by 2051. The introduction of rapid transit will continue to add capacity for the safe, efficient, and reliable movement of people and goods, sustainability and effectively, by reassigning the existing road space to accommodate dedicated transit lanes.

The demographic profile was analyzed based on areas within an approximate 15-minute walk or 1 km on either side of Simcoe Street and information available from the Dissemination Area level from the 2016 Census. For easy reference, the report study corridor was split into four **"character areas": Durham College/Windfields, Centennial, Central/Downtown and Lakeview.** There are approximately 75,200 residents living within one kilometre of the Study area with most of the population (67 per cent) being working age (between 15 to 64 years).

Current commuting habits showed that most residents in the study area commute by car including both as a driver or passenger, and transit represents 6 to 8 per cent of regular commuting trips across neighbourhoods. The Simcoe Street rapid transit project, once built, will **interface with DRT's fixed**-route and On Demand transit system, GO Transit, the active transportation network, and the overall road network. Considering the period of COVID-19, ridership data along Simcoe Street shows that existing ridership has declined by almost 60 per cent during peak ridership hours along the corridor in 2022 as compared to 2019.

The Visioning Study documents the connectivity to other transit facilities, opportunities for Transit-Oriented Development (TOD) to support a higher density mix of uses along this corridor. Simcoe Street has many attributes

conducive to rapid transit, with existing major destinations and planned transit anchors on the Bowmanville GO extension and 407 Transitway.

Forecasted transit ridership for 2051, is relatively consistent across the three land use scenarios tested. A higher number of boardings is forecasted for the high land use scenario with greater density along Simcoe Street. Passenger demand is highest in the southbound a.m. peak hour, with 1,000 to 1,400 passengers between Britannia Avenue and Central Oshawa GO station. The campus area in the north, downtown Oshawa, and Central Oshawa GO station are significant ridership generators. The magnitude of p.m. peak hour demand in 2051 is three to four times higher than existing (2022) ridership.

The 2051 traffic forecasts demonstrate that introducing Simcoe Street rapid transit will result in more people choosing transit more often and result in fewer automobile trips on the road network in Oshawa and across the Region in 2051. The road network can accommodate the dispersal of auto trips from Simcoe Street to other roads.

10.1 Next Steps

This Study for Simcoe Street presents an opportunity to understand the **community's vision** and transportation needs. This report sets the framework for the Initial Business Case (IBC).

The findings of this report will be presented to the public in spring 2023 to gather feedback on the Vision Statement and Guiding Principles, which will be applied to evaluate the ability of different rapid transit technologies to meet the needs of Simcoe Street in 2051.

The next step is to define and evaluate rapid transit investment options through the Initial Business Case (IBC). The IBC will use this Study and Metrolinx Business Case Guidance to assess emerging transit vehicle technologies, service levels, and connections to develop reliable and efficient concept plans. The IBC will provide an evidence-based approach to decision-making before moving to the next stage of Environmental Assessment (EA) and Preliminary Design.