

To: Development Services Committee

From: Paul D. Ralph, BES, RPP, MCIP, Commissioner,
Development Services Department

Report Number: DS-19-45

Date of Report: March 20, 2019

Date of Meeting: March 25, 2019

Subject: Draft Preferred Land Use Option for the South Field at the
Oshawa Executive Airport

File: B-8600-0300

1.0 Purpose

The purpose of this report is to obtain authorization to hold a Public Open House to present and obtain comments on:

1. The Background Study for the South Field Master Plan.
2. The draft preferred land use option for the South Field which is based on a Heritage, Recreational and Public Use theme. Under this option the existing zoning would remain unchanged and continue to permit museums, recreational uses, agricultural uses without buildings (e.g. community garden) and public uses.

The City owns the South Field lands subject to a 1997 Operating Agreement with the Federal Government. The City leases/licences parts of the South Field lands to various organizations (e.g. Ontario Regiment Museum, 420 Wing, Gemini Gymnastics).

Attachment 1 is a map showing the location of the South Field Master Plan Study Area (the Study Area) and the existing zoning in the area.

Attachment 2 is an air photo showing the key features in the Study Area.

Attachment 3 is a map showing existing uses in the Study Area.

Attachment 4 is a copy of Report DS-16-116 dated November 9, 2016 which authorized staff to undertake a South Field Master Plan Study at the Oshawa Executive Airport.

Attachment 5 is a copy of Report DS-18-120 dated June 14, 2018 which provided an overview of the Draft Background Study for the South Field Master Plan Study at the Oshawa Executive Airport.

2.0 Recommendation

That the Development Services Committee recommend to City Council:

That, pursuant to Report DS-19-45 dated March 20, 2019, the Development Services Department be authorized to hold a public open house to present and obtain comments on:

- The Background Study for the South Field Master Plan; and
- The draft preferred land use option for the South Field which is based on a Heritage, Recreational and Public Use theme.

3.0 Executive Summary

Not Applicable.

4.0 Input From Other Sources

The following have been consulted during the preparation of the Background Study for the South Field Master Plan Study:

- Airport Manager
- Parks and Waste Operations
- Heritage Oshawa
- Facility Management Services
- Fire Services
- Recreation and Culture Services
- Oshawa Environmental Advisory Committee
- Oshawa Accessibility Advisory Committee
- Active Transportation Advisory Committee
- Airport Business Plan Working Group
- Airport Community Liaison Committee
- South Field Tenants (e.g. Gemini Gymnastics, the Ontario Regiment Museum)
- Oshawa Public Utilities Commission
- Region of Durham Planning and Economic Development
- Region of Durham Works Department
- NAV Canada
- Town of Whitby

5.0 Analysis

5.1 Background

The need to prepare a South Field Master Plan has been identified in a number of Council approved Airport Business Plans over the years.

In 1987, a Master Plan was prepared by Delcan for the Oshawa Executive Airport (the Airport) and surrounding lands. The 1987 Master Plan recommended that the South Field lands at the Airport be considered for recreational uses including uses such as aviation museums and sports fields.

In 1994, Zoning By-law 60-94 was approved by Council. The zoning for the South Field was appealed to the Ontario Municipal Board (O.M.B.) by two representatives of the Neighbourhood Action Committee which was a local community group established to monitor airport issues on behalf of neighbours in the Airport area. An O.M.B. settlement was made with the representatives which included establishing a 50 metre airport buffer between residential uses and uses on the South Field. The approved zoning also implemented the recommendations of the Delcan Master Plan by permitting recreational, museum and agricultural uses on the South Field [AP-D (Airport Zone), see Attachment 1].

In 1997, the City of Oshawa signed a 50 year Operating and Options Agreement with the Federal Government for the operation of the Airport. As a result, the City is required to operate the Airport until 2047 unless it becomes redundant. If an airport is opened in the City of Pickering, the Airport could become redundant.

On March 3, 2008, Oshawa Council approved the Oshawa Municipal Airport Business Plan (2008-2012) which included a commitment to operate the Airport until at least 2033 regardless of the status of an airport in the City of Pickering. The 2008-2012 Airport Business Plan also noted that the South Field lands are no longer required for aviation services and do not need to be retained for the future development of the Airport.

On June 29, 2015, Council approved the 2015-2019 Oshawa Airport Business Plan which established a strategy for the operation of the Airport. One of the key directions of the 2015-2019 Oshawa Airport Business Plan is to undertake a study of the South Field lands and associated appropriate uses.

On November 28, 2016 City Council considered Report DS-16-116 containing Proposed South Field Master Plan Terms of Reference and adopted the following recommendation:

“That, pursuant to Report DS-16-116 dated November 9, 2016, staff be authorized to undertake a South Field Master Plan Study at the Oshawa Executive Airport.”

On June 25, 2018 City Council considered Report DS-18-120 providing an overview of the Draft Background Study for the South Field Master Plan Study (the Draft Background Study) and adopted the following recommendation:

“That Report DS-18-120 dated June 14, 2018, being an overview of the Draft Background Study for the South Field Master Plan Study at the South Field of the Oshawa Executive Airport, be received for information.”

The Background Study attached to Report DS-18-120 has now been finalized. The differences between the draft and final versions include the following minor modifications:

- Changes to reflect the completion in 2018 of an addition to the Ontario Regiment Museum main building;
- Renaming the “Bone Yard” associated with the Ontario Regiment Museum as the “Spares Yard”;
- Changes to reflect the completion of the new NavCanada air traffic control tower;
- Changes to reflect the demolition of the old tower and terminal building;
- Changes to reflect the expiration of the licence between the City and the Oshawa Yacht Club that allowed the latter to use the former Canteen building (see Attachment 3) for storage; and
- Changes to reflect the execution of the new Licence between the City and the Durham Catholic District School Board allowing school buses to use a designated portion of the South Field as a school bus turnaround.

A key challenge in considering Land Use Options in the South Field Master Plan Study relates to the timelines noted above for the future of the operation of the Airport. If the Airport ceases to operate as a functional airport, the lands that it currently occupies will become available for alternative uses. These lands, when considered in conjunction with the Study Area, could provide additional opportunities that may not be considered or feasible if the South Field lands are considered in isolation.

It is important that any decision concerning future land uses for the South Field does not frustrate or complicate the future use potential of the remainder of the Airport lands should the Airport become non-operational.

5.2 Adjacent Land Uses

The following are the land uses adjacent to the Study Area:

- North: Airport runways and taxiways.
- South: Residential, predominantly of single detached dwellings and a neighborhood park.
- East: Airport runways, taxiways, berms and Oshawa Creek valley lands.
- West: Airport berm, Goodman Creek, the vacant Thornton Road North lands west of the Goodman Creek valley and the Oshawa Airport Golf Course, owned by the City of Oshawa and leased to the Oshawa Airport Golf Club.

5.3 South Field Master Plan Terms of Reference

The purpose of the Study is to select a preferred Land Use Option for the Study Area (see Attachments 1 and 2).

The South Field Master Plan Terms of Reference, as contained in Report DS-16-116 dated November 9, 2016, includes the following components:

- Background and Literature Review
- Policy Context Review
- Land Use and Zoning Context Review
- Heritage Context Review
- Servicing and Transportation Context Review
- Development of Draft Land Use Options and Lotting Patterns
- Conclusions and Recommendations

5.4 Status Update

Staff has completed the Background and Literature Review, Policy Context Review, Land Use and Zoning Context Review, Heritage Context Review and Servicing and Transportation Context Review components of the Terms of Reference.

The Terms of Reference specify the need to develop draft land use options and lotting patterns. Development Services Staff have determined that there are no appropriate options other than retaining the existing zoning under a status quo option. Accordingly the draft preferred land use option at the South Field at this time is to maintain the current zoning. Maintaining the status quo ensures that the South Field is kept for uses including recreational, museum, community garden and public uses. In addition, the existing 50 metre airport buffer zone abutting the residential area in the zoning by-law would be maintained.

Development Services staff did analyze alternative land use options for the South Field including industrial and residential land use options and concluded that these were not appropriate land use options.

For example, using the South Field for industrial purposes is not recommended following the direction of the Delcan Master Plan to move all aviation related industrial/commercial uses to the North Field and keeping the South Field for museums and recreational uses.

Using the South Field for residential purposes is also not recommended as it is inappropriate to introduce additional residential uses at this location adjacent to an operational airport. As well, the South Field does not have an alternate access/egress route other than Stevenson Road North for emergency services access.

The South Field lands are a part of the 50 year Operating and Options Agreement with the Federal Government which states that the Airport must be in operation until 2047 unless it becomes redundant. It is also important to note that in 2008, City Council passed a resolution to continue operating the Airport until at least 2033 regardless of possible

redundancy. Maintaining the status quo at this time will ensure that the South Field does not complicate the future of the Airport and that any decision concerning the future operation of the Airport will not be jeopardized.

5.5 Draft Preferred Land Use Option: Status Quo

5.5.1 Permitted Uses

The draft preferred land use option represents the status quo. Recreational, museum, agricultural uses without buildings (i.e. community gardens) and public uses will continue to be permitted. Lands zoned AP-C (Airport) and UR (Urban Reserve) would remain unchanged. No Official Plan or Zoning By-law amendments would be required.

This Option is consistent with what the neighbourhood wanted in the mid-1990's when the zoning by-law was approved by the O.M.B. for the South Field.

5.5.2 Property Ownership Model

Under the draft preferred land use option, the City would continue to have the opportunity to lease/license lands and structures, as appropriate, for uses permitted under the zoning by-law as opposed to offering lots for sale. Private ownership of land in the Study Area is not contemplated under this option. Selling land in the South Field could frustrate the future use/development of the airport lands if the airport ceased operation.

5.6 Next Steps

If the recommendation in this report is approved staff will hold a public open house on the Background Study and draft preferred land use option. It is anticipated the public open house would be held in the neighbourhood area (i.e. 420 Wing/Paul Dwyer High School). Obtaining public input on any issues/concerns with current activities on the South Field is also important.

Notice of the public open house would be provided in both the Oshawa This Week and Oshawa Express newspapers, to all assessed property owners within 120 metres (400 ft.) of the Study Area, to all tenants in the Study Area, to the Airport Business Plan Working Group and Airport Community Liaison Committee.

In addition, a Communication Plan will be developed including such matters as social media messages and a project page on Connect Oshawa (the City's community engagement website) and a survey.

Staff will report back to the Development Services Committee on the results of the public open house and the outstanding heritage designation requests made by Heritage Oshawa for certain buildings/area located at the South Field.

6.0 Financial Implications

Anticipated costs to the City relate primarily to newspaper advertising costs for any public open house and any costs for renting a venue for a public open house which can be accommodated in the 2019 Departmental budget.

7.0 Relationship to the Oshawa Strategic Plan

The recommendation in this report advances the Economic Prosperity and Financial Stewardship, Cultural Vitality and Accountable Leadership goals identified in the Oshawa Strategic Plan.



Warren Munro, HBA, Director,
Planning Services

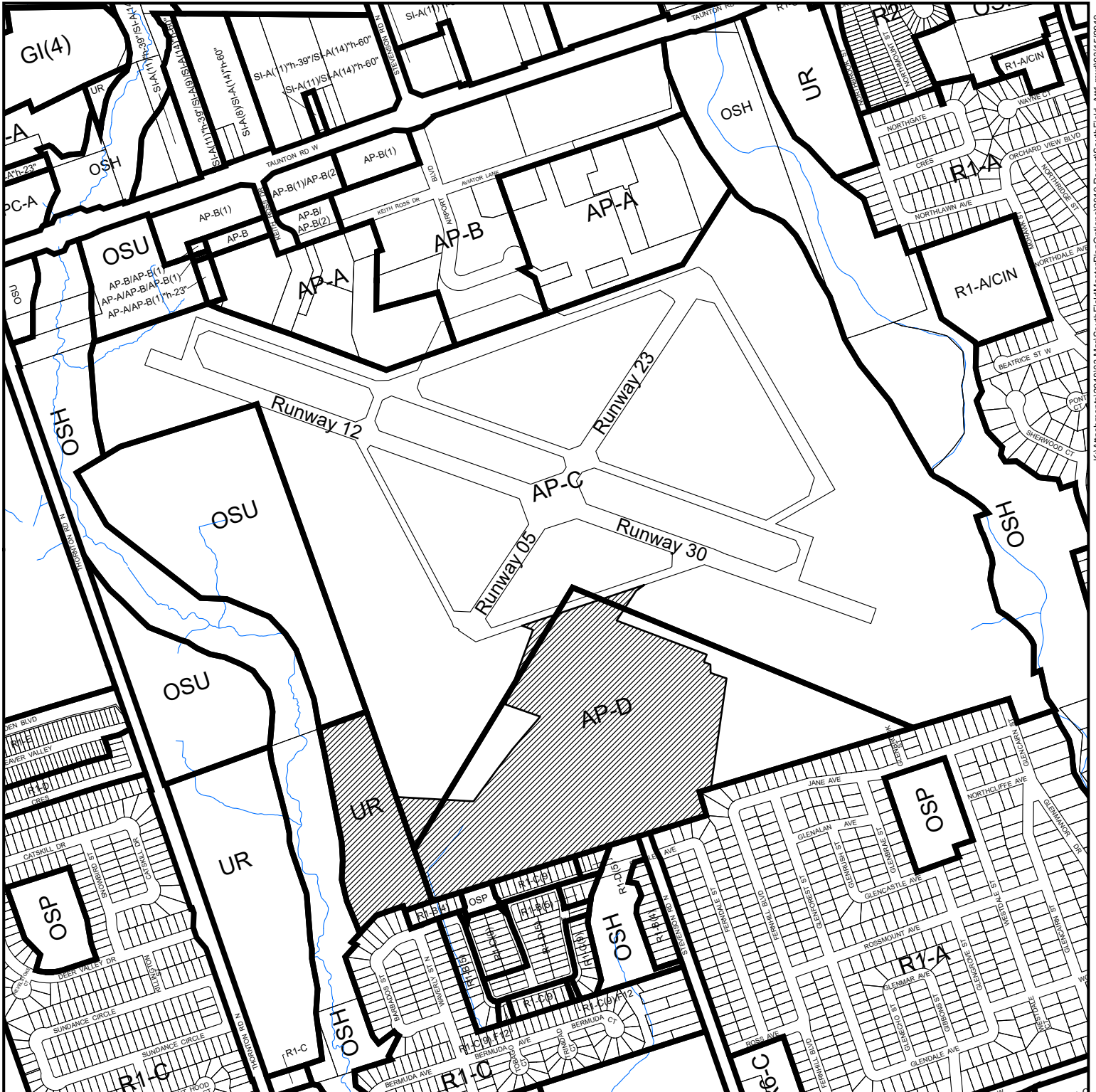
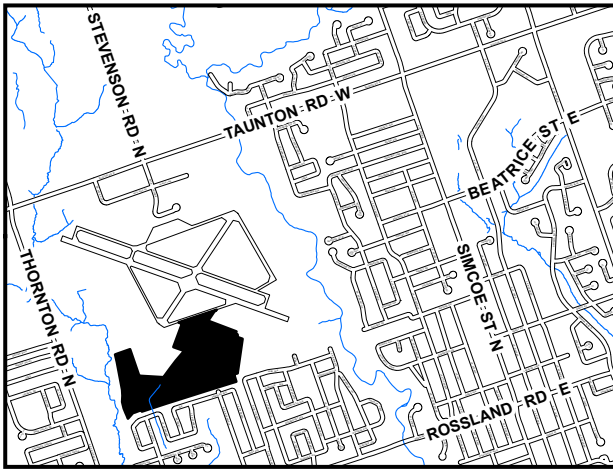


Paul D. Ralph, BES, RPP, MCIP, Commissioner,
Development Services Department

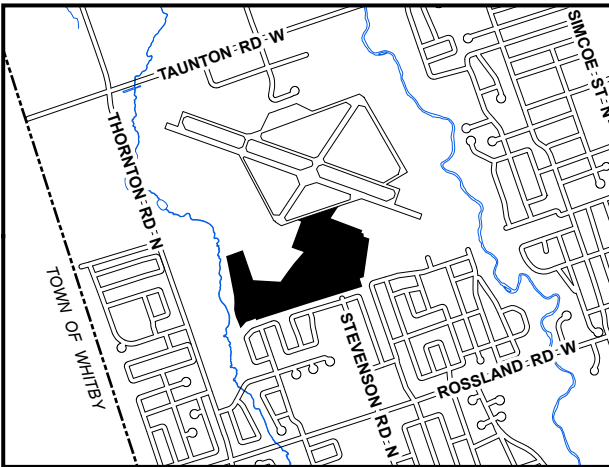
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File: B-8600-0300




Study Area



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 Study Area







Title: Existing uses in the Study Area
Subject: Draft Preferred Land Use Option for the South Field at the Oshawa Executive Airport
File: B-8600-0300

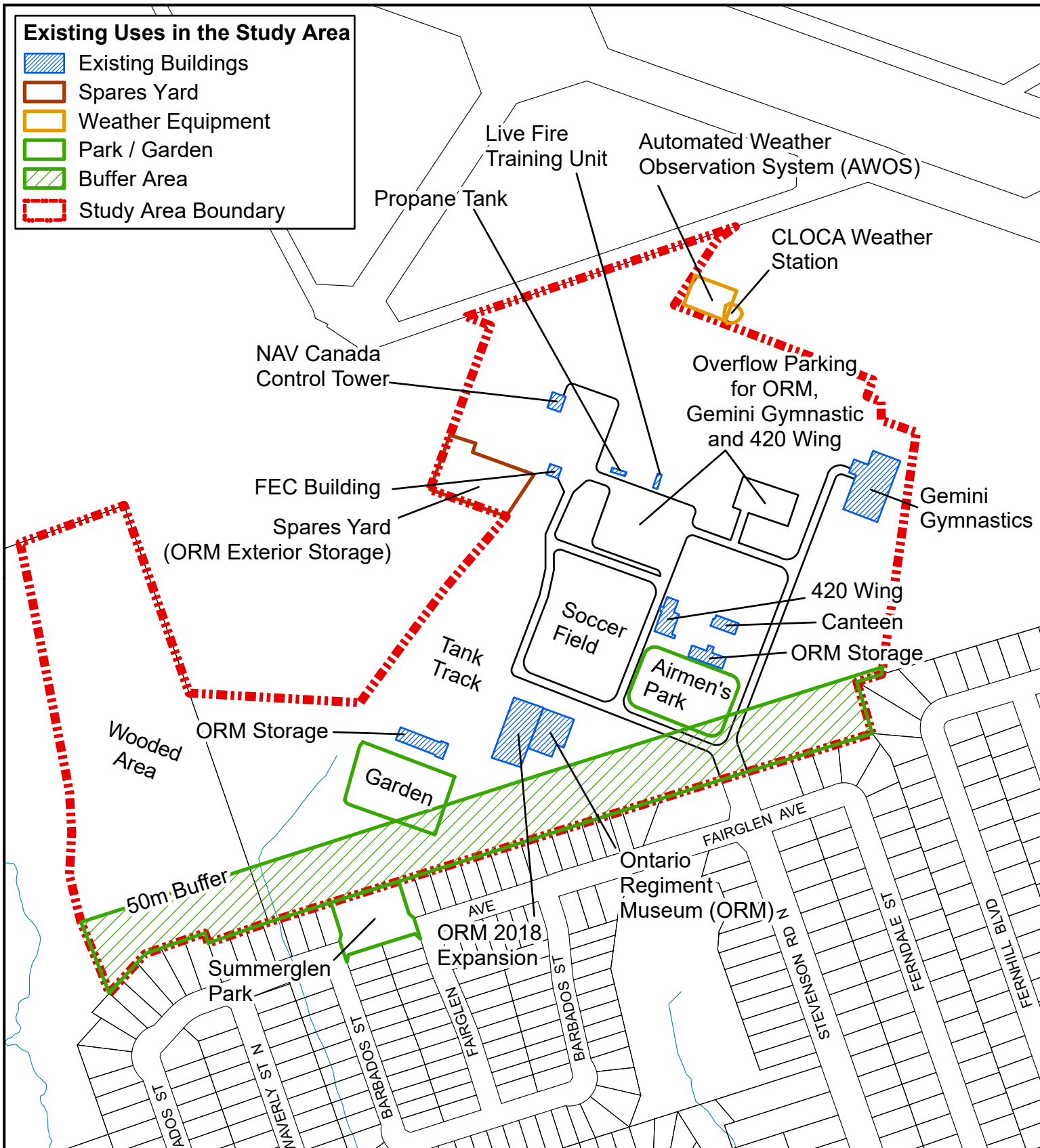


City of Oshawa
Development Services Department



Existing Uses in the Study Area

-  Existing Buildings
-  Spares Yard
-  Weather Equipment
-  Park / Garden
-  Buffer Area
-  Study Area Boundary



Public Report

To: Development Services Committee

From: Paul D. Ralph, BES, RPP, MCIP, Commissioner,
Development Services Department

Report Number: DS-16-116

Date of Report: November 9, 2016

Date of Meeting: November 14, 2016

Subject: Proposed South Field Master Plan Study at the Oshawa
Executive Airport

File: B-8600-0300

1.0 Purpose

The purpose of this report is to recommend that staff be authorized to undertake a South Field Master Plan Study at the Oshawa Executive Airport in accordance with the Terms of Reference and consultation Process set out in Sections 5.2 and 5.3 of this Report.

The City owns the South Field lands subject to the operating agreement with the Federal Government. The City leases part of the lands to various organizations (e.g. Ontario Regiment Museum, 420 Wing, Gemini Gymnastics).

In 1987, a Master Plan was prepared by Delcan for the Airport and surrounding lands. The 1987 Master Plan recommended that the South Field lands be considered for recreational uses including uses such as aviation museums and sports fields.

In 1994 Zoning By-law 60-94 was passed which implemented the recommendations of the Delcan Master Plan by permitting recreational, museum and agricultural uses on the South Field [AP-D (Airport Zone) – see Attachment 1].

On March 3, 2008, City Council approved the 2008-2012 Airport Business Plan. The 2008-2012 Airport Business Plan noted that the South Field lands are no longer required for aviation services and do not need to be retained for the future development of the Oshawa Executive Airport.

On June 29, 2015 Council approved the 2015-2019 Oshawa Airport Business Plan which established a strategy for the operation of the Oshawa Executive Airport. One of the key directions of the 2015-2019 Oshawa Airport Business Plan is that a study of the South Field lands and associated appropriate uses be undertaken.

Attachment 1 is a map showing the location of the proposed South Field Master Plan Study Area and the existing zoning in the area. The Study Area includes part of the South

Field Lands (i.e. excludes Jane Avenue Community Buffer Area) and certain lands east of the Goodman Creek Valley.

Attachment 2 is an air photo showing the proposed Study Area and the Jane Avenue Community Buffer.

2.0 Recommendation

That the Development Services Committee recommend to City Council:

That, pursuant to Report DS-16-116, staff be authorized to undertake a South Field Master Plan Study at the Oshawa Executive Airport.

3.0 Executive Summary

Not Applicable.

4.0 Input From Other Sources

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

- Airport Manager
- Community Services
- Executive Director of Finance/City Treasurer
- Airport Business Plan Working Group

5.0 Analysis

5.1 Study Area

The Study Area is approximately 22.3 hectares (55.1 ac.) in size (see Attachments 1 and 2).

The Study Area includes such uses as the museum, 420 Wing Club, Gemini Gymnastics, a community garden, the Nav. Canada tower, Airmen Park, a soccer field and vacant lands.

To the east of the Study Area is the Jane Avenue Community Buffer. A berm is planned to be constructed in this area to mitigate noise.

To the west of the Study Area are the Goodman Creek and the vacant Thornton Road North lands west of the Goodman Creek Valley. The Community Services Department will be reviewing the opportunity to use the lands between the Goodman Creek Valley and Thornton Road North for recreational purposes.

To the north are the airport runways.

5.2 Proposed South Field Master Plan Terms of Reference

5.2.1 Purpose

The purpose of the study is to conclude a preferred land use option for the Study Area and any required amendments to the City's Official Plan and Zoning By-law to implement the preferred land use option. The study will also conclude if a preferred lotting pattern/public road pattern should be created to allow lands to be sold, similar to what was done at the Airport North Field.

The proposed South Field Master Plan Terms of Reference includes the following components:

- Background and Literature Review
- Policy Context Review
- Land Use and Zoning Context Review
- Heritage Context Review
- Servicing and Transportation Context Review
- Development of Draft Land Use Options and Lotting Patterns
- Conclusions and Recommendations

5.2.2 Background and Literature Review

The Background and Literature Review will include a review of the history of the Oshawa Executive Airport and at a minimum the following documents:

- 1987 Airport Master Plan prepared by Delcan
- The 2008-2012 Airport Business Plan
- The 2015-2019 Airport Business Plan
- Heritage Research Reports associated with the Oshawa Executive Airport
- Federal Airport Zoning Regulations

5.2.3 Policy Context Review

The Policy Context Review will include a review of relevant Federal, Provincial, Regional and Municipal policies and regulations.

This would include documents such as the following:

- Durham Region Official Plan
- Oshawa Official Plan
- Parks, Recreation, Library and Culture Facility Needs Assessment
- Culture Counts: Oshawa's Art, Culture and Heritage Plan
- Integrated Transportation Master Plan
- Active Transportation Master Plan
- CLOCA natural heritage mapping and setbacks from the Goodman Creek Valley

5.2.4 Land Use and Zoning Context Review

The Land Use and Zoning Context Review will include a review of existing and past land use patterns as well as Zoning By-law 60-94.

At all times the uses within the Study Area lands must be compatible with the Oshawa Executive Airport and its surrounding community.

The Review will prepare an inventory of existing land uses, leases and licences within the South Field Master Plan Study Area.

The Review will also identify any current or recent development applications or inquiries related to lands within or surrounding the South Field Master Plan Study Area.

At a minimum, the Land Use and Zoning Context Review will:

- Determine whether the range of currently permitted uses in the Study Area is appropriate
- Determine whether the current zoning, including zoning boundaries for the Study Area, is still appropriate
- Identify any other uses that may be permitted and their appropriate location within the Study Area

5.2.5 Heritage Context Review

The Heritage Context Review will conclude if Council wishes to designate part of the area or buildings under the Ontario Heritage Act. In 2001, there was direction from Council to review this matter. In addition, in 2016 Council directed staff to work with the Town of Whitby and the Ontario Regiment about the possibility of moving a former Camp X building to the South Field.

5.2.6 Servicing and Transportation Context Review

The Servicing and Transportation Context Review will include a review of servicing and transportation infrastructure required to service the Study Area.

The Review will identify and map infrastructure and identify any capacity constraints and access management restrictions and potential capital costs to improve these services. The Review will include at a minimum the following:

- Sanitary sewer infrastructure
- Water supply infrastructure
- Stormwater management infrastructure
- Foundation Drain Connections infrastructure
- Any municipal structures such as culverts and bridges
- Transportation infrastructure (e.g. roads, parking)
- Lighting
- Utilities (OPUC, gas, telecommunication)

5.2.7 Development of Draft Land Use Options and Lotting Patterns

This component will result in the development of draft land use options. The options will be forwarded to Development Services Committee and Council for review and authorization to hold a Public Open House to review the draft land use options and potential road and lotting pattern, if appropriate.

The potential for removal of certain lands, including size and lot pattern, from the Federal Government's Operating and Options Agreement will also be analyzed.

5.2.8 Conclusions and Recommendations

This component will result in the identification of any required amendments to the Oshawa Official Plan, Zoning By-law 60-94 and any other documents or agreements or new by-laws (e.g. heritage) necessary to implement the recommendations of the study.

Any financial implications will also be identified.

Planning Services staff would prepare a report to the Development Services Committee and Council that summarizes the findings of the study, including comments received from the public, and recommends a process for implementing the study recommendations.

5.3 Consultation Process

Public consultation is a critical component of the study. In order to properly engage the public during the preparation of a South Field Master Plan, a public engagement process would be implemented to obtain input from the public on the future use of the Study Area. The community engagement process would be supported by a communications plan (e.g. media release, social media messages, information posted to the City's website). The community engagement would include both in-person and online opportunities, such as:

- Holding at least one Public Open House by staff. Notice of this meeting would be provided in both the Oshawa This Week and Oshawa Express newspapers, to all assessed property owners within 120 metres (400 ft.) of the Study Area, to all tenants in the Study Area, to the Airport Business Plan Working Group and Airport Community Liaison Committee
- Developing a project page on Connect Oshawa (the City's community engagement website) that would include a survey
- One-on-one meetings with existing tenants in the South Field to obtain comments on their plans for their organization and visitors to the area
- Meetings with the Airport Business Plan Working Group and Airport Community Liaison Committee

In addition, staff would establish a Project Technical Advisory Committee to provide internal and external agency stakeholder direction. The Project Technical Advisory Committee would consist of the following:

- One member from Planning Services to act as Chair
- The Airport Manager
- One member from Recreation and Culture Services
- One member from Parks Maintenance Services
- One member from Roads Operations
- One member from Engineering Services

Other agencies and departments will be consulted through the process on an as needed basis (e.g. Fire Services, Finance Services, CLOCA, Region, OPUC).

In addition the Oshawa Environmental Advisory Committee, Heritage Oshawa and the Active Transportation Advisory Committee will be consulted.

5.4 Study Management and Time Frame

The Planning Services Branch of the Department of Development Services would lead the South Field Master Plan Study program and host the associated Public Open House with the assistance of the Project Technical Advisory Committee. The Public Open House would be advertised in accordance with the communications plan.

A report to Development Services Committee and Council summarizing the findings of the South Field Master Plan Study and recommending a process for implementing the study recommendations is expected to be completed in 2017 (this could result in the need for future Planning Act public meetings).

6.0 Financial Implications

Financial implications associated with the recommendation in this report include newspaper advertising costs and the costs associated with a Public Open House which will be accommodated in the 2017 Departmental budgets.

7.0 Relationship to the Oshawa Strategic Plan

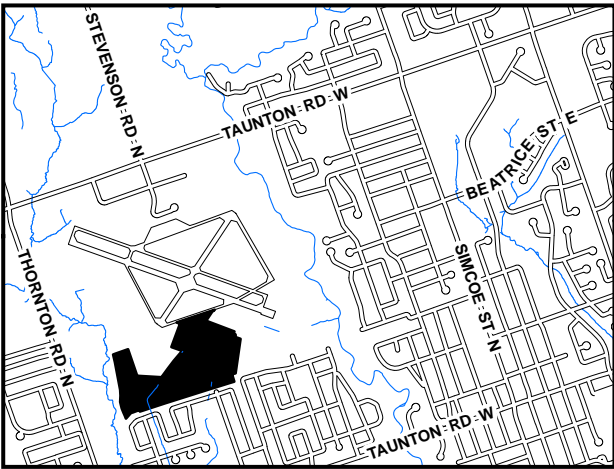
The recommendation in this report advances the Economic Prosperity and Financial Stewardship, Cultural Vitality and Accountable Leadership goals identified in the Oshawa Strategic Plan.



Warren Munro, HBA, Director,
Planning Services



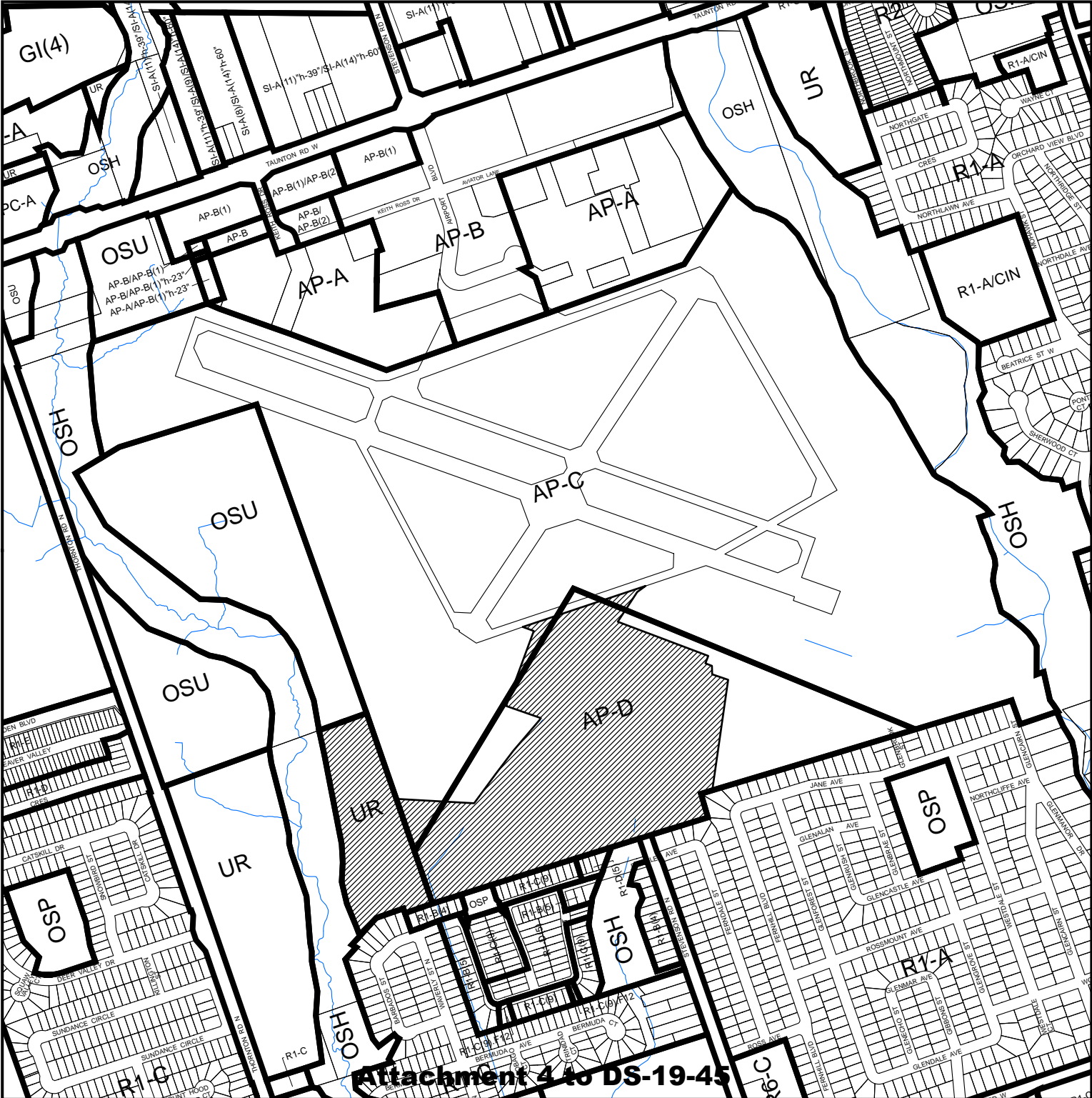
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Development Services Department



Subject: Proposed South Field Master Plan Study at
the Oshawa Executive Airport
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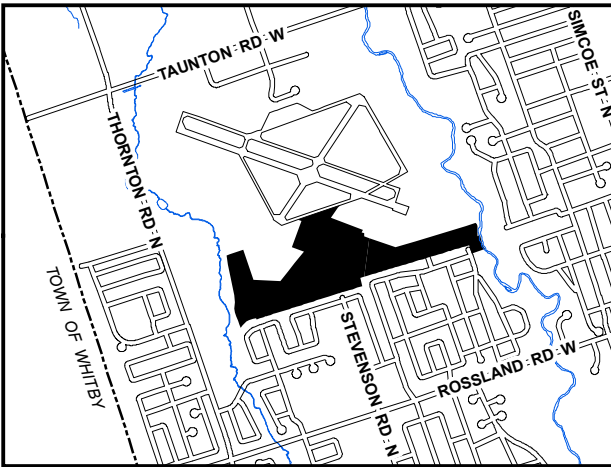


Study Area



Subject: Proposed South Field Master Plan Study at
the Oshawa Executive Airport

File: B-8600-0300



Public Report

To: Development Services Committee

From: Paul D. Ralph, BES, RPP, MCIP, Commissioner,
Development Services Department

Report Number: DS-18-120

Date of Report: June 14, 2018

Date of Meeting: June 18, 2018

Subject: Draft Background Study for the South Field Master Plan Study
at the Oshawa Executive Airport

File: B-8600-0300

1.0 Purpose

The purpose of this report is to provide an overview of the Draft Background Study for the South Field Master Plan Study (Draft Background Study) at the South Field of the Oshawa Executive Airport.

Attachment 1 is a map showing the location of the South Field Master Plan Study Area (the Study Area) and the existing zoning in the area.

Attachment 2 is an air photo showing the key features in the South Field Master Plan Study Area.

Attachment 3 is a map showing the Existing Uses within the Study Area.

Attachment 4 is a map showing the Existing and Proposed Active Transportation Routes, South Half from the Council-approved Active Transportation Master Plan.

Attachment 5 is a map showing an excerpt from the Oshawa Official Plan Schedule "A", Land Use.

Attachment 6 is a map showing an excerpt from the Oshawa Official Plan Schedule "B", Road Network.

Attachment 7 is a copy of the Draft Background Study.

2.0 Recommendation

That the Development Services Committee recommend to City Council:

That, Report DS-18-120 dated June 14, 2018, being an overview of the Draft Background Study for the South Field Master Plan Study at the South Field of the Oshawa Executive Airport, be received for information.

3.0 Executive Summary

Not Applicable.

4.0 Input From Other Sources

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

- Airport Manager
- Parks and Waste Operations
- Heritage Oshawa
- Facility Management Services
- Fire Services
- Recreation and Culture Services
- Oshawa Environmental Advisory Committee
- Oshawa Accessibility Advisory Committee
- Active Transportation Advisory Committee
- Airport Business Plan Working Group
- Airport Community Liaison Committee
- Tenants (e.g. Gemini Gymnastics, 420 Wing, Ontario Regiment and Oshawa Yacht Club)
- Oshawa Public Utilities Commission
- Region of Durham Planning and Economic Development Department
- Region of Durham Works Department
- NAV CANADA
- Town of Whitby

5.0 Analysis

5.1 Background

The need to prepare a South Field Master Plan has been identified in a number of Council approved Airport Plans over the years.

Most recently on June 29, 2015 Council approved the 2015-2019 Oshawa Airport Business Plan (DS-15-132). A study of the South Field lands and appropriate uses is a key direction of the Airport Business Plan.

On November 28, 2016 City Council authorized staff to undertake a South Field Master Plan Study at the Oshawa Executive Airport in accordance with the Study Terms of Reference in Report DS-16-116.

In 1997, the City of Oshawa signed a 50-year Operating and Options Agreement with the Federal Government for the operation of the Airport. As a result, the City is required to operate the Airport until 2047 unless it becomes redundant. The opening of an airport in Pickering could cause the Oshawa Executive Airport to become redundant. However, in 2008, Oshawa Council passed a resolution to continue operating the Airport until at least 2033 regardless of the status of an airport in Pickering.

One of the key challenges related to the South Field Master Plan Study is that it is affected by the above timelines for the future of the operation of the Airport.

Determining potential future land uses and possible ownership options for the South Field Study Area are complicated by the above timelines for the operation of the Oshawa Executive Airport. If the Airport ceases to operate as a functional airport, the lands that it currently occupies will become available for alternative uses. These lands, when considered in conjunction with the South Field Study Area lands, could provide additional opportunities that may not be considered or feasible if the South Field lands are considered in isolation. A key challenge now is to make a decision on the future of the South Field Study Area lands that will not frustrate or complicate the future use potential of the Airport lands should the Airport become non-operational.

5.2 Study Purpose

The purpose of the study is to conclude a preferred land use option for the Study Area (see Attachments 1 and 2) and any required amendments to the City's Official Plan and Zoning By-law to implement the preferred land use option. The study will also conclude if a preferred lotting pattern/public road pattern should be created to allow lands to be sold, similar to what was done at the North Field of the Oshawa Executive Airport.

5.3 South Field Master Plan Terms of Reference

The South Field Master Plan Terms of Reference includes the following components:

- Background and Literature Review
- Policy Context Review
- Land Use and Zoning Context Review
- Heritage Context Review
- Servicing and Transportation Context Review
- Development of Draft Land Use Options and Lotting Patterns
- Conclusions and Recommendations

5.4 Status

Staff has completed the Draft Background Study (see Attachment 7) which includes: Background and Literature Review, Policy Context Review, Land Use and Zoning Context Review, Heritage Context Review and the Servicing and Transportation Context Review.

5.5 Land Uses Within the Study Area

The Study Area currently contains the Ontario Regiment R.C.A.C. Regimental Museum (Ontario Regiment Museum), the 420 Wing, Gemini Gymnastics, a community garden, the NAV CANADA Control Tower, Oshawa Fire Services Live Fire Training Unit and propane tank for fire training, the Field Electrical Centre (F.E.C.), Airmen's Park, a soccer field, a wooded area and vacant lands with paved areas as well as grassed areas (see Attachment 3).

5.6 Adjacent Land Uses

The following are the land uses adjacent to the Study Area:

North: Airport runways and taxiways

South: Residential, predominantly single detached dwellings and a neighbourhood park

East: Airport runways, taxiways, berms and Oshawa Creek valley lands

West: Airport berm, Goodman Creek, the vacant Thornton Road North lands west of the Goodman Creek Valley and the Oshawa Airport Golf Course, owned by the City of Oshawa and leased to the Oshawa Airport Golf Club

5.7 Federal Airport Zoning Regulations

Pursuant to section 6 of the Aeronautics Act, the Federal Minister of Transport has created Regulations Respecting Zoning at Oshawa Airport.

The Federal Airport Zoning Regulations were officially enacted in April of 1985 and establish height restrictions on natural and man-made structures that may be permitted within the vicinity of the Airport, as well as prohibiting the disposal of waste that is edible by, or attractive to, birds and addressing lighting and smoke matters that may affect safe use of airplanes. These federal zoning regulations impose controls beyond the airport boundaries within a radius of 4 kilometers (approximately 2.5 miles) of the Airport. In the case of runway 12-30 the height restrictions extend 15 kilometers (approximately 9.3 miles) beyond the runway to protect the flight path used by departing and approaching aircraft.

The Federal Airport Zoning Regulations do not restrict the type of development that may take place in the vicinity of the Airport. The City must still apply development controls to minimize noise impacts, where appropriate, and ensure land use compatibility between the Airport and its surroundings.

5.8 Parks, Recreation, Library and Culture Facility Needs Assessment

In November of 2015, the Parks, Recreation, Library and Culture Facility Needs Assessment (P.R.L.C. Assessment) was approved by Council and addresses future facility needs in the City of Oshawa.

The P.R.L.C. Assessment states in Section 8.4 that “the Airport’s South Field and Thornton Road North lands could be explored as sites for future park, recreation, library and/or cultural facilities”.

5.9 Culture Counts

Culture Counts, Oshawa's Arts, Culture and Heritage Plan, was prepared by the City of Oshawa with input from the community, receiving approval from City Council in February 2014.

Strategies 4.1, 4.4 and 5.3 support the continued clustering, expansion and/or additional partnerships with similar organizations of the Cultural Enterprises and Community Cultural Organizations (such as Ontario Regiment Museum and 420 Wing) at the South Field of the Oshawa Executive Airport. The detailed strategies and their associated actions are contained in the following chart:

| Strategies: | Actions: |
|---|---|
| Strategy 4.1: Build and Sustain Partnerships across the Arts, Culture and Heritage Sector | <ul style="list-style-type: none">▪ Continue to look for opportunities to leverage partnerships in the arts, culture and heritage sector. |
| Strategy 4.4: Conserve and Celebrate Oshawa’s Rich History and Heritage | <ul style="list-style-type: none">▪ Encourage greater collaboration among city museums, heritage groups, archives and the Oshawa Public Library as collections-based heritage institutions.▪ Increase awareness of Oshawa’s heritage through expanded plaques, public art and monuments, banner and other physical manifestations of heritage throughout the city.▪ Explore opportunities to capture and promote 20th century story lines and historic resources. |
| Strategy 5.3: Increase Spaces and Facilities in Which Cultural Activities Occur | <ul style="list-style-type: none">▪ Maximize the use of Civic spaces for arts, culture and heritage events and showcases. |

5.10 Integrated Transportation Master Plan and Active Transportation Master Plan

In September 2015, City Council endorsed the City of Oshawa’s Integrated Transportation Master Plan (I.T.M.P.) and authorized staff to implement the prioritized recommendations of the Integrated Transportation Master Plan and Active Transportation Master Plan Study (A.T.M.P.) Reports.

Currently, there are two City-Proposed, Off-Road, north-south, multi-use trails and one City-Proposed, Off-Road, east-west, multi-use trail that are within proximity to the South Field or within the South Field Study Area (see Attachment 4). These proposed multi-use trails will provide appropriate linkages to any uses within the area and to the multi-use path on Taunton Road West.

5.11 Oshawa Official Plan

5.11.1 Permitted Uses

Areas designated as Airport on Schedule 'A', Land Use in the Oshawa Official Plan (see Attachment 5) shall be predominantly used for aviation-related uses including industrial, commercial, transportation and institutional uses that utilize the airport facilities or that benefit from proximity to such facilities. In addition, certain non-aviation uses that serve the airport area and recreational uses may be allowed subject to City and Transport Canada approval.

In accordance with Policy 2.10.1.2 of the Oshawa Official Plan, the development of the airport shall generally be in accordance with the Airport Master Plan as approved by the City and Transport Canada and as may be amended.

In addition, the Oshawa Official Plan establishes that any development or redevelopment of lands in the vicinity of the Oshawa Executive Airport shall comply with the provisions of:

1. The Noise Exposure Projection (N.E.P.), as prepared by Transport Canada and the Ministry of Municipal Affairs;
2. The height provisions of the Federal Aeronautics Act; and
3. Any other applicable Provincial or Federal policies, guidelines, or regulations.

5.11.2 Transportation

In the event the Oshawa Executive Airport closes, the intent is that Stevenson Road North and Beatrice Street West would be extended through the area as part of any redevelopment of the airport lands. The potential extensions of Stevenson Road North and Beatrice Street West across the Oshawa Executive Airport are not currently shown on Oshawa Official Plan Schedule "B", Road Network (see Attachment 6). Modifications to Oshawa Official Plan Schedule "B" to show these extensions may be undertaken without amendment to the Oshawa Official Plan at such time as a new airport in the City of Pickering is operating and in the event the City considers it appropriate to redevelop the Oshawa Executive Airport for alternative land uses. Any redevelopment of the Oshawa Executive Airport for alternative land uses shall be guided by a comprehensive Master Land Use and Urban Design Plan prepared by the City.

5.12 Zoning By-law 60-94

5.12.1 Current Zoning

The current zoning within the Study Area is shown in Attachment 1. The cross-hatching depicts the Study Area.

The current AP-D (Airport) zoning (permitted uses and regulations including the 50 metres Airport Buffer Space) is the result of an Ontario Municipal Board decision following an appeal of Zoning By-law 60-94, which in part, implemented the 1987 DelCan Oshawa Airport Master Plan for the South Field. The Delcan Study recommended that the South

Field be used for recreational uses including aviation museums and sports fields. The appeal was made by the representatives of the Neighbourhood Action Committee that lived in the area south of the Airport.

The Study Area contains the following three zones identified in Zoning By-law 60-94:

- AP-C (Airport)
- AP-D (Airport)
- UR (Urban Reserve)

5.12.2 Permitted Uses

The following uses are permitted in any AP-C (Airport) Zone:

- (a) Airport runways and taxiways

The following uses are permitted in any AP-D (Airport) Zone:

- (a) Agricultural uses, but not including new buildings
- (b) Museum
- (c) Recreational use

In addition, within the AP-D (Airport) Zone, any lands within 50 metres (164 ft.) of a Residential Zone shall be used for no purpose except Airport Buffer Space. Airport Buffer Space is defined as follows:

“AIRPORT BUFFER SPACE” means open space on a lot which is used for landscaping of any kind or land which is used for any accessory recreational purpose and, notwithstanding the generality of the foregoing, includes lawns, flower beds, shrubbery, trees and other plantings, decorative pools, ponds and natural water bodies, public and private walkways, recreational trails, patios, tennis courts, shuffleboard courts, playgrounds, decks and similar recreational facilities, and includes any driveway.

The following uses are permitted in the UR Zone:

- (a) Agricultural uses, but not including new farm dwellings
- (b) Existing uses, located in existing buildings or structures, provided such uses continue in the same manner and for the same purpose for which they were used on the day this By-law was passed, and new one storey accessory buildings
- (c) Outdoor recreational uses without any buildings or structures

5.13 Next Steps

Given the time of year (i.e. summer) and the upcoming municipal election it is appropriate for the Public Open House and Council decision on future land use be undertaken by the new Council in 2019.

Development Services staff intend to prepare Draft Land Use Options (Draft Options) and report back to Development Services Committee and Council in the first quarter of 2019 to present the Draft Options and to obtain authorization to hold a Public Open House to obtain public comments on the Draft South Field Master Plan Study and the Draft Options.

6.0 Financial Implications

There are no financial implications associated with the recommendation in this report.

7.0 Relationship to the Oshawa Strategic Plan

The recommendation in this report advances the Economic Prosperity and Financial Stewardship and Accountable Leadership goals identified in the Oshawa Strategic Plan.

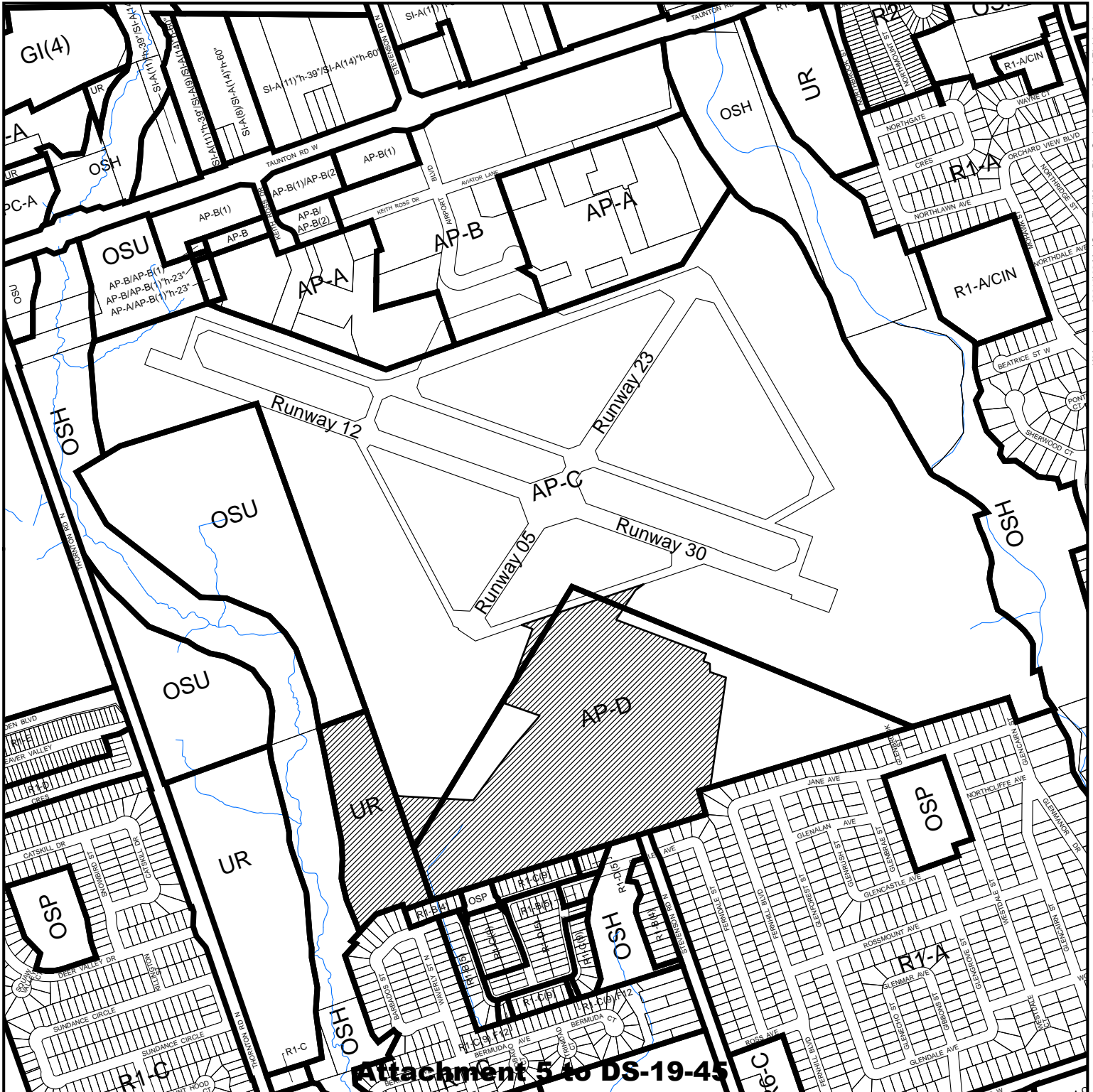
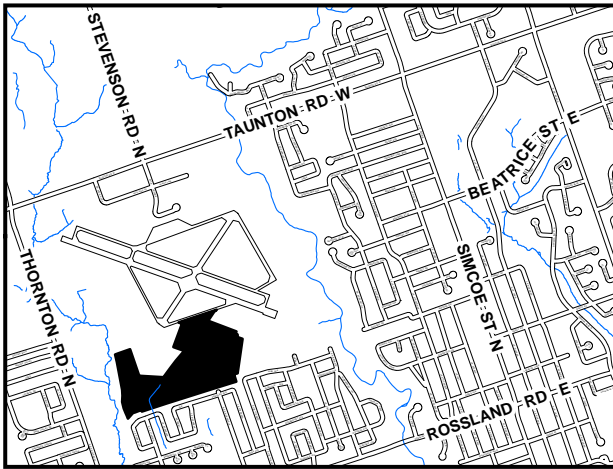
Warren Munro, HBA, Director,
Planning Services

Paul D. Ralph, BES, RPP, MCIP, Commissioner,
Development Services Department

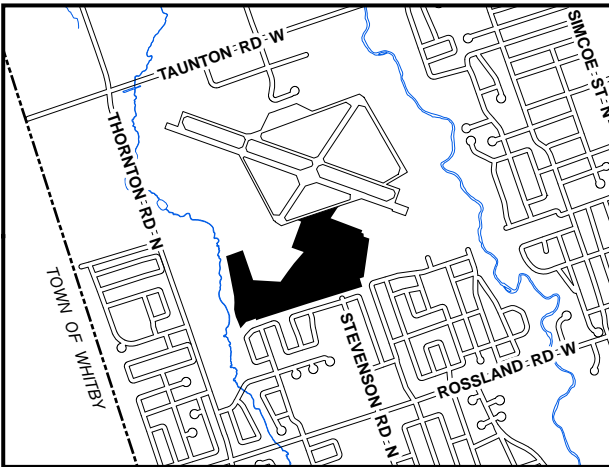
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Plan Study at the Oshawa Executive Airport
File: B-8600-0300




Study Area



Subject: Draft Background Study for the South Field Master
Plan Study at the Oshawa Executive Airport
File: B-8600-0300



Study Area
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 Study Area

Title: Existing Uses within the Study Area
Subject: Draft Background Study for the South Field Master Plan Study
at the Oshawa Executive Airport
File: B-8600-0300

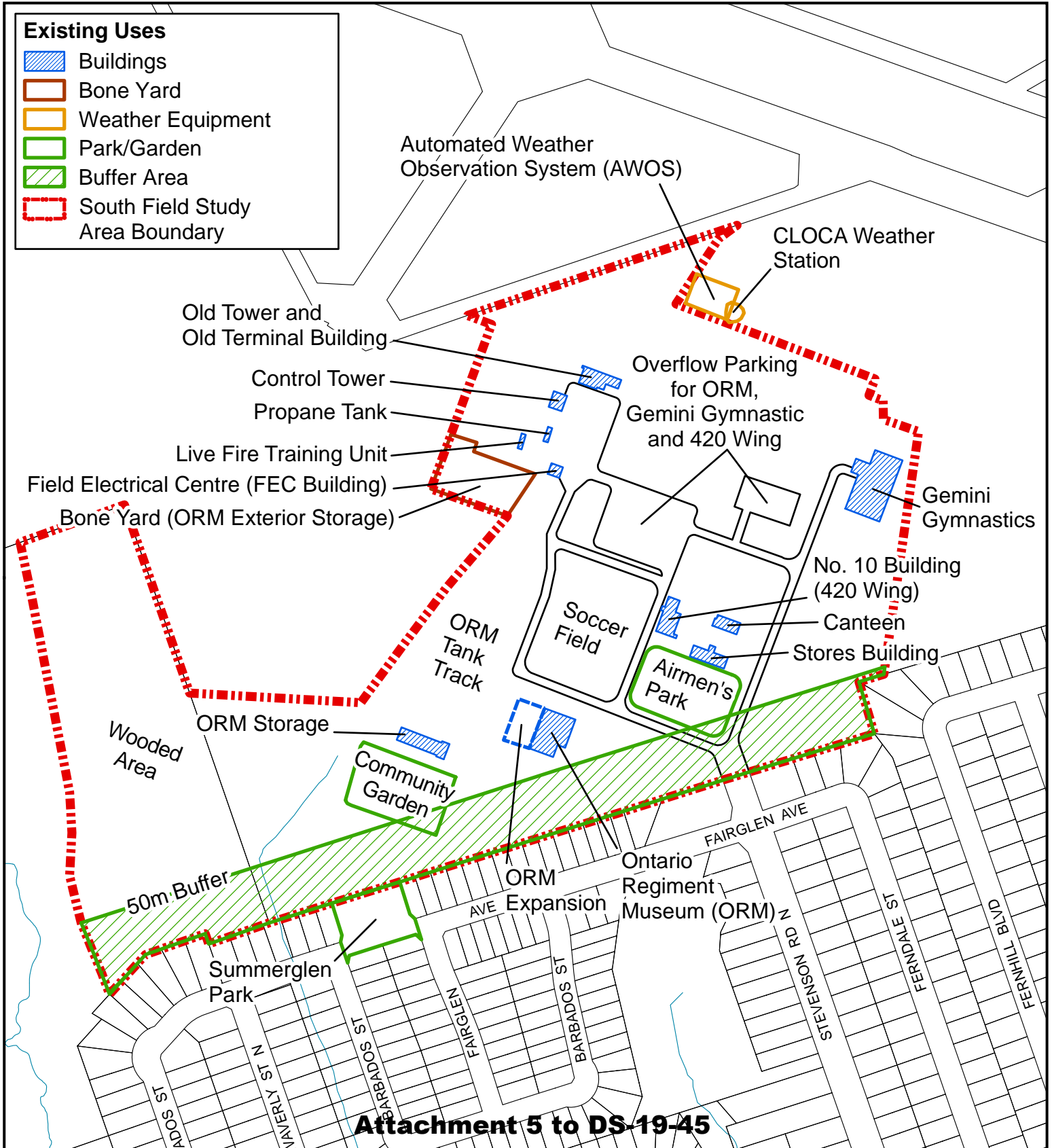


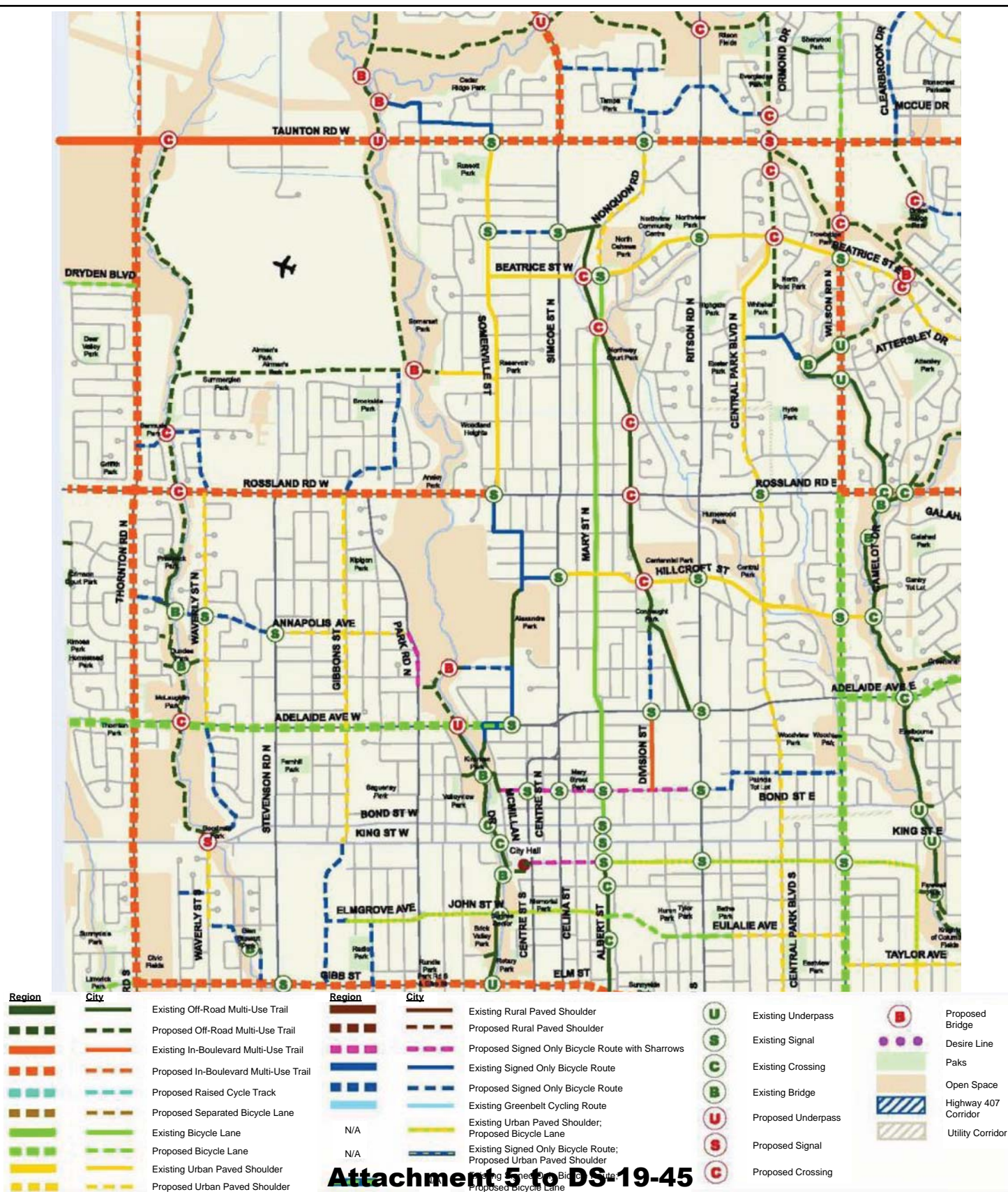
City of Oshawa
Development Services Department



Existing Uses

-  Buildings
-  Bone Yard
-  Weather Equipment
-  Park/Garden
-  Buffer Area
-  South Field Study Area Boundary

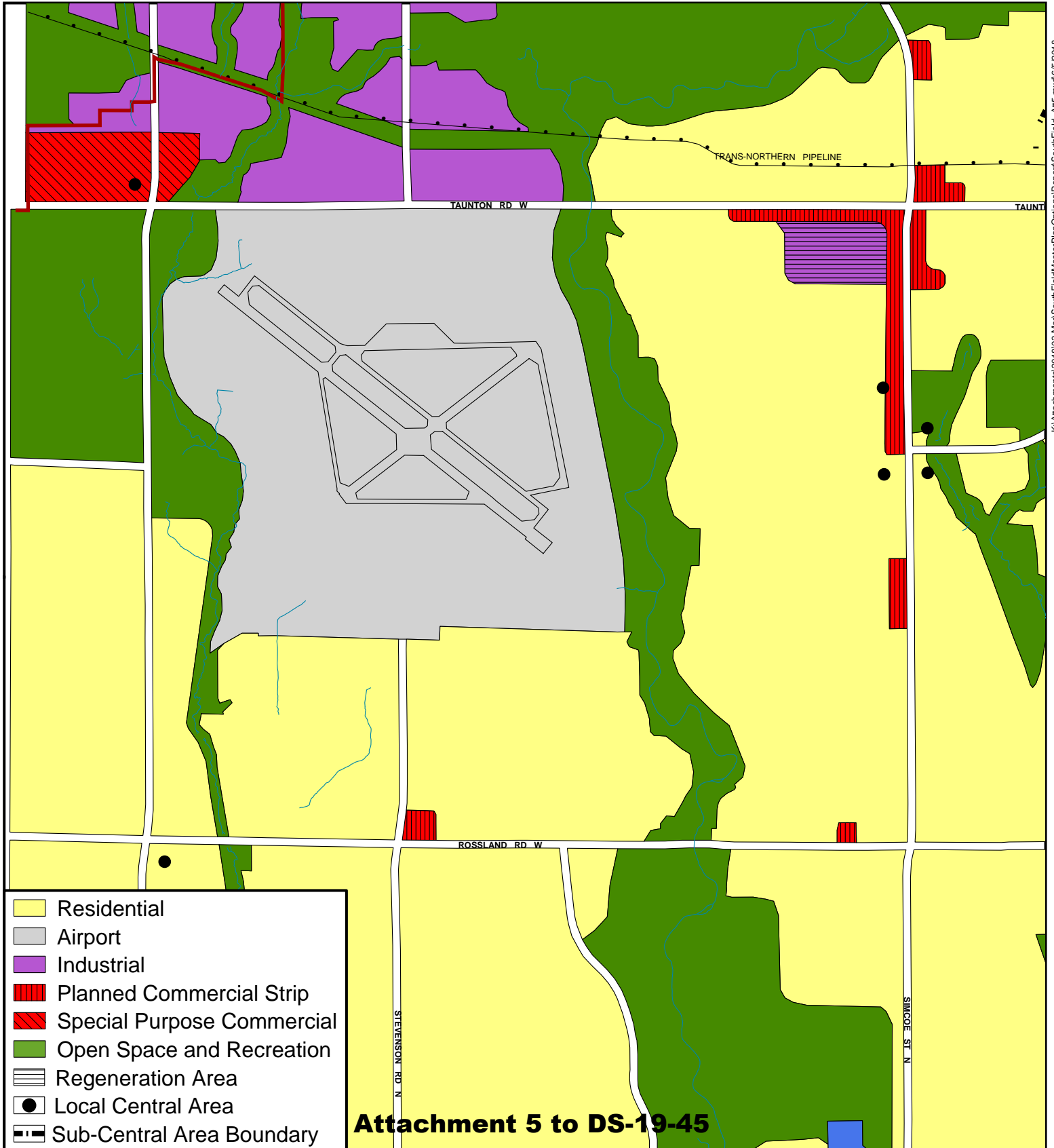




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Subject: Draft Background Study for the South Field Master Plan Study
at the Oshawa Executive Airport
File: B-8600-0300



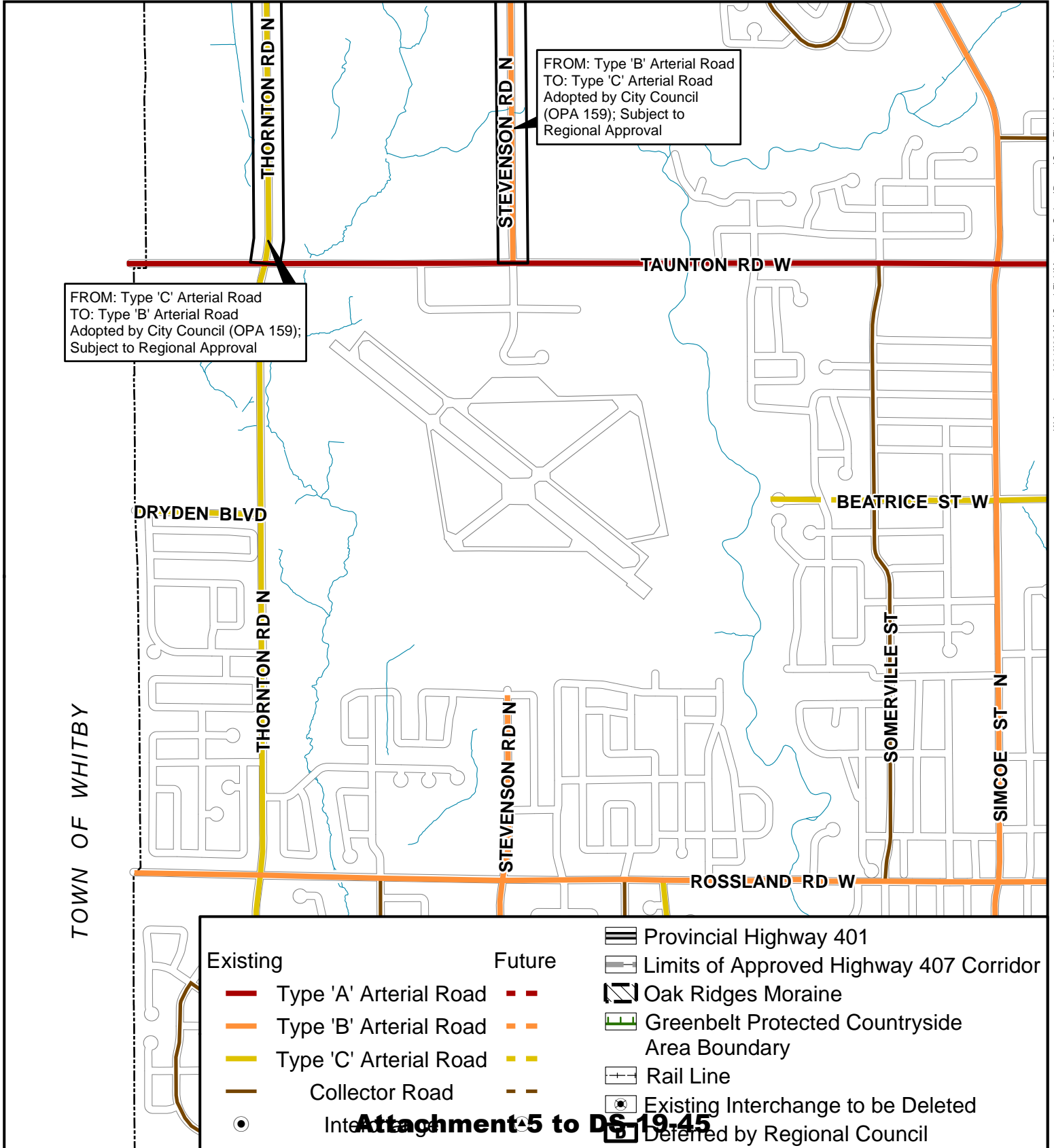
City of Oshawa
Development Services Department



Title: Oshawa Official Plan Schedule "B", Road Network
Subject: Draft Background Study for the South Field Master Plan Study
at the Oshawa Executive Airport
File: B-8600-0300



City of Oshawa
Development Services Department



City of Oshawa

South Field Master Plan: Draft Background Study

June 14, 2018

Table of Contents

| | | |
|------------|--|-----------|
| 1.0 | Background and Literature Review | 4 |
| 1.1 | Background | 4 |
| 1.2 | Literature Review | 10 |
| 2.0 | Policy Context Review | 16 |
| 2.1 | Provincial Policy Statement, 2014 | 16 |
| 2.2 | Durham Regional Official Plan | 17 |
| 2.3 | Oshawa Strategic Plan | 20 |
| 2.4 | Oshawa Official Plan | 20 |
| 2.5 | Parks, Recreation, Library and Culture Facility Needs Assessment | 26 |
| 2.6 | Culture Counts: Oshawa's Art, Culture and Heritage Plan | 27 |
| 2.7 | Integrated Transportation Master Plan | 29 |
| 2.8 | Active Transportation Master Plan | 30 |
| 2.9 | I.T.M.P., A.T.M.P. and the South Field | 32 |
| 2.10 | Central Lake Ontario Conservation Authority (C.L.O.C.A.) | 33 |
| 3.0 | Land Use and Zoning Context Review | 35 |
| 3.1 | Current Zoning | 35 |
| 3.2 | Existing Land Uses, Leases and Licences | 36 |
| 3.3 | Development Applications | 41 |
| 4.0 | Heritage Context Review | 42 |
| 4.1 | Overview of Heritage Research Reports | 42 |
| 4.2 | No. 10 Building (420 Wing) | 42 |
| 4.3 | Canteen and Stores Building | 44 |
| 4.4 | Airmen's Park | 46 |
| 4.5 | Ontario Regiment R.C.A.C. Regimental Museum | 50 |
| 4.6 | Camp X Building | 54 |
| 4.7 | Special Character Area/Cultural Heritage Landscape | 58 |
| 5.0 | Servicing and Transportation Context Review | 60 |
| 5.1 | Stormwater | 60 |
| 5.2 | Transportation | 61 |
| 6.0 | Consultation Process | 63 |
| 6.1 | General | 63 |
| 6.2 | Project Technical Advisory Committee | 63 |
| 6.3 | Advisory Committees of Council | 63 |
| 6.4 | Lease and Licence Holder Interviews | 63 |
| 6.5 | Other Stakeholder Consultation | 64 |

List of Figures

| | | |
|------------|---|----|
| Figure 1: | Study Area | 5 |
| Figure 2: | Airport Holdings Map | 6 |
| Figure 3: | South Field Study Area and South Field Lands | 8 |
| Figure 4: | NEF contours around the Oshawa Executive Airport | 14 |
| Figure 5: | Excerpt from the Durham Regional Official Plan Schedule 'A' – Map 'A4', Regional Structure | 17 |
| Figure 6: | Schedule 'C' – Map 'C4': Strategic Goods Movement Network | 19 |
| Figure 7: | Our Future, Our Focus Logo | 20 |
| Figure 8: | Excerpt from the Oshawa Official Plan Schedule 'A', Land Use | 22 |
| Figure 9: | Excerpt from the Oshawa Official Plan Schedule 'B', Road Network | 23 |
| Figure 10: | Cover of Parks, Recreation, Library and Culture Facility Needs Assessment | 26 |
| Figure 11: | Cover of Culture Counts | 27 |
| Figure 12: | Cover of the Integrated Transportation Master Plan | 29 |
| Figure 13: | Cover of Active Transportation Master Plan Report | 30 |
| Figure 14: | Excerpt from A.T.M.P., Existing and Proposed Active Transportation Routes | 32 |
| Figure 15: | Conceptual C.L.O.C.A. Regulated Area and Flood Plain Boundaries | 33 |
| Figure 16: | C.L.O.C.A. Natural Heritage System | 34 |
| Figure 17: | Intake Protection Zone 3, Ecologically Sensitive Groundwater Recharge Area, Highly Vulnerable Aquifer | 34 |
| Figure 18: | Map of the Study Area showing the Zoning | 35 |
| Figure 19: | Existing Uses within the Study Area | 37 |
| Figure 20: | Fire Trucks | 40 |
| Figure 21: | No. 20 Elementary Flying Training School Station Map, Bruce Forsyth, 2004 | 43 |
| Figure 22: | Airmen's Park | 46 |
| Figure 23: | 1992 Plaque Erected by the City of Oshawa Community Services Department and dedicated by the members of the 420 Wing. | 48 |
| Figure 24: | Plaque describing the Sabre Jet | 49 |
| Figure 25: | 1999 Canadian Society for Civil Engineering Commemorative Plaque and Stone | 50 |
| Figure 26: | Stone Commemorating the Centennial of Powered Flight in Canada 1909 - 2009 | 50 |
| Figure 27: | Ontario Regiment Museum (Static Display 1) | 52 |
| Figure 28: | Ontario Regiment Museum (Static Display 2) | 52 |
| Figure 29: | South Field lands showing areas currently being used by the Ontario Regiment Museum | 53 |
| Figure 30: | 2012 Photo of the Camp X Building | 54 |
| Figure 31: | Camp X, 1943, © Lynn Philip Hodgson, Camp-X Photo Gallery, Camp X Official Site | 55 |
| Figure 32: | Photo showing interior of structure | 56 |

1.0 Background and Literature Review

1.1 Background

1.1.1 Terms of Reference Summary

Most recently on June 29, 2015 Council approved the 2015-2019 Oshawa Airport Business Plan (DS-15-132). A study of the South Field lands and appropriate uses is a key direction of the Airport Business Plan.

On November 28, 2016 City Council authorized staff to undertake a South Field Master Plan Study at the Oshawa Executive Airport in accordance with the Study Terms of Reference in Report DS-16-116.

1.1.1.1 Purpose

The purpose of the Study is to conclude a preferred land use option for the Study Area and any required amendments to the City's Official Plan and Zoning By-law to implement the preferred land use option. The Study will also conclude if a preferred lotting pattern/public road pattern should be created to allow lands to be sold, similar to what was done at the Airport North Field.

The approved South Field Master Plan Terms of Reference includes the following components:

- Background and Literature Review
- Policy Context Review
- Land Use and Zoning Context Review
- Heritage Context Review
- Servicing and Transportation Context Review
- Development of Draft Land Use Options and Lotting Patterns
- Conclusions and Recommendations

At all times the uses within the South Field Master Plan Study Area must be compatible with the Oshawa Executive Airport and its surrounding community.

1.1.1.2 Study Area

The South Field Master Plan Study Area (Study Area) is approximately 23 hectares (56.8 ac.) in size (see Figure 1).



Figure 1: Study Area

The Study Area is currently being used by the Ontario Regiment R.C.A.C. Regimental Museum, the 420 Wing, Gemini Gymnastics, a community garden, the NAV CANADA Control Tower, Oshawa Fire Services Live Fire Training Unit and propane tank for fire training, the Field Electrical Centre (F.E.C.), Airmen's Park, a soccer field, a wooded area and vacant lands with paved areas as well as grassed areas.

1.1.1.3 Consultation Process

Consultation is an important component of the study. A Project Technical Advisory Committee was established and met on a monthly basis. Presentations were made to the advisory committees of Council requesting their input. Individual one-on-one interviews were undertaken with lease and licence holders within the Study Area. Meetings took place with the Airport Business Plan Working Group and Airport Community Liaison

Committee. In addition, a Study Update was presented at the December 5, 2017 and June 13, 2018 Airport Community Liaison Committee Town Hall Meetings.

Additional detail on the Consultation Process is included in Section 6 of this study.

1.1.2 Location and Context

1.1.2.1 Location

The South Field lands are located within the technical boundary of the Oshawa Executive Airport lands at the southern end of the Airport (see Airport Holdings Map Figure 2) in the heart of the City of Oshawa. The South Field lands make up one of six key areas within the Oshawa Executive Airport.

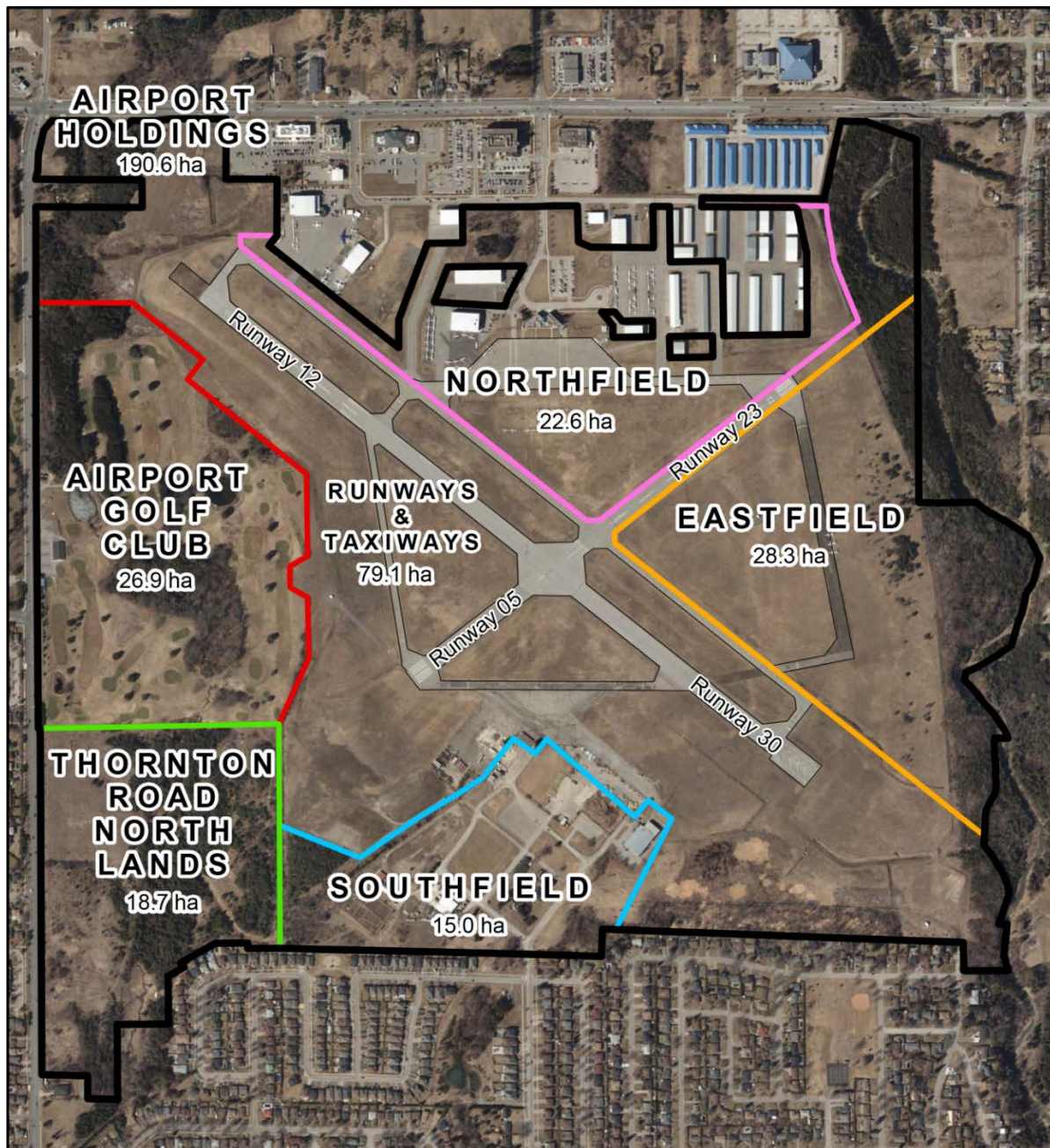


Figure 2: Airport Holdings Map

The six key areas of the Oshawa Executive Airport and their associated areas are as follows:

1. The North Field (22.6 hectares [55.8 ac.])
2. The East Field (28.3 hectares [69.9 ac.])
3. The Airport Golf Course (26.9 hectares [66.5 ac.])
4. The South Field (15.0 hectares [37.1 ac.])
5. The Thornton Road North lands (18.7 hectares [46.2 ac.])
6. Runways/Taxiways/Corresponding Open Areas (79.1 hectares [195.5 ac.])

A full size Airport Holdings Map is shown in Figure 2.

The Oshawa Executive Airport is one of many other major transportation modes including CN/CP Rail, VIA Rail, GO Transit, Highway 401 and Highway 407 East.

The Study Area comprises the South Field lands of the Oshawa Executive Airport as well as a portion of the lands surrounding it (see Figure 3).



Figure 3: South Field Study Area and South Field Lands

1.1.2.2 Context

Immediately to the south of the Study Area is a low-density residential subdivision and a neighbourhood park.

To the east of the Study Area is the Jane Avenue Community Buffer which contains a berm that serves to mitigate some of the noise generated by airplanes to the adjacent residential community. Further to the east of the berm are the Oshawa Creek valley lands.

To the west of the Study Area are the Goodman Creek and the vacant Thornton Road North lands west of the Goodman Creek Valley. The Community Services Department will be reviewing the opportunity to use the lands between the Goodman Creek Valley and Thornton Road North for recreational purposes.

Located immediately to the north of the Study Area are the airport runways and taxiways.

Northwest of the Study Area are the Oshawa Airport Golf Course lands, owned by the City of Oshawa and leased to the Oshawa Airport Golf Club.

The only road access into and out of the Study Area is from the south via Stevenson Road North.

1.1.2.3 Oshawa Executive Airport

1.1.2.3.1 History

The Oshawa Executive Airport (the Airport) was built approximately 3 km north of the central area of the City of Oshawa in the early 1940s by the federal government as a World War II military base. In 1947, the airport was leased to the City and converted to civil aviation uses. The Oshawa Flying Club managed the airport between 1947 and 1978. In 1978, the administration of the Airport was transferred to the City of Oshawa through the Community Services Department and in 1987, based on a recommendation in the Oshawa Airport Master Plan prepared by Delcan, the administration of the Airport was continued by the City through a third party management company. This governance model for the Airport continues today.

The Airport experienced extensive use and considerable growth in air traffic between the years 1947 and 1979. However, apart from the construction of a few buildings and the air traffic control tower in 1969, the airport had remained virtually unchanged physically since its original construction.

1.1.2.3.2 Future

In 1997, the City of Oshawa signed a 50-year Operating and Options Agreement with the Federal Government for the operation of the Airport. As a result, the City is required to operate the Airport until 2047 unless it becomes redundant. The opening of an airport in Pickering could cause the Oshawa Executive Airport to become redundant. However, in 2008, Oshawa Council passed a resolution to continue operating the Airport until at least 2033 regardless of the status of an airport in Pickering.

One of the key challenges related to the South Field Master Plan Study is that it is affected by the above timelines for the future of the operation of the Airport.

Determining potential future land uses and possible ownership options for the South Field Study Area are complicated by the above timelines for the operation of the Oshawa Executive Airport. If the Airport ceases to operate as a functional airport, the lands that it currently occupies will become available for alternative uses. These lands, when considered in conjunction with the South Field Study Area lands, could provide additional opportunities that may not be considered or feasible if the South Field lands are considered in isolation. A key challenge now is to make a decision on the future of the South Field Study Area lands that will not frustrate or complicate the future use potential of the Airport lands should the Airport become non-operational.

1.2 Literature Review

1.2.1 1987 Airport Master Plan

The 1987 Airport Master Plan, prepared by Delcan for the City (the Delcan Master Plan) was intended to provide a rationale and comprehensive framework for the development and use of airport lands in such a way as to provide for a balanced fulfillment of present, short- and long-term future needs, but with particular emphasis on the 10 year planning period and to achieve and maintain compatibility between the airport and its environs.

The Delcan Master Plan study did not address the issue of “need” for the airport or the best use of the airport site for non-aviation uses. Accordingly, the airport master plan recommended in the Delcan report assumes the continued use of the airport for aviation uses and defines a development plan which attempts to minimize the disruptive impact of the airport and its operations on the surrounding community.

The Delcan Master Plan established that the single most important problem facing the Airport, at that time, was the presence of residential development bordering the south, east and northeast sides of the Airport. Concerns raised by the adjacent community focused on aircraft noise and safety.

The following are some of the most significant actions recommended in the Delcan Master Plan:

- Relocation of the existing main aviation related activity area from the South Field to the North Field;
- Provision of a new modern air terminal and groundside complex to accommodate commercial aviation activities and in particular air passenger services;
- Provision of new ground access, utilities and municipal services to serve the North Field development;
- Provision of 18 hectares (44.47 ac.) of developable area in the North Field to accommodate aviation and non-aviation related uses for private sector enterprises;
- Promote compatible new development adjacent to the airport; and
- Gradual phasing out of the existing South Field development over a five year period.

The Delcan Master Plan recommended that the South Field lands be considered for recreational uses including such uses as aviation museums and sports fields.

1.2.2 2008 – 2012 Airport Business Plan

The 2008-2012 Airport Business Plan established a framework and go-forward strategy for the operation of the Airport between 2008 and 2012. The operational and marketing components of the Business Plan covered a 5 year term while capital considerations covered a 25 year term.

The 2008-2012 Airport Business Plan included, among other matters, the following key elements and directions that affect the South Field:

1. Identified the role of the Oshawa Municipal Airport to serve the City of Oshawa and the Region of Durham as a vital component of the transportation infrastructure supporting business and building community.
2. Required that the City commit to operate the Oshawa Municipal Airport for a period of not less than 25 years in order to provide surety to airport investors.
3. Required that the South Field and Thornton Road North lands be considered for release from the Operating and Options Agreement with the Federal Government and that a Master Plan for these lands be developed when appropriate.

The 2008-2012 Airport Business Plan declared the South Field lands to be surplus to airport needs.

In 2007, an Economic Impact Study was prepared for the Airport based on 2005 data. The findings of the Economic Impact Study confirmed that the Airport was, for the year of the study (2005), fulfilling the direction of the Delcan Master Plan by, among other things:

- Gradually modernizing airport facilities (a new terminal was built in 1994);
- Consolidating aviation and airport related businesses originally located on the South Field to facilities located on the North Field.

The 2007 Economic Impact Study confirmed that the Airport is fulfilling its role as an executive level regional airport that contributes a significant amount to the GDP of Oshawa and the Region on an annual basis. As a result, the 2008-2012 Airport Business Plan reported that the Airport had made the transition from a “local” to a “regional” airport.

The Delcan Master Plan laid out a strategy to grow the Airport as a major contributor to the local and regional economies in a way which also respected the community, and the 2008-2012 Airport Business Plan continued to advance this strategy.

The 2008-2012 Airport Business Plan established that the South Field lands were no longer required for aviation purposes and that the lands did not need to be retained for future Airport development. At all times, the uses on these lands must be compatible with the Airport and the adjacent neighbourhood. In addition, the 2008-2012 Airport Business Plan stated that Transport Canada was to be approached regarding the possible removal of these lands from the Operating and Options Agreement.

1.2.3 Airport Business Plan 2015-2019

In 1997, the City of Oshawa signed a 50-year Operating and Options Agreement with the Federal government for the operation of the Airport. The result is a commitment from the City to operate the airport until 2047 unless the airport becomes redundant. The opening of an airport in Pickering could cause the Oshawa Airport to become redundant. In 2008, Oshawa Council passed a resolution to continue operating the Airport until at least 2033 to demonstrate a commitment to the airport and the business and development communities.

The Airport Business Plan 2015-2019 establishes a framework and a go-forward strategy for the operation of the Airport based on the current (2015) runway length. The operational and marketing components of the Airport Business Plan 2015-2019 cover a 5 year term while capital considerations cover a 20 year term.

The Airport Business Plan 2015-2019 includes, among other matters, the following elements and directions that affect the South Field:

1. Defines the role of the Oshawa Municipal Airport to:
 - Provide high quality aviation facilities;
 - Encourage economic growth;
 - Meet local and corporate aviation needs; and
 - Respect the surrounding neighbourhoods.
2. Renames the airport to the “Oshawa Executive Airport”.
3. Requires that a study of the South Field lands and appropriate uses be undertaken.

The Delcan Master Plan recommended that the South Field lands be considered for recreational uses including such uses as aviation museums and sports fields.

Although the South Field lands are no longer required for aviation purposes and do not need to be retained for future Airport development, it remains that, at all times, the uses on these lands must be compatible with the Airport and the adjacent neighbourhood.

The South Field lands continue to be maintained by Total Aviation and Airport Solutions (TAAS), the third party management company on contract with the City, with the exception of the soccer field and Airmen’s Park which are maintained through the Community Services Department budget of the City. All costs associated with the South Field maintenance, grass cutting and snow removal on the south field roads are covered within the airport’s operating budget.

The airport capital plan does not include any provision for the capital cost maintenance for the South Field roads, water, sanitary, storm water system or the old terminal building. As capital needs arise, reports are brought forward to Council.

The Airport Business Plan 2015-2019 identifies that there is a potential for the transfer of the South Field lands to the City for parkland or other appropriate uses and suggests that Transport Canada is to be approached regarding the possible removal of these lands from the Operating and Options Agreement. A study of appropriate uses for the South Field should be undertaken and the capital requirements be integrated into the City’s new City-wide capital management matrix once this new program is implemented.

1.2.4 Federal Airport Zoning Regulations

1.2.4.1 General

Pursuant to section 6 of the Aeronautics Act, the Federal Minister of Transport has created Regulations Respecting Zoning at Oshawa Airport. The short title of these regulations is Oshawa Airport Zoning Regulations and should not be confused with the municipal zoning

regulations contained in Zoning By-law 60-94 for the area commonly referred to as the Oshawa Executive Airport. For the purposes of the South Field Master Plan Study, the Federal Government Regulations Respecting Zoning at Oshawa Airport will be referred to as the Federal Airport Zoning Regulations.

The Federal Airport Zoning Regulations were officially enacted in April of 1985 and establish height restrictions on natural and man-made structures that may be permitted within the vicinity of the Airport, as well as prohibiting the disposal of waste that is edible by, or attractive to, birds and addressing smoke and lighting matters that may affect the safe use of airplanes. These federal zoning regulations impose controls beyond the airport boundaries within a radius of 4 kilometers (approximately 2.5 miles) of the Airport. In the case of runway 12-30 the height restrictions extend 15 kilometers (approximately 9.3 miles) beyond the runway to protect the flight path used by departing and approaching aircraft.

The Federal Airport Zoning Regulations do not restrict the type of development that may take place in the vicinity of the Airport. The City must still apply development controls to minimize noise impacts, where appropriate, and ensure land use compatibility between the Airport and its surroundings.

1.2.4.2 Noise Exposure Forecast

The noise exposure forecast technique (N.E.F.) is the accepted method throughout Canada for estimating aircraft noise in the vicinity of airports. This noise estimation procedure has been officially adopted by a number of authorities such as Transport Canada, the Canada Mortgage and Housing Corporation, the Ontario Ministry of Municipal Affairs, Ontario Ministry of Housing and the Ontario Ministry of the Environment and Climate Change.

The N.E.F. method is a planning tool for ensuring land use compatibility between the airport and its surroundings. It takes into account the number of flights during a peak day, the distribution of flights during the day, the types of aircraft being used, projected runway utilization –patterns, typical take-off and landing procedures, and a number of other factors. N.E.F. contours for airports are usually developed for the 25, 28, 30, 35 and 40 decibel levels, with the higher values representing higher noise levels. Figure 4 shows the 25, 30 and 35 N.E.F. contours around the Oshawa Executive Airport. Note that NEF is sometimes used interchangeably with N.E.P. (Noise Exposure Projection).

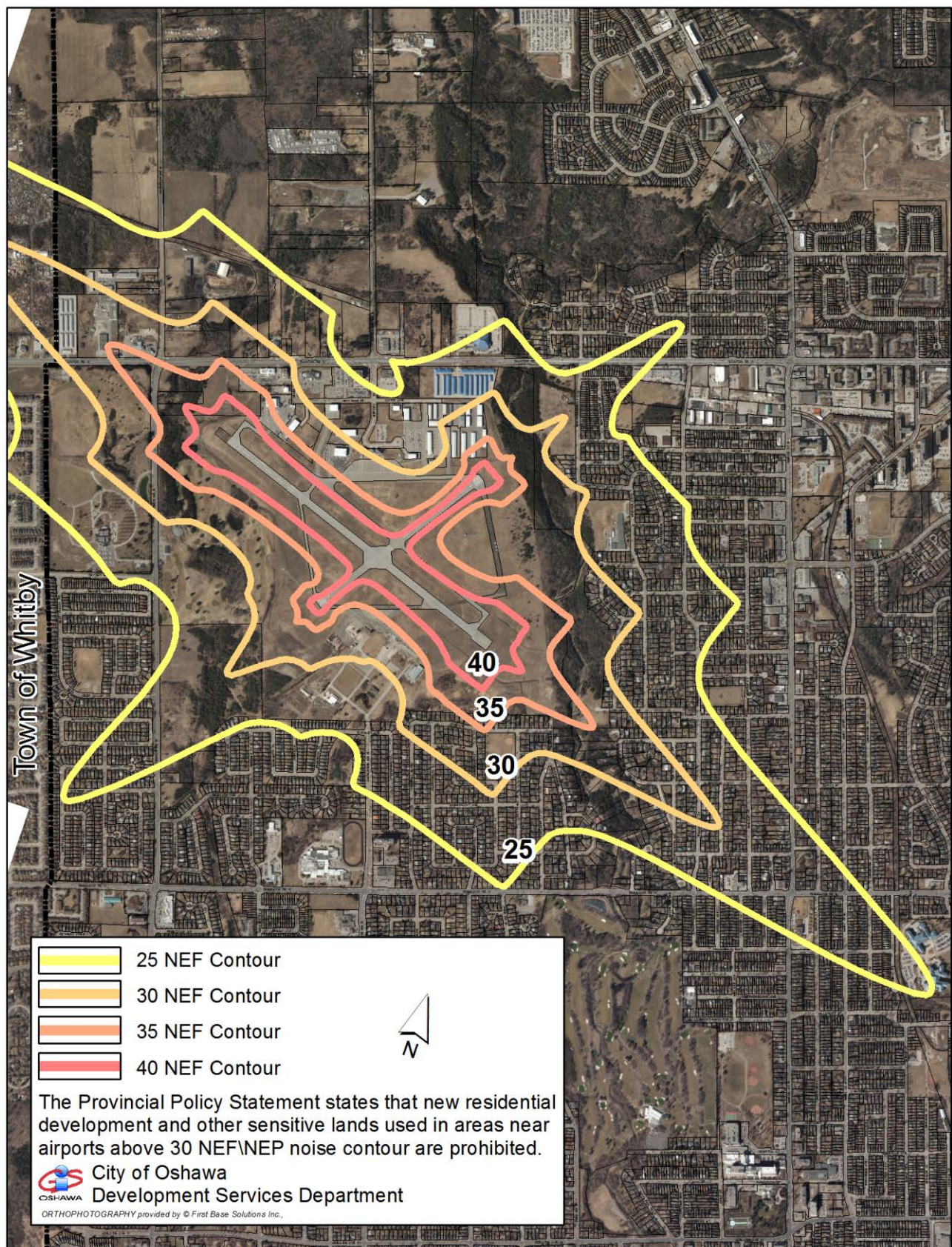


Figure 4: NEF contours around the Oshawa Executive Airport

The Provincial Policy Statement, 2014 (the P.P.S.), includes the following policy related to the N.E.F./N.E.P.:

“1.6.9.2 *Airports* shall be protected from incompatible land uses and development by:

- a) prohibiting new residential *development* and other sensitive land uses in areas near *airports* above 30 N.E.F./N.E.P.;
- b) considering redevelopment of existing residential uses and other sensitive land uses or infilling of residential and other sensitive land uses in areas above 30 NEF/NEP only if it has been demonstrated that there will be no negative impacts on the long-term function of the *airport*; and
- c) Discouraging land uses which may cause a potential aviation safety hazard.”

The Oshawa Official Plan includes the following policy related to the N.E.F./N.E.P.:

“2.10.2.2 The development or redevelopment of lands in the vicinity of the Oshawa Executive Airport shall comply with the following:

- (a) The provisions of the Noise Exposure Projection (N.E.P.), as prepared by Transport Canada and the Ministry of Municipal Affairs and Housing publication “Land Use Policy Near Airports”, or any succeeding publication;
- (b) The height provisions of the Federal Aeronautics Act; and
- (c) Any other applicable Provincial or Federal policies, guidelines, or regulations.”

It is important to ensure that all land use and planning decisions comply with Transport Canada Airport Zoning Regulations as they relate to obstacle height, the attraction of wildlife, and the airport noise exposure forecast (N.E.F.).

2.0 Policy Context Review

2.1 Provincial Policy Statement, 2014

The Provincial Policy Statement, 2014 (P.P.S.) provides policy direction on matters of Provincial interest related to land use planning and development. As a key part of Ontario's policy-led planning system, the P.P.S. sets the policy foundation for regulating the development and use of land. It also supports the Provincial goal to enhance the quality of life for all Ontarians.

The P.P.S. provides for appropriate development while protecting resources of Provincial interest, public health and safety, and the quality of the natural and built environment. The P.P.S. supports improved land use planning and management, which contributes to a more effective and efficient land use planning system.

The policies of the P.P.S. may be complemented by Provincial plans or by locally-generated policies regarding matters of municipal interest. Provincial plans and municipal official plans provide a framework for comprehensive, integrated, place-based and long-term planning that supports and integrates the principles of strong communities, a clean and healthy environment and economic growth, for the long term.

2.1.1 Geographic Scale of Policies

The P.P.S. recognizes the diversity of Ontario and that local context is important. Policies are outcome-oriented, and some policies provide flexibility in their implementation provided that Provincial interests are upheld.

2.1.2 Policies Represent Minimum Standards

The policies of the P.P.S. represent minimum standards.

Within the framework of the Provincial policy-led planning system, planning authorities and decision-makers may go beyond these minimum standards to address matters of importance to a specific community, unless doing so would conflict with any policy of the P.P.S.

2.1.3 Relationship with Provincial Plans

Provincial Plans, such as the Greenbelt Plan, the Growth Plan for the Greater Golden Horseshoe and the Oakridge's Moraine Plan are to be read in conjunction with the P.P.S. They take precedence over the policies of the P.P.S. to the extent of any conflict, except where the relevant legislation indicates otherwise.

2.1.4 Part V: Section 1.0: Building Strong and Healthy Communities

Section 1.6.9 of the P.P.S. is entitled “Airports, Rail and Marine Facilities”. Section 1.6.9 addresses planning for land uses in the vicinity of airports, rail facilities and marine facilities. The following policy relates to the Noise Exposure Forecast technique (N.E.F.):

“1.6.9.2 *Airports* shall be protected from incompatible land uses and development by:

- prohibiting new residential *development* and other sensitive land uses in areas near *airports* above 30 NEF/NEP;
- considering redevelopment of existing residential uses and other sensitive land uses or infilling of residential and other sensitive land uses in areas above 30 NEF/NEP only if it has been demonstrated that there will be no negative impacts on the long-term function of the *airport*; and
- discouraging land uses which may cause a potential aviation safety hazard.”

2.2 Durham Regional Official Plan

The Oshawa Executive Airport (the Airport) is within the Urban Area of the Durham Regional Official Plan (D.R.O.P.). To the west and south of the Airport are lands designated as Living Areas. To the north of the Airport are lands designated as Employment Areas. To the east of the Airport are lands designated as Major Open Space Areas. The north side of the Oshawa Executive Airport is bounded by Taunton Road West which is established as a ‘Regional Corridor’ in the D.R.O.P. Figure 6 is an excerpt from the D.R.O.P. Schedule ‘A’ – Map ‘A4’, Regional Structure, and represents the land use designations for the general area around and including the Airport.

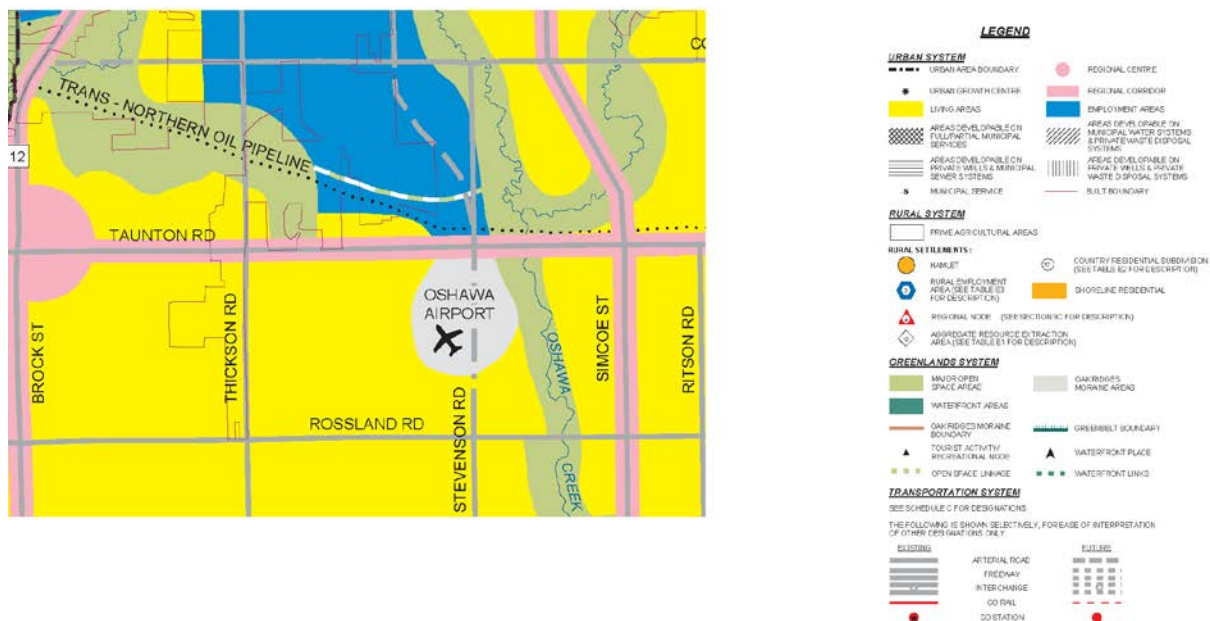


Figure 5: Excerpt from the Durham Regional Official Plan Schedule ‘A’ – Map ‘A4’, Regional Structure

The following chart identifies some of the policies within the D.R.O.P. that have specific relevance to the Oshawa Executive Airport lands:

| Section | Policy |
|----------|--|
| 2.3.3 | Where new residential and other sensitive land uses are proposed in the vicinity of an existing or proposed airport, regard shall be given to appropriate Federal and Provincial policies and guidelines for the location of such uses. |
| 2.3.5 f) | Regional Council shall take into account comments from the appropriate authorities in approving <i>developments</i> in proximity to railways, airports, freeways and industries with respect to noise, vibration and possible hazards associated with such facilities; |
| 7.2.1 d) | The structure of the Region shall be composed of the following components: d) a Transportation System, consisting of roads, transit, rail, harbor and airport facilities, in accordance with Section 11. |
| 11.3.28 | The Oshawa Airport shall be developed to its fullest potential until such time as a new airport is established in the City of Pickering. Once the Pickering Airport has been established, the policies of Section 8 (Living Area), as well as the extension of Stevenson Road and Beatrice Street shown on Schedule 'C' – Map 'C4', Strategic Goods Movement Network, shall apply to this area without amendment to this Plan. |

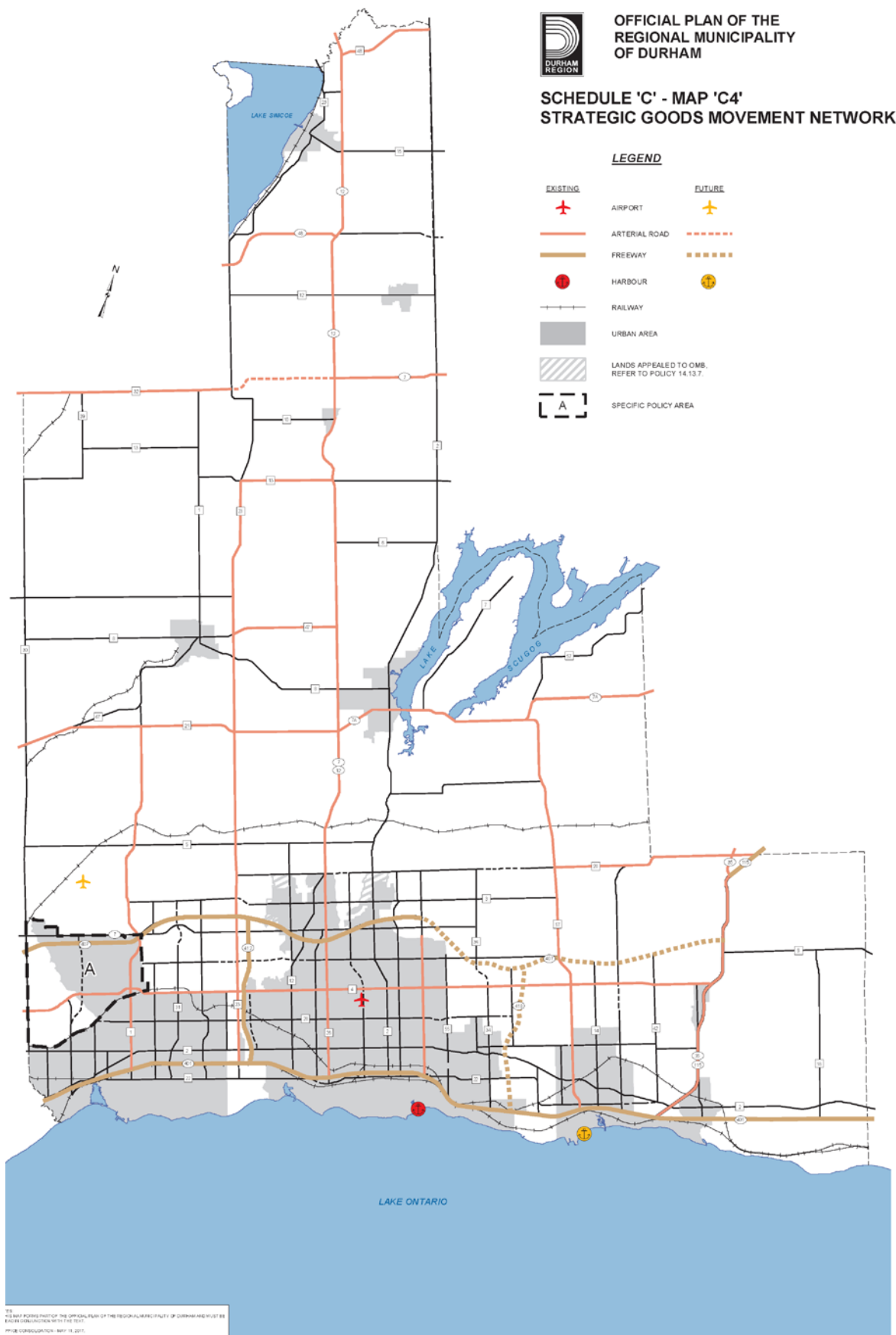


Figure 6: Schedule 'C' – Map 'C4': Strategic Goods Movement Network

2.3 Oshawa Strategic Plan

Our Focus, Our Future is Oshawa's strategic plan for five years (2015–2019). It is based on a refresh of the 2012 strategic plan, which was the product of an extensive consultation process involving the public, stakeholders and City employees. It is also the result of comments received from a public consultation process and the current City Council's understanding of what is important to the community and the Corporation.

Our Focus, Our Future is the City's highest level policy document. It is connected to the City's Financial Strategy. Each goal is supported by a number of strategies grouped by theme.

The following five goals guide decisions made by the City in accordance with the guiding principles of sustainability and financial stewardship:

1. Economic Prosperity and Financial Stewardship
2. Accountable Leadership
3. Social Equity
4. Cultural Vitality
5. Environmental Responsibility



Figure 7: Our Future, Our Focus Logo

Within the goal of Economic Prosperity and Financial Stewardship is Strategy 8: Implement the Oshawa Executive Airport Business Plan.

2.4 Oshawa Official Plan

2.4.1 Overview

The Oshawa Official Plan (O.O.P.) establishes a unified set of policies and land use designations which primarily guide the physical development and redevelopment of the City of Oshawa. The O.O.P. proposes an overall development pattern for the City of Oshawa and provides guidelines for the preparation of Part II Plans, plans of subdivision, zoning by-laws, site-plans and other measures which implement the Official Plan. It is within this context, in conjunction with Zoning By-law 60-94 and other guiding documents,

that the Airport Master Plans and Business Plans are created and adopted by Council to express the detailed plans for the physical and operational future of the Airport.

2.4.2 General

The O.O.P. recognizes the economic and recreational benefits of the Oshawa Executive Airport to the City and the Region. It guides the City to co-operate with all levels of government and their appropriate agencies in promoting the development and modernization of the airport to its fullest potential until at least 2033. It does this while recognizing that potential extensions of Stevenson Road North and Beatrice Street West, across the Oshawa Executive Airport lands to facilitate redevelopment of the airport lands for alternative land uses, may be considered pursuant to Official Plan Policy 3.2.22.

2.4.3 Permitted Uses

The O.O.P. areas designated as Airport on Schedule 'A', Land Use (see Figure 8) shall be predominantly used for aviation-related uses including industrial, commercial, transportation and institutional uses that utilize the airport facilities or that benefit from proximity to such facilities. In addition, certain non-aviation uses that serve the airport area and recreational uses may be allowed subject to City and Transport Canada approval.

In addition, the O.O.P. establishes that any development or redevelopment of lands in the vicinity of the Oshawa Executive Airport shall comply with the provisions of:

1. The Noise Exposure Projection (N.E.P.), as prepared by Transport Canada and the Ministry of Municipal Affairs and Housing;
2. The height provisions of the Federal Aeronautics Act; and
3. Any other applicable Provincial or Federal policies, guidelines, or regulations.

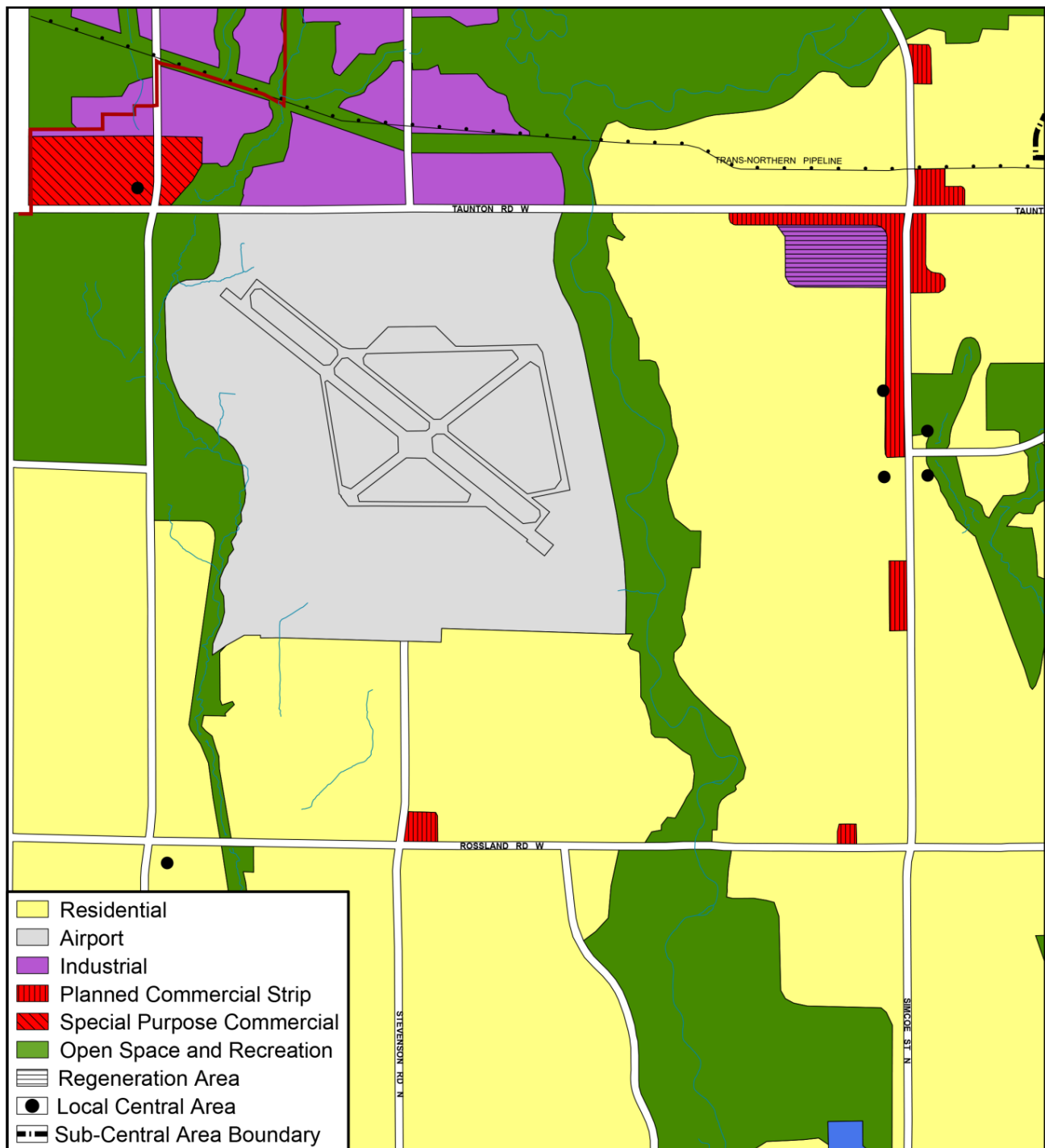


Figure 8: Excerpt from the Oshawa Official Plan Schedule 'A', Land Use

2.4.4 Transportation

In consideration of the City's commitment to operate the Oshawa Executive Airport until at least 2033, the potential extensions of Stevenson Road North and Beatrice Street West across the Oshawa Executive Airport are not shown on O.O.P. Schedule 'B', Road Network (see Figure 9). Modifications to O.O.P. Schedule "B" to show these extensions may be undertaken without amendment to the O.O.P. at such time as a new airport in the City of Pickering is operating and in the event the City considers it appropriate to redevelop the Oshawa Executive Airport for alternative land uses. Any redevelopment of the

Oshawa Executive Airport for alternative land uses shall be guided by a comprehensive Master Land Use and Urban Design Plan prepared by the City.

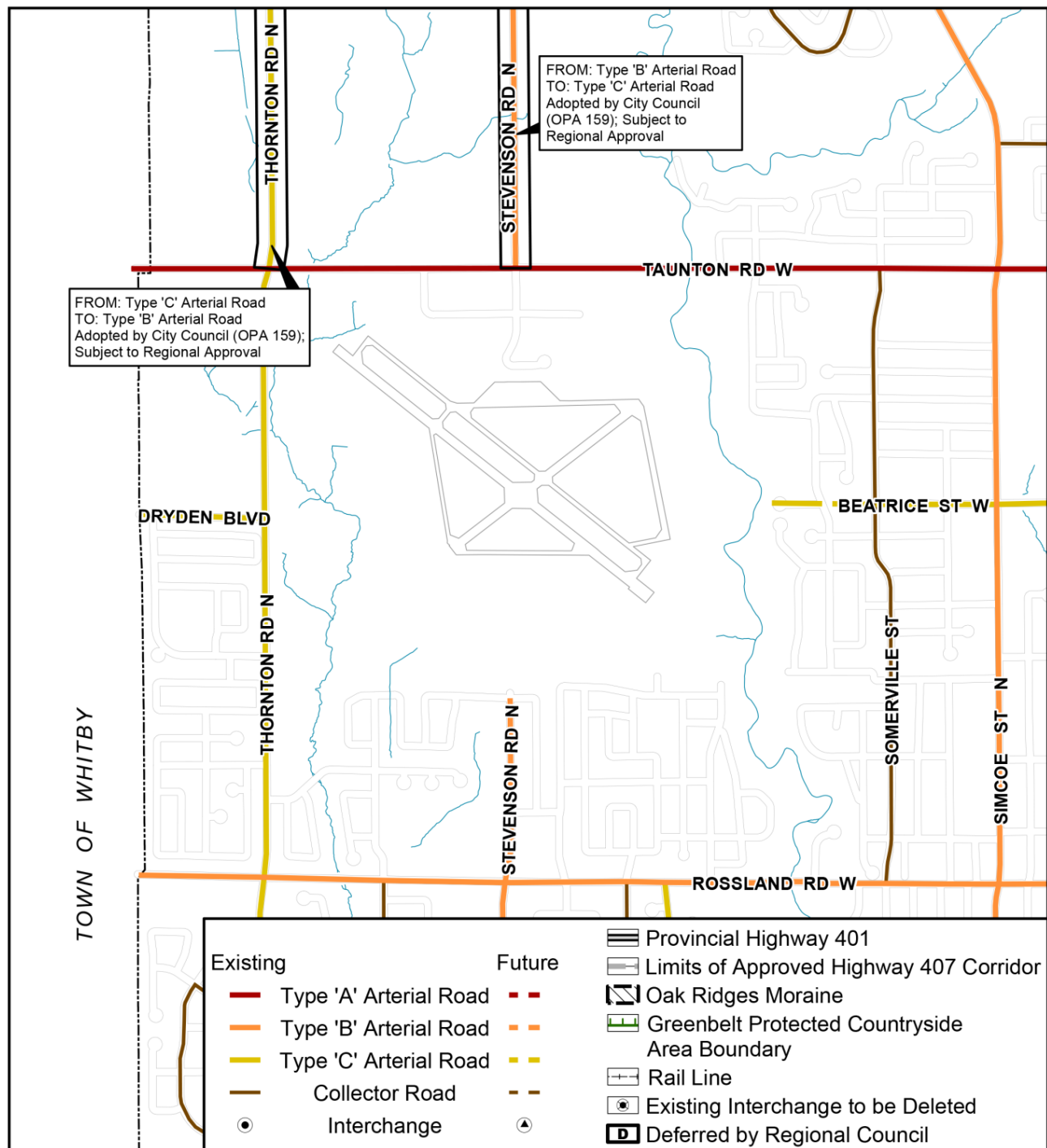


Figure 9: Excerpt from the Oshawa Official Plan Schedule 'B', Road Network

The Study Area is contained within Community Improvement Sub-area B and subject to the policies of Section 4.0 of the Oshawa Official Plan.

2.4.5 Oshawa Official Plan Policies

The following chart identifies some of the policies within the Oshawa Official Plan that have specific relevance to the Oshawa Executive Airport lands:

| Section | Policy |
|---------------|---|
| 2.10 | Airport |
| 2.10.1 | General |
| 2.10.1.1 | It is the intent of this Plan to recognize the economic and recreational benefits of the Oshawa Executive Airport to the City and the Region. In this regard, the City shall co-operate with all levels of government and their appropriate agencies in promoting the development and modernization of the airport to its fullest potential, in consideration of the City's commitment to operate the Oshawa Executive Airport until at least 2033, while recognizing that potential extensions of Stevenson Road North and Beatrice Street East across the Oshawa Executive Airport lands to facilitate redevelopment of the airport lands for alternative land uses may be considered pursuant to Policy 3.2.22 of this Plan. |
| 2.10.1.2 | The development of the airport shall generally be in accordance with the Airport Master Plan as approved by the City and Transport Canada and as may be amended. The Airport Master Plan may be detailed as necessary in development plans prepared by the City. |
| 2.10.1.3 | The area designated as Airport on Schedule "A" shall be predominantly used for aviation-related uses including industrial, commercial, transportation and institutional uses that utilize the airport facilities or that benefit from close proximity to such facilities. In addition, certain non-aviation uses that serve the airport area and recreational uses may be allowed subject to City and Transport Canada approval. |
| 2.10.2 | Land Use Relationships |
| 2.10.2.1 | The City shall have regard for the continued viability of the Oshawa Executive Airport in the consideration of any development or redevelopment of lands in the vicinity of the airport. |
| 2.10.2.2 | <p>The development or redevelopment of lands in the vicinity of the Oshawa Executive Airport shall comply with the following:</p> <ul style="list-style-type: none">(a) The provisions of the Noise Exposure Projection (NEP), as prepared by Transport Canada and the Ministry of Municipal Affairs and Housing publication "Land Use Policy Near Airports", or any succeeding publication;(b) The height provisions of the Federal Aeronautics Act; and(c) Any other applicable Provincial or Federal policies, guidelines, or regulations. |

| Section | Policy |
|----------------|---|
| 2.10.2.3 | <p>Prior to approving residential development or redevelopment or other noise-sensitive uses such as day care centres, schools and health care facilities in City of Oshawa Official Plan areas that have a NEP value of 25 or greater, the City shall require the proponent to:</p> <ul style="list-style-type: none"> (a) Submit a detailed noise analysis prepared by a qualified expert outlining the required noise insulation features in the design of buildings; (b) Satisfy the City that appropriate noise insulation features will be provided in the construction of buildings in accordance with Provincial and Federal standards; and (c) Inform prospective tenants or purchasers of residential units that aircraft noise may interfere with certain activities. Such a warning provision shall be included in the applicable development agreement. |
| 2.10.2.4 | New residential development or other noise-sensitive uses such as day care centres, schools and health care facilities shall not be permitted in areas that have a NEP value greater than 30. |
| 2.10.2.5 | Minor additions to existing development, minor infilling of residential or other noise-sensitive uses such as day care centres, schools and health care facilities and the replacement of existing residential development may be considered where the NEP value is greater than 30, provided the long term functions of the airport are not adversely impacted. |
| 3.0 | Transportation |
| 3.2 | Roads System |
| 3.2.22 | In consideration of the City's commitment to operate the Oshawa Executive Airport until at least 2033, potential extensions of Stevenson Road North and Beatrice Street East across the Oshawa Executive Airport are not shown on Schedule "B". Modifications to Schedule "B" to show these extensions may be undertaken without amendment to this Plan at such time as a new airport in the City of Pickering is operating and in the event the City considers it appropriate to redevelop the Oshawa Executive Airport for alternative land uses. Any redevelopment of the Oshawa Executive Airport for alternative land uses shall be guided by a comprehensive Master Land Use and Urban Design Plan prepared by the City. |
| 4.5 | Property Standards and Maintenance |
| 4.5.1 | <p>The City shall encourage the proper care and maintenance of all properties in order to:</p> <ul style="list-style-type: none"> (a) Conserve and safeguard the existing building stock, particularly buildings and structures designated or listed under the Ontario Heritage Act or identified by Heritage Oshawa as having cultural heritage value or interest; (b) Ensure that minimum standards of safety and health are complied with; and (c) Prevent visual blight in the form of deteriorating buildings, unkempt yards, derelict vehicles, accumulation of debris and unscreened open storage. |

2.4.6 Note

The Oshawa Official Plan is more than a set of individual policies. It is to be read in its entirety and the relevant policies are to be applied to each situation. There is no implied priority in the order in which the policies appear.

2.5 Parks, Recreation, Library and Culture Facility Needs Assessment

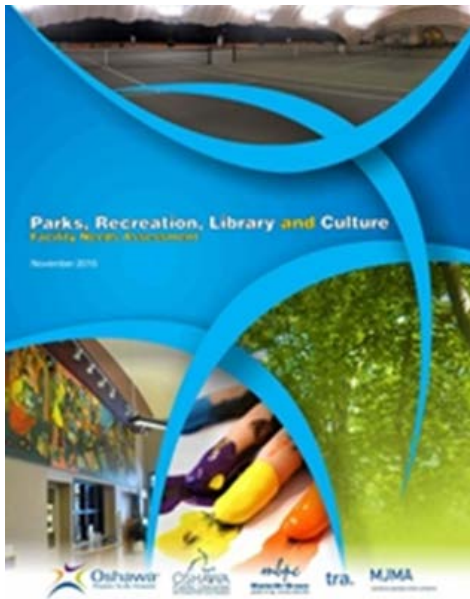


Figure 10: Cover of Parks, Recreation, Library and Culture Facility Needs Assessment

2.5.1 Overview

In November of 2015, the Parks, Recreation, Library and Culture Facility Needs Assessment (P.R.L.C. Assessment) was approved by Council. The P.R.L.C. Assessment provides a strategy for addressing future facility needs in the City of Oshawa and has been developed with an extensive community consultation program, including, among other things: a random sample Household Telephone Survey; an online survey; Focus Group Sessions with inside facility user groups, outside facility user groups, ice user groups, cultural groups, youth representatives, and older adult representatives; Key Informant Interviews; and workshops with the Library Board and City Council.

Recommendations contained in the P.R.L.C. Assessment are organized into the following areas:

1. Parks Provisioning Strategy
2. Recreation Facility Provisioning Strategy
3. Library Facility Provisioning Strategy
4. Cultural Facility Provisioning Strategy
5. Implementation Strategy

The P.R.L.C. Assessment's Vision reflects three key tenets heard through community engagements and that are already core values of the Community Services Department: 'Inspired', 'Active', and 'Creative'. The concepts of being 'active' and 'creative' are also meant to provide services inclusively to a broad range of interests, ages, abilities, incomes

and socio-cultural backgrounds in order to maximize participation and stimulate community vibrancy.

“Facilities that Inspire an Active and Creative Community” is the philosophy espoused in the P.R.L.C. Assessment.

By providing ‘facilities that inspire an active and creative community’, the P.R.L.C. Assessment recognizes the role of parks, recreation, library and cultural facilities in maintaining the quality of life enjoyed by residents, and building upon the City’s historical achievements in these areas. The City, through its Community Services Department and Oshawa Public Libraries, aspires to provide a balance of facilities oriented to sports, leisure, culture, learning, and otherwise healthy living.

2.5.2 P.R.L.C. Assessment and the South Field

Notwithstanding the broad consultation, extensive data collection and tremendous amount of analysis undertaken to inform the final report adopted by Council, the P.R.L.C. Assessment addresses, in a very general way, the future of the South Field of the Oshawa Executive Airport and the Thornton Road North lands vis-à-vis the parks and cultural facility needs within the City of Oshawa.

The P.R.L.C. Assessment states in Section 8.4 that “the Airport’s South Field and Thornton Road North lands could be explored as sites for future park, recreation, library and/or cultural facilities”.

Currently, a portion of the South Field is actively programmed as a soccer field. The extent to which the field can be programmed for soccer use is limited because of the lack of field lighting and size.

2.6 Culture Counts: Oshawa’s Art, Culture and Heritage Plan



Figure 11: Cover of Culture Counts

2.6.1 Overview

Culture Counts is Oshawa's Arts, Culture and Heritage Plan. It was created by the City of Oshawa with input from the community, receiving approval from Oshawa City Council in February 2014.

Culture Counts includes strategies and initiatives that the City and the arts and culture sector can implement over the following six years to help Oshawa maintain and build upon its cultural vitality.

Culture Counts aims to:

- Strengthen the work of cultural organizations
- Increase relationships within cultural projects, programs and events
- Connect the arts and culture communities to one other
- Develop a public art policy and program
- Strengthen awareness and connect creative businesses to each other

The Plan is built on six Strategic Directions that anchor and set a context for a collection of Strategies associated with a range of specific recommended Actions.

The following Strategic Directions provide the framework for Culture Counts:

1. Broaden and Evolve the City's Role in Arts, Culture and Heritage
2. Grow Culture-Led Economic Development
3. Increase and Strengthen Communication within and about the Arts, Culture and Heritage Sector
4. Build a Strong, Vital and Connected Arts, Culture and Heritage Sector
5. Create Vibrant Places and Spaces
6. Provide Access and Promote Inclusion in Oshawa's Cultural Life

The action plan outlines specific strategies and actions which support the six Strategic Directions of the Plan. The action plan includes recommended timelines, outcome measures, leads, partners and resources required.

2.6.2 Culture Counts and the South Field

Currently the City leases a portion of the South Field lands to the Ontario Regiment R.C.A.C. Regimental Museum and the 420 Wing. All of these organizations can be categorized as either Cultural Enterprises (museums: Ontario Regiment R.C.A.C. Regimental Museum) or Community Cultural Organizations (heritage groups: 420 Wing).

Some of the detailed strategies and their associated actions are contained in the following chart:

| Strategies | Actions |
|---|---|
| Strategy 4.1: Build and Sustain Partnerships across the Arts, Culture and Heritage Sector | <ul style="list-style-type: none">▪ Continue to look for opportunities to leverage partnerships in the arts, culture and heritage sector. |
| Strategy 4.4: Conserve and Celebrate Oshawa's Rich History and Heritage | <ul style="list-style-type: none">▪ Encourage greater collaboration among city museums, heritage groups, archives and the Oshawa Public Library as collections-based heritage institutions.▪ Increase awareness of Oshawa's heritage through expanded plaques, public art and monuments, banner and other physical manifestations of heritage throughout the city.▪ Explore opportunities to capture and promote 20th century story lines and historic resources. |

| Strategies | Actions |
|---|---|
| Strategy 5.3: Increase Spaces and Facilities in Which Cultural Activities Occur | <ul style="list-style-type: none"> Maximize the use of Civic spaces for arts, culture and heritage events and showcases. |

2.7 Integrated Transportation Master Plan

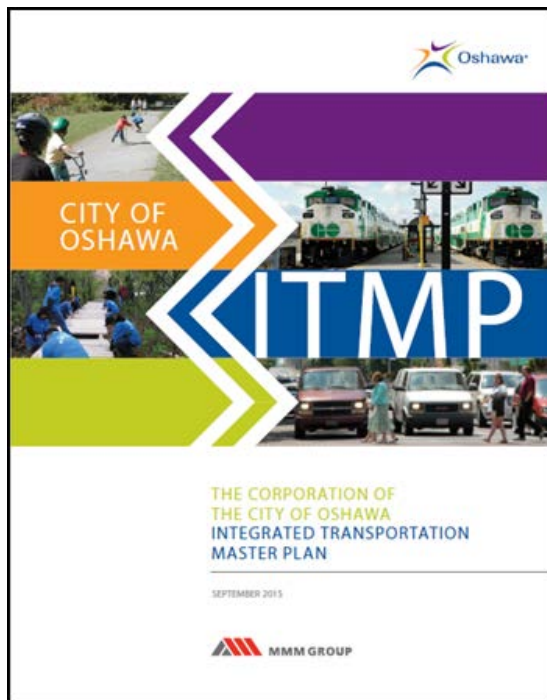


Figure 12: Cover of the Integrated Transportation Master Plan

2.7.1 Overview

In September 2015, Council endorsed the City of Oshawa's Integrated Transportation Master Plan (I.T.M.P.) and authorized staff to implement the prioritized recommendations of the Integrated Transportation Master Plan and Active Transportation Master Plan Study Reports.

The I.T.M.P.:

- Defines a citywide vision for the development of transportation priorities, programs and networks that are consistent with the Oshawa Strategic Plan and the City of Oshawa Official Plan;
- Guides future municipal transportation investments in infrastructure and supporting programs that consider all modes of transportation in an integrated manner;
- Facilitates coordination between the City, Region, Province and adjacent municipalities;
- Documents the City's understanding of how growth and provincial policy and planning initiatives along with other factors will affect transportation within the City, and defines an effective long-term plan for addressing the transportation challenges and opportunities that will arise as a result of these changes;

- Defines the City's plan for managing present and future transportation demands;
- Recommends improvements for the horizon years of 2023 and 2031;
- Provides the basis for revisions to the transportation components of the City's Official Plan;
- Identifies transportation infrastructure and programs needed to support the City's and the Region's land use plans, including improvements to local and regional roads, provincial highways and accesses, GO Transit service, Durham Regional Transit service, pedestrian and cycling facilities and transportation demand management (T.D.M.) initiatives;
- Addresses the needs of goods and freight movements, as a cornerstone of the City's economic vitality;
- Defines performance measures and a monitoring plan to enable assessment of the performance of the transportation system;
- Defines sustainable funding and implementation plan for the City's transportation infrastructure needs;
- Satisfies the requirements of the Municipal Class Environment Assessment process for Master Planning; and
- Develops and documents a transportation demand forecasting model to be provided to the City upon closure of the I.T.M.P., to support future transportation studies.

2.8 Active Transportation Master Plan

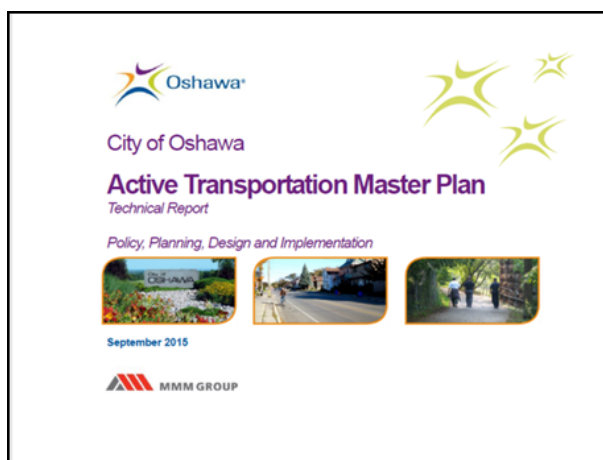


Figure 13: Cover of Active Transportation Master Plan Report

2.8.1 Overview

As part of the scope of work for the I.T.M.P., the consultant also prepared an Active Transportation Management Plan (A.T.M.P.) for the City. The six key goals of the A.T.M.P. are as follows:

- Meet community needs for active transportation facilities;

- Provide convenient access to and connectivity within the active transportation network;
- Develop an active transportation system that offers a high degree of comfort and safety;
- Adopt a phased approach to implementation;
- Promote active transportation; and
- Integrate on- and off-road active transportation facilities.

Active transportation includes many active modes and methods of travel such as:

- Walking/jogging/running
- Cycling
- In-line skating
- Skateboarding
- Manual and power-assisted mobility devices
- Snowshoeing/skiing

The process of promoting active transportation modes will allow the City, its residents and its businesses to realize and enjoy the benefits that active transportation brings, including:

- Health – an opportunity to be physically active on a regular basis
- Social – high accessibility for residents and employees of all ages, lifestyles, and cultural and socio-economic groups, and increases social interactions
- Transportation – reduced road congestion
- Environmental – reduced greenhouse gas emissions
- Economic – savings on gas, parking, insurance, vehicle maintenance and other costs.

2.9 I.T.M.P., A.T.M.P. and the South Field

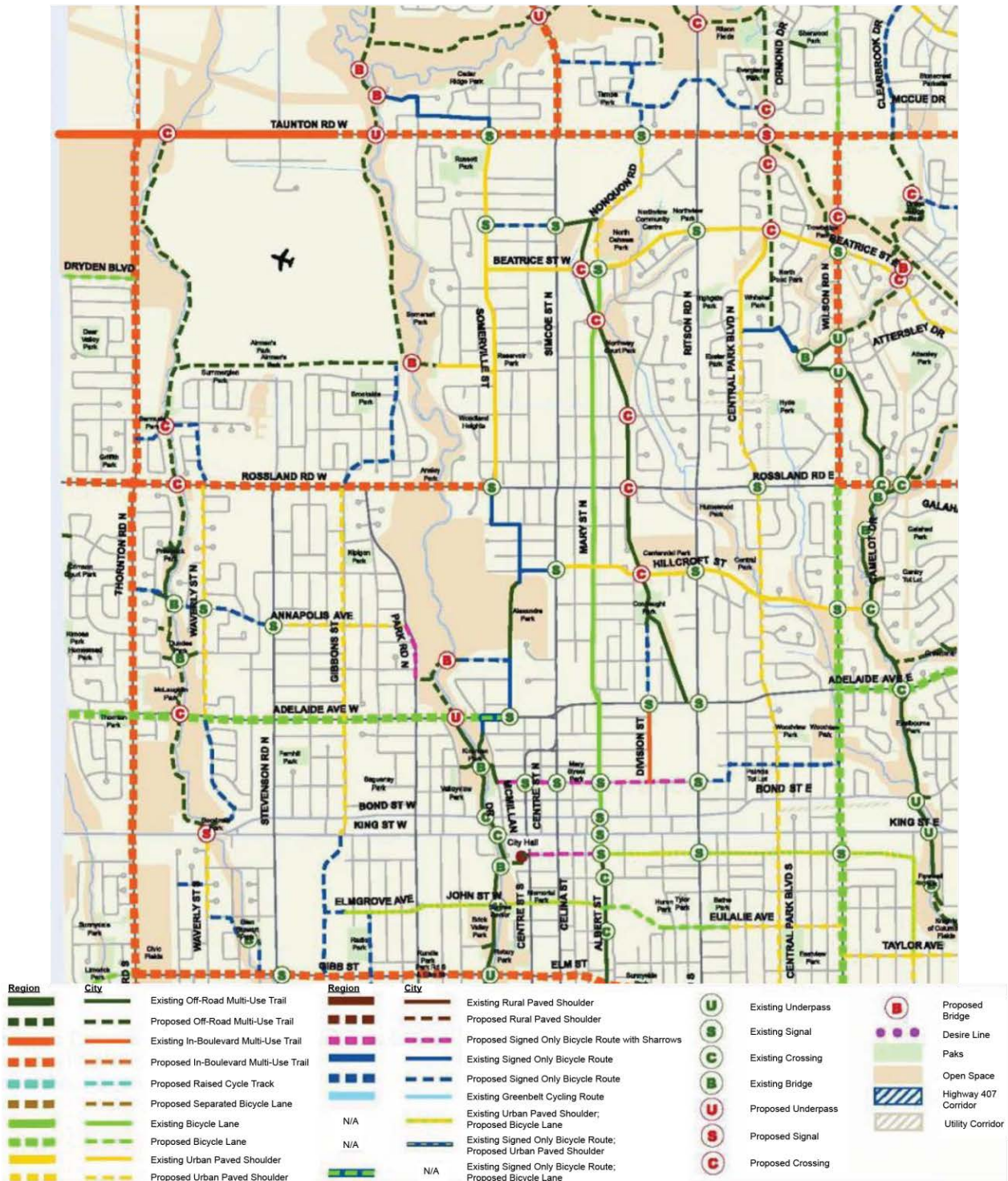


Figure 14: Excerpt from A.T.M.P., Existing and Proposed Active Transportation Routes

The only road improvements shown within the vicinity of the Oshawa Executive Airport relate to road improvements to Thornton Road North and to Stevenson Road North, both north of Taunton Road North. Improvements to Thornton Road North were completed in 2016 while road improvements to Stevenson Road North are contemplated the 2024-2031 timeframe. The City may need to review the Stevenson Road North timeframe to facilitate development in the Northwood Business Park adjacent to Durham College and U.O.I.T.

There are no road improvements contemplated for access to the South Field of the Oshawa Executive Airport.

As shown in Figure 14, there are two City-Proposed, Off-Road, north-south trails and one City-Proposed, Off-Road, east-west trail that are within proximity to the South Field or within the South Field Study Area. These proposed trails will provide appropriate linkages to any future uses within the South Field area and the Thornton Road West multi-use path.

2.10 Central Lake Ontario Conservation Authority (C.L.O.C.A.)

2.10.1 Natural Heritage Mapping and Setbacks From Goodman Creek

Central Lake Ontario Conservation Authority (C.L.O.C.A.) provided the following maps for consideration in the South Field Master Plan Study:

1. Figure 15: Conceptual C.L.O.C.A. Regulated Area and Flood Plain Boundaries
2. Figure 16: C.L.O.C.A. Natural Heritage System
3. Figure 17: Intake Protection Zone 3, Ecologically Sensitive Groundwater Recharge Area (E.S.G.R.A.), Highly Vulnerable Aquifer (H.V.A.)



Legend:

- Intake Protection Zone 3 (Green)
- Ecologically Sensitive Groundwater Recharge Area (E.S.G.R.A.) (Dark Pink)
- Highly Vulnerable Aquifer (H.V.A.) (Light Pink)

Figure 15: Conceptual C.L.O.C.A. Regulated Area and Flood Plain Boundaries

It is clear from the Figure 15 that only a small portion of the South Field lands, in the southwest quadrant of the Study Area, are included in the C.L.O.C.A. Regulated Area.



Figure 16: C.L.O.C.A. Natural Heritage System

Legend:

- C.L.O.C.A. Natural Heritage System (Green)

Figure 16 demonstrates that the Study Area is almost completely outside of the C.L.O.C.A. Natural Heritage System with the exception of a small portion of land in the southern quadrant near the terminus of Stevenson Road North and southwest part of the Study Area.

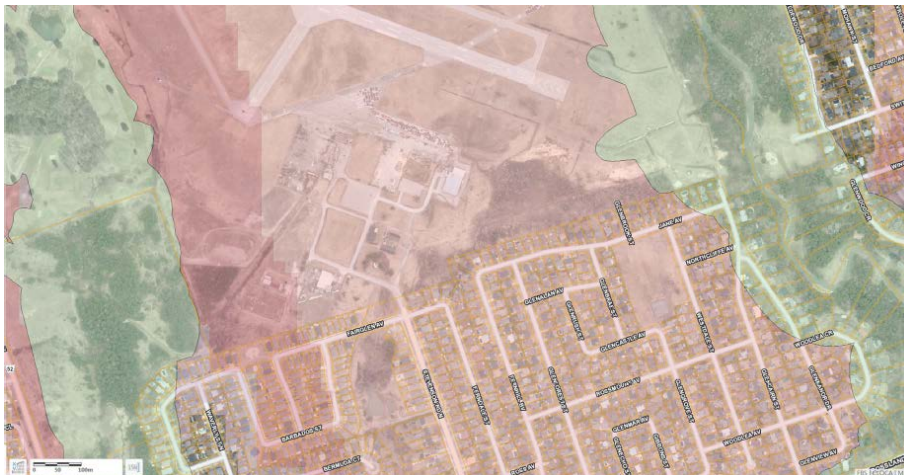


Figure 17: Intake Protection Zone 3, Ecologically Sensitive Groundwater Recharge Area, Highly Vulnerable Aquifer

Legend:

- Intake Protection Zone 3 (Green)
- Ecologically Sensitive Groundwater Recharge Area (E.S.G.R.A.) (Dark Pink)
- Highly Vulnerable Aquifer (H.V.A.) (Light Pink)

Of particular interest to the Conservation Authority are the following key themes:

- *Natural Heritage System* and *Feature* Protection and Restoration;
- Stormwater Management and Low Impact Development stormwater approaches;
- Source Water Protection; and
- Climate Change, including urban heat island mitigation and thermal protection of aquatic ecosystems.

3.0 Land Use and Zoning Context Review

3.1 Current Zoning

The current zoning within the Study Area is shown in Figure 18. The cross-hatching depicts the Study Area.

The current AP-D (Airport) zoning (permitted uses and regulations including the 50 metres Airport Buffer Space) is the result of an Ontario Municipal Board decision following an appeal of Zoning By-law 60-94, which in part, implemented the 1987 DelCan Oshawa Airport Master Plan for the South Field. The Delcan Study recommended that the South Field be used for recreational uses including aviation museums and sports fields. The appeal was made by the representatives of the Neighbourhood Action Committee that lived in the area south of the Airport.

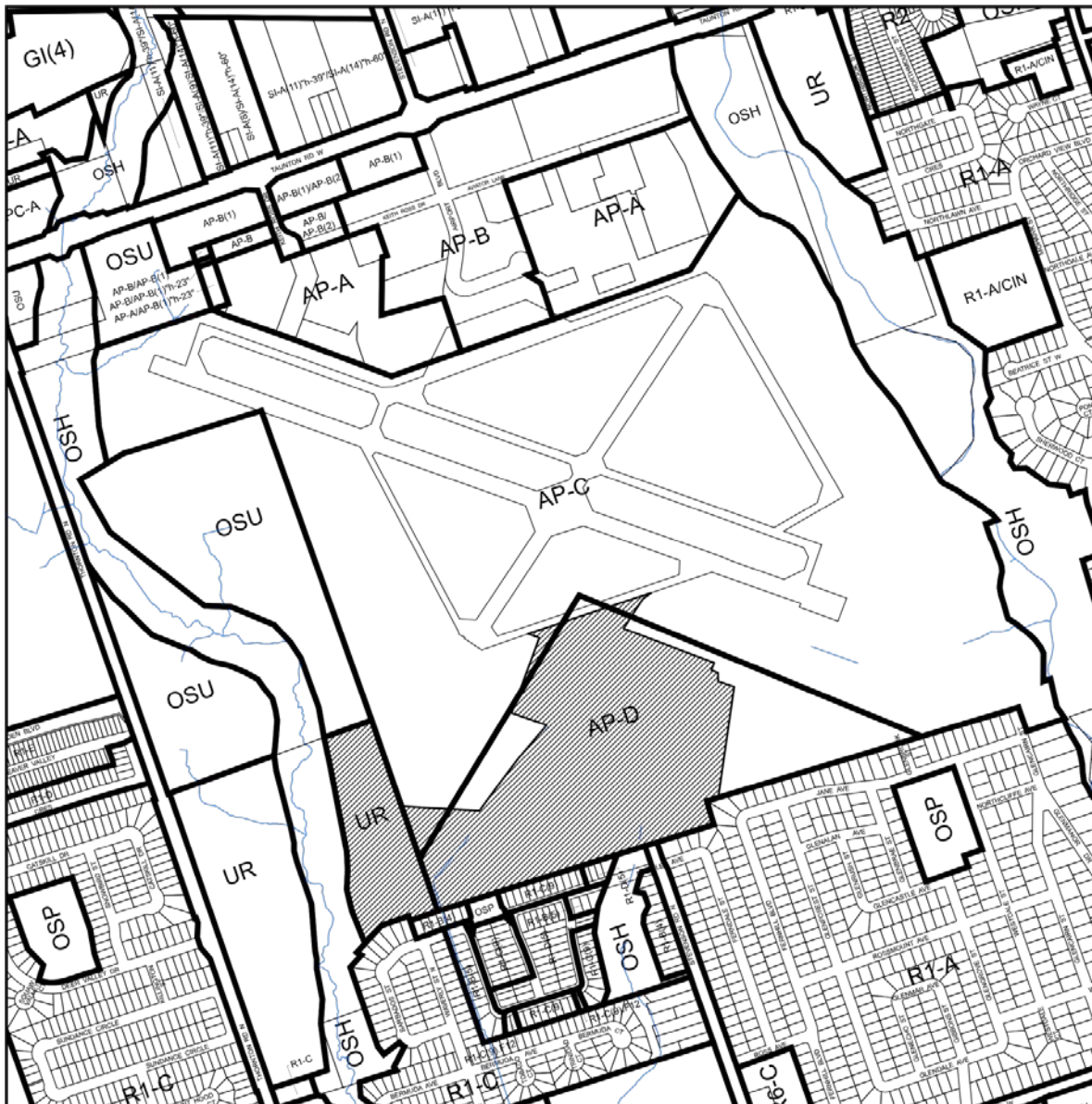


Figure 18: Map of the Study Area showing the Zoning

The Study Area contains the following three zones identified in Zoning By-law 60-94:

- AP-C (Airport)
- AP-D (Airport)
- UR (Urban Reserve)

3.1.1 Permitted Uses

The following uses are permitted in any AP-C (Airport) Zone:

- (a) Airport runways and taxiways

The following uses are permitted in any AP-D (Airport) Zone:

- (a) Agricultural uses, but not including new buildings
- (b) Museum
- (c) Recreational use

In addition, within the AP-D (Airport) Zone, any lands within 50 metres (164 ft.) of a Residential Zone shall be used for no purpose except Airport Buffer Space. Airport Buffer Space is defined as follows:

“**AIRPORT BUFFER SPACE**” means open space on a lot which is used for landscaping of any kind or land which is used for any accessory recreational purpose and, notwithstanding the generality of the foregoing, includes lawns, flower beds, shrubbery, trees and other plantings, decorative pools, ponds and natural water bodies, public and private walkways, recreational trails, patios, tennis courts, shuffleboard courts, playgrounds, decks and similar recreational facilities, and includes any driveway.

The following uses are permitted in the UR Zone:

- (a) Agricultural uses, but not including new farm dwellings
- (b) Existing uses, located in existing buildings or structures, provided such uses continue in the same manner and for the same purpose for which they were used on the day this By-law was passed, and new one storey accessory buildings
- (c) Outdoor recreational uses without any buildings or structures

3.2 Existing Land Uses, Leases and Licences

The following chart lists the leases and licenses within the Study Area:

| Organization | Lease or Licence | Type of Use | End Date |
|--|------------------|-------------|------------------|
| 420 (City of Oshawa) Wing, RCAF Association (420 Wing) | Lease | Recreation | October 31, 2034 |
| 2299671 Ontario Ltd. (Gemini Gymnastics) | Land Lease | Recreation | April 30, 2030 |
| Ontario Regiment RCAC Regimental Museum | Licence | Museum | October 31, 2034 |

| Organization | Lease or Licence | Type of Use | End Date |
|---|------------------|---------------------------|---|
| Oshawa Yacht Club Incorporated (Yacht Club) | Licence | Storage space | December 31, 2018 (with the possibility of extension for two years) |
| NAV CANADA | Land Lease | Air traffic control tower | Concurrent with the operation of the Airport |

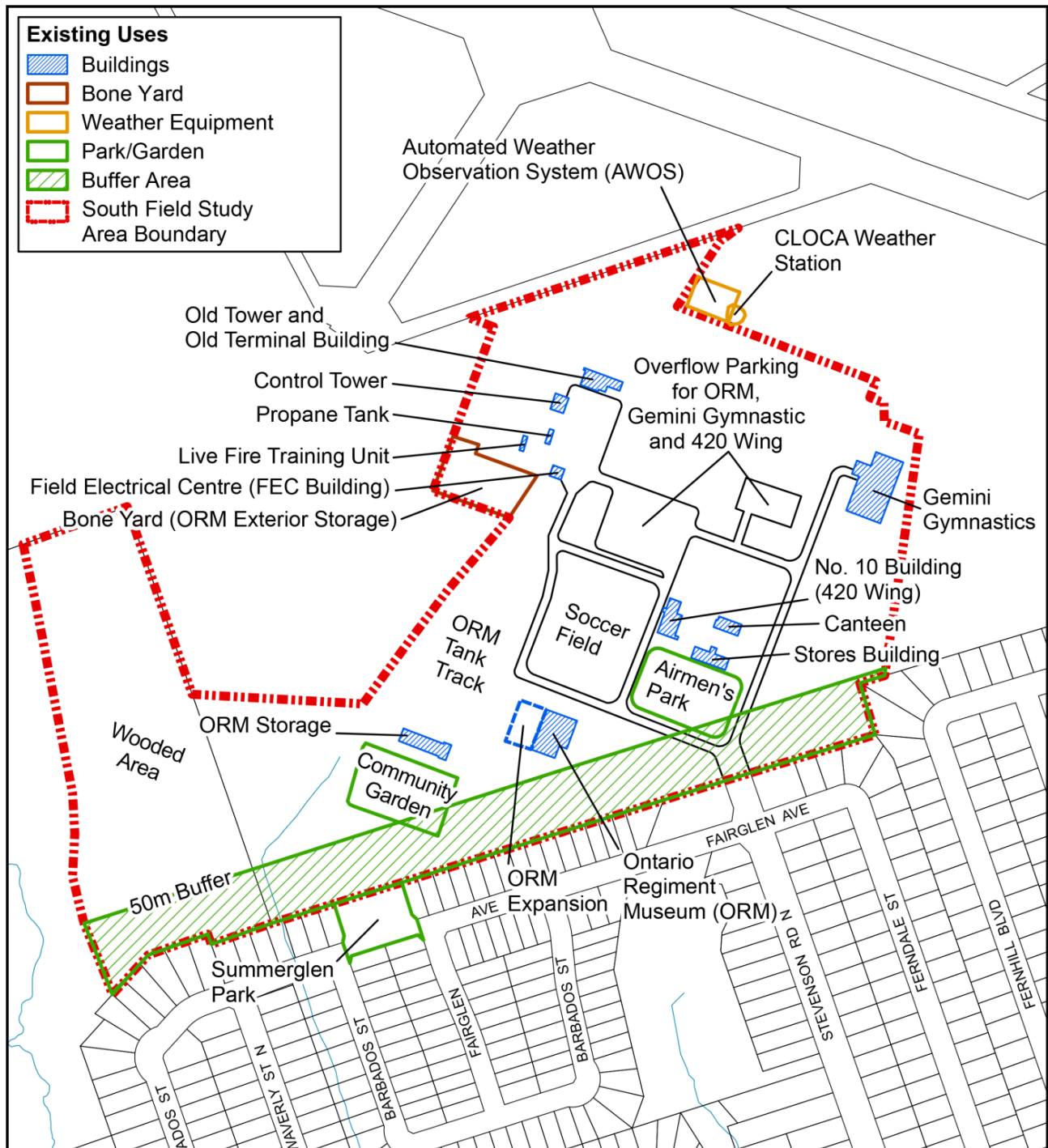


Figure 19: Existing Uses within the Study Area

3.2.1 420 Wing

The 420 (City of Oshawa) Wing, R.C.A.F. Association (420 Wing) is a fraternal organization whose membership consists of Oshawa area people with an interest in aviation and its history, including its contribution to nation-building in Canada. It includes pilots, maintenance personnel, airport staff and others who may or may not be active members of the flying community, as well as members who once served in the Canadian Air Force or in other Allied Forces. The 420 Wing is one of many R.C.A.F. Associations across Canada.

The 420 Wing owns and occupies the former No. 10 Building that was part of the original complex of buildings built for the British Commonwealth Air Training Plan (B.C.A.T.P.), as part of Canada's participation in World War II. The City of Oshawa currently has a lease agreement with the 420 Wing for the lands upon which the building is situated. The end date of the lease agreement is December 31, 2033.

The paved surface to the north of the Soccer Field is also used for parking for members and guests of the 420 Wing.

3.2.2 Gemini Gymnastics

Gemini Gymnastics is one of the top, high performance gymnastics clubs in Canada. The club was established in 1979 as a parent-run club. In December 2012 it was purchased by head coach Elena Davydova, the all-around Olympic Women's Artistic Gymnastic's gold medalist at the 1980 Moscow Olympic Games. Davydova immigrated to Canada with her family in 1991 and began coaching at Gemini.

Gemini Gymnastics owns the building and has a land lease with the City of Oshawa. They have indicated their desire to continue to lease the premises in the long term. The end date of their current lease is April 30, 2030. In addition, they have indicated a potential interest in purchasing the property should that option become available to them.

Gemini Gymnastics has limited parking associated with the property they lease from the City. The paved surface to the west of the building and north of the Soccer Field is sometimes used as overflow parking for Gemini Gymnastics when they are hosting an event.

3.2.3 Ontario Regiment R.C.A.C. Regimental Museum

The Ontario Regiment R.C.A.C. Regimental Museum (Ontario Regiment Museum) was established in 1980 with a mandate to educate the public on the vast history of the Canadian Military, military vehicles and the sacrifices made by the many people in Canadian military service. The Museum maintains Canada's largest collection of operational military vehicles. Recently the museum has been exploring options for implementing a multi-phased expansion of its operation and facilities.

The Occupancy Licence with the Ontario Regiment Museum expires October 31, 2034.

In addition to the Ontario Regiment Museum building and the new construction for enclosed storage space on the concrete pad adjacent to the museum building on the west side (to be known as the Military Vehicle Conservation Center), the Museum uses the

grassed area on the west side of the Soccer Field as a Tank Arena/Tank Track, a Quonset Hut to the south of the Tank Area as storage, the former Stores Building for vehicle storage, and an area to the west and south of the new Control Tower for storage of vehicle parts known as the “Bone Yard”.

The Ontario Regiment Museum has limited parking associated with the property they lease from the City. The paved surface to the west of the Gemini Gymnastics building and the paved surface to the north of the Soccer Field, in addition to the Soccer Field itself, are sometimes used as overflow parking for the Museum when they are hosting an event.

3.2.4 NAV CANADA

NAV CANADA is Canada’s Air Navigation Service Provider (ANSP) managing 12 million aircraft movements a year for 40,000 customers in over 18 million square kilometres (approximately 6.95 million square miles) – the world’s second-largest ANSP by traffic volume.

NAV CANADA is responsible for airspace stretching from the Pacific West coast to the East coast of Newfoundland and out to the centre of the North Atlantic, the world’s busiest oceanic airspace with some 1,200 flights crossing to and from the European continent daily. It also stretches from the busy U.S-Canada border with major international airports to the North Pole where aircraft fly polar routes to reach Asia.

The world’s first fully privatized civil air navigation service provider, NAV CANADA, was created in 1996 through the combined efforts of commercial air carriers, general aviation, the Government of Canada, as well as the employees and their unions.

NAV CANADA invests in infrastructure and develops its own advanced air traffic management (ATM) technology. NAV CANADA is a leader among world air navigation service providers.

NAV CANADA began construction on a new state-of-the-art air traffic control tower (new Control Tower) at the Oshawa Executive Airport in 2017 with plans for its completion by 2018. The new Control Tower replaces the older existing tower which is almost 50 years old.

The new Control Tower is a four-storey stand-alone facility located southwest of the existing control tower. The total cost of the project is approximately \$9 million.

NAV CANADA currently occupies office space in the Old Terminal Building. Once the new Control Tower construction is complete, they will no longer require this office space. In addition, upon completion of the new Control Tower, NAV CANADA will be in a position to demolish the Old Tower. The Airport Manager is reviewing the future need for the Old Terminal Building with City staff.

For security and safety purposes NAV CANADA will be installing a gate and fence around the perimeter of the lands around the new Control Tower. The future location of the fence and gate may impact the existing location of the Oshawa Fire Services Live Fire Training Unit and propane tank.

3.2.5 Airmen's Park

Airmen's Park is a 0.48 ha (1.2 ac.) neighbourhood park located to the north and east of the Ontario Regiment Museum. A war surplus Sabre aircraft is the focal point of Airmen's Park, which also contains various plaques and stones commemorating the site's aeronautical history. Additional detail about Airmen's Park and commemorative plaques and stones contained within the park can be found in Section 4: Heritage Context Review.

3.2.6 Airmen's Park Sports Field

Airmen's Park Sports Field is located to the north and west of Airmen's Park. This is a natural turf, unlit, mini field suitable for minor soccer play. The Soccer Field is a "Class C" field, approximately 55 metres by 35 metres (180 ft. by 115 ft.) in size and programmed by the City of Oshawa in the evenings between 6:00 p.m. and 8:00 p.m. The Soccer Field users park on the side of the roads surrounding the field or on the rectangular paved surface to the north of the field.

3.2.7 Community Garden

Some of the lands within the South Field Study Area are being used for a garden. The garden is located to the west of the Ontario Regiment Museum and south of the storage building (Quonset Hut). The garden users are not known to the City, are not a formalized group operating within the City's Community Garden Program and do not have a formal agreement authorizing the use. This is being reviewed by City staff.

3.2.8 Live Fire Training Unit and Propane Tank



Figure 20: Fire Trucks

Oshawa Fire Services maintains a Live Fire Training Unit and propane tank at the South Field that supports training exercises for the firefighters. The Live Fire Training Unit and propane tank are located to the south of the new Control Tower.

3.2.9 Field Electrical Centre

The Field Electrical Centre (F.E.C. Building) is a City-owned, pre-fabricated, steel-framed building on a concrete pad. The F.E.C. Building houses the main power supply and back-up generator system for to the Oshawa Executive Airport site, including the Old Terminal Building, runway and taxiway lighting as well as the control tower. The building was last assessed in 2014 and determined to be in good condition.

3.2.10 Summary

With the exception of the Oshawa Yacht Club, all lessees and licence holders have expressed the intention of continuing their lease/licence with the City of Oshawa in the long term.

3.3 Development Applications

There are no current development applications relating to the South Field lands.

4.0 Heritage Context Review

4.1 Overview of Heritage Research Reports

In 2002, Su Murdoch Historical Consulting prepared the research report entitled No. 10 Building, Oshawa Airport (420 Wing R.C.A.F. Association), 1000 Stevenson Road North. Subsequent to the receipt of that report, in 2003, Heritage Oshawa, the municipal heritage advisory committee to Council, prepared the Designation Report, No. 10 Building, Oshawa Airport (420 Wing R.C.A.F. Association), 1000 Stevenson Road North. Both reports address the inception of the British Commonwealth Air Training Plan (B.C.A.T.P.) in Oshawa at the South Field as part of Canada's participation in World War II, and more specifically, the historical merit and significance of No. 10 Building in particular.

In 2017, Heritage Oshawa engaged local heritage researcher, Melissa Cole, to prepare a report on the two South Field buildings to the east of Building No. 10, more commonly known as the former Canteen and former Stores Building.

These reports are summarized in the two sections below: the first dealing with the No. 10 Building and the second dealing with the former Canteen and former Stores Building.

4.2 No. 10 Building (420 Wing)

4.2.1 Historical Information

The 2002 heritage research report No. 10 Building, Oshawa Airport (420 Wing R.C.A.F. Association), 1000 Stevenson Road North prepared by Su Murdoch Historical Consulting, establishes that the buildings constructed in 1941 at the Oshawa Executive Airport to accommodate the No. 20 Elementary Flying Training School represent a part of Oshawa's participation in the war effort during World War II. In addition, the report identifies the No. 10 Building as one of the original buildings dating to the first period of construction activity in the winter of 1940-1941.

In response to the need for Canada to train pilots to support the war effort during World War II, flying clubs across the country would form a company under the Dominion Companies Act, provide their own capital and enter into a training contract with the Crown. In Oshawa, businessmen Alexander G. Storie (president and general manager of Fittings Ltd.), George Hart, Haydon McDonald, Samuel Trees and T. K. Creighton organized the Ontario County Flying Training School. Under the leadership of Charles Robson, owner of Robson Leather Co. Ltd., a fundraising campaign began. With the contribution of \$5,000 each, the Brantford and Kingston Flying Clubs joined forces with Ontario County Flying Training School and established the No. 20 Elementary Flying Training School (E.F.T.S.) under the model of the BCATP with Robson becoming the first manager of the school.

Between 1940 and 1944 in excess of 4,000 airmen from all Commonwealth Countries were trained at this location.

In the Fall of 1940 the demolition of existing farm buildings, leveling of two hills and a cultivated field, transformed the lands into the Oshawa Airport. Several new facilities were erected over the war years including a swimming pool, a bowling alley, hospital, hangars, runways, barracks and roadways. Today, three of the original buildings remain. One of

these buildings is occupied and maintained by the 420 Wing while the other two are used for storage (the former Canteen and the former Stores Building).

At the height of its operation during World War II, the Oshawa Airport employed about four hundred civilians, seventy of them instructors, with between seventy-eight and eighty-four aircraft in operation.

As a result of the 1994 National Airports Policy, the City of Oshawa assumed responsibility for the Airport in 1997.

4.2.2 Physical Structures and Architecture

Under pressure to open the airport and Flying School as part of the war effort, buildings at the Oshawa site were erected quickly. The initial construction activities in 1940-41 were followed by a second phase from September 1943 into 1944. The buildings were intended to serve a specific purpose for a life span of about twenty years. All were of frame construction and primarily clad in wood shingle siding and painted dark green. The roofs had cedar shingles and the window types included: 6 x 6 pane, double hung wood sashes; wood casements with multiple small panes; and narrow openings in the upper wall section. The original configuration of the site included the following structures: guard house, pump house, water tower, administration building, No. 10 Building, No. 11 Building (workshop), canteen, incinerators, gun butt, airmen's mess, H-shaped, two-storey barracks, No. 1 hangar, control tower, swimming pool, house for the Chief of Works and Bricks, hospital, officer's mess, recreational hall with a bowling alley, garage, parade square and tarmac (see Figure 21).

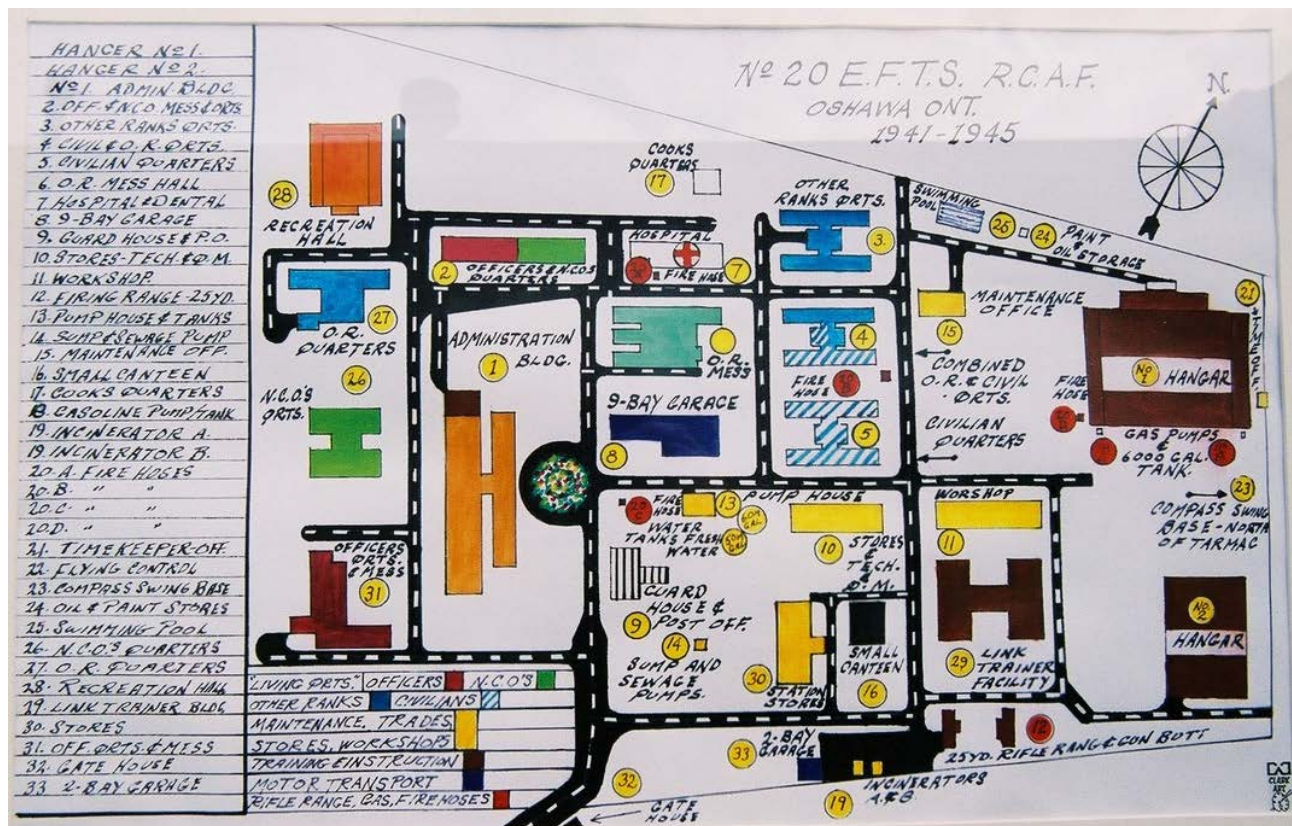


Figure 21: No. 20 Elementary Flying Training School Station Map, Bruce Forsyth, 2004

Second phase buildings included additional barracks, Link Trainer (aircraft flight simulator) building, No. 2 hangar with a concrete foundation pad prepared to double the size. Other buildings were constructed later by the military on an as-needed basis.

Three of these buildings, from the original construction of the airport in 1940-1941, remain on site today (2018): the No. 10 Building (420 Wing), the former Canteen and the former Stores Building. In addition, the original layout of the road pattern that supported the No. 20 EFTS remains as it was in 1940.

The No. 10 Building at one time served as the Non-commissioned Officers (N.C.O.) mess.

4.2.3 Report Conclusion

Murdoch's 2002 research report concluded that the No. 10 Building, now occupied by the 420 Wing, is one of the original buildings dating to the first period of construction activity in the winter of 1940-41 contributing to Canada's participation in World War II through the establishment of the No. 20 E.F.T.S to train pilots. Murdoch recommended that the No. 10 Building be maintained as part of a grouping of original buildings that, in 2002, survived on site including No. 11 Building. Since the 2002 research report was written, the No. 11 building has been demolished along with the Nos. 1 and 2 hangars.

4.3 Canteen and Stores Building

4.3.1 Historical Information

The research report, South Field Buildings, Oshawa Executive Airport (Stores Building and Canteen), 1000 Stevenson Road North, prepared by M. Cole and dated July 2017, contains much of the historical information presented in Murdoch's 2002 report: No. 10 Building, Oshawa Airport (420 Wing R.C.A.F. Association), 1000 Stevenson Road North. Murdoch's research shows that the Oshawa Executive Airport was established in 1940 as part of Canada's contribution to the World War II effort to train pilots. It explains the context of the BCTP and identifies the contributions of significant Oshawa businessmen to the effort to implement the Airport.

4.3.2 Physical Structures and Architecture

Cole's research, as in Murdoch's report, identifies the former Stores Building and former Canteen as having been built during the original phase of construction of the Oshawa Airport in 1940 and 1941. The buildings were intended to serve a specific purpose for a life span of not more than twenty years. Both were of frame construction and primarily clad in wood shingle siding and painted dark green. Although these two buildings have undergone some restoration work, the former Canteen continues to be clad with the original cedar shingles. The former Stores Building continues to retain the original six over six pane windows.

4.3.3 Current Uses

In 1977, Robert Stuart opened a private museum called the *Robert Stuart Aeronautical and Camp-X Museum* in the former Stores Building and it served as a museum until 2010. When this museum closed, the Ontario Regiment R.C.A.C. Regimental Museum (Ontario Regiment Museum) made use of the Stores Building as a tank hangar and vehicle compound for additional storage for their extensive collection of historical military vehicles. The former Stores Building continues to be used today by the Ontario Regiment Museum as a vehicle storage facility for a portion of their military vehicle collection.

The former Canteen is currently used as a storage facility by the Oshawa Yacht Club with a licence that will expire on December 31, 2018.

4.3.4 Report Conclusion and Recommendations

Cole's research report includes an assessment of two of the South Field Buildings based on Ontario Regulation 9/06, Criteria for Determining Cultural Heritage Value or Interest pursuant to the Ontario Heritage Act. Cole concludes that the former Stores Building and Canteen meet the criteria for designation under the three categories of 1. Design or Physical Value, 2. Historical/Associative Value and 3. Contextual Value. Cole's recommendation to designate the two buildings under the Ontario Heritage Act is based on this assessment.

On March 22, 2018 Heritage Oshawa, passed a resolution recommending that Oshawa City Council designate the former Canteen and former Stores Building pursuant to the Ontario Heritage Act. The following is the resolution from the March 22, 2018 Heritage Oshawa meeting:

"Whereas the South Fields Buildings of the Oshawa Executive Airport represent a significant monument to Canada's contribution to the WWII war effort through training of Allied forces; and,

Whereas Heritage Oshawa has obtained a research report on these buildings, located at 1000 Stevenson Rd. N and originally constructed in 1940-41; and,

Whereas the report demonstrates that these Canteen and Stores buildings of the South Fields meet the criteria under Ontario Regulation 9/06 for designation; and,

Whereas the South Field Buildings have historical value as they are linked to the British Commonwealth Air Training Plan and training of 73,000 Canadians during World War II, reflecting Oshawa's participation in this aspect of the war effort; and,

Whereas the Canteen and Stores buildings have physical design value as part of the overall British Commonwealth Air Training complex, in addition to original architectural features reflecting construction during WWII in 1941. Both feature long rectangular, single storey frame structures with medium pitched gable roofs, cedar shingle cladding on the former Canteen (north) building and original six-over-six pane windows on the former Stores building (south); and,

Whereas the South Field Buildings have contextual value as they remain on the site where they were built and are historically, visually and functionally linked to their

setting. They are part of a group of original buildings that include the No. 10 Building (420 Wing). The site is adjacent to Airmen's Park with its plaque 'dedicated, by grateful citizens of Oshawa and district, to all allied airmen who served their country in the cause of freedom'; and

Whereas contextual value is perpetuated by the current use of the former Stores building by the Ontario Regiment R.C.A.C. Regimental Museum to honour the No. 20 Elementary Flying Club's support of the war effort in WWII;

Therefore, be it resolved that Heritage Oshawa recommends that Council designate the former Canteen and Stores buildings of the South Field of the Oshawa Executive Airport as properties of cultural heritage significance under the Ontario Heritage Act.”

On March 26, 2018, Development Services Committee considered Heritage Oshawa's recommendation as Item HTG-18-18 and referred it to the South Field Master Plan study process.

4.4 Airmen's Park



Figure 22: Airmen's Park

Airmen's Park is a 0.48 ha (1.2 ac.) neighbourhood park located to the east of the Ontario Regiment Museum. A war surplus Sabre aircraft is the focal point of Airmen's Park (see Figures 22, 23 and 24), which also contains a plaque erected in 1992 by the City of Oshawa Community Services Department and dedicated by the members of the 420 Wing (see Figure 23).

The plaque reads as follows:

“THE BRITISH COMMONWEALTH AIR TRAINING PLAN
29 APRIL 1940 - 31 MARCH 1945

ON 17 DECEMBER, 1939, CANADA, THE UNITED KINGDOM, AUSTRALIA AND NEW ZEALAND, SIGNED AN AGREEMENT RELATING TO "TRAINING OF PILOTS, AND AIRCRAFT CREWS IN CANADA AND THEIR SUBSEQUENT SERVICE".

THIS AGREEMENT INAUGURATED THE BRITISH COMMONWEALTH AIR TRAINING PLAN UNDER THE DIRECTION OF THE ROYAL CANADIAN AIR FORCE.

CANADA BECAME THE MAIN CENTRE OF AIRCREW TRAINING FOR THE COMMONWEALTH, AND THOSE OCCUPIED COUNTRIES OF EUROPE, FIGHTING IN EXILE. OVER A PERIOD OF FIVE YEARS, 131,553 AIRMEN WERE TRAINED, AND GRADUATED, TO WINGS STANDARD.

IN 1941, MR. A.G. STORIE, PRESIDENT AND GENERAL MANAGER OF FITTINGS LTD., OSHAWA, AND EIGHT PROMINENT BUSINESS MEN, FORMED A SPECIAL COMPANY, UNDER THE DOMINION COMPANIES ACT, KNOWN AS ONTARIO COUNTY FLYING TRAINING SCHOOL LIMITED. IN THIS MANNER, NO. 20 ELEMENTARY FLYING TRAINING SCHOOL WAS ESTABLISHED UNDER THE "PLAN".

THE ADJACENT PARCEL OF FARMLAND, CONSISTING OF 492.12 ACRES, SITUATED TO THE WEST OF THIS SITE WAS CONVERTED INTO AN AIRFIELD IN EARLY 1941. FROM JUNE 1941, UNTIL OCTOBER 1944, APPROXIMATELY 2400 TO 2500 AB INITIO PILOTS GRADUATED FROM NO. 20 EFTS, TO PROCEED TO ADVANCED SERVICE FLYING TRAINING SCHOOLS, AND OPERATIONAL TRAINING UNITS, OVERSEAS.

THIS ARGUS AIRCRAFT PROPELLER BLADE IS ERECTED TO COMMEMORATE THOSE R.C.A.F. PERSONNEL, AND MEMBERS OF THE ALLIED COUNTRIES WHO TRAINED AT THIS AIRPORT.

THEY FLEW IN HARMS WAY, IN THE SERVICE OF THEIR COUNTRY, AND THE CAUSE OF GLOBAL FREEDOM.

ERECTED BY
THE CITY OF OSHAWA
COMMUNITY SERVICES DEPARTMENT
AND
DEDICATED
BY THE MEMBERS
OF
420 (CITY OF OSHAWA) WING
ROYAL CANADIAN AIR FORCE ASSOCIATION
1992”



Figure 23: 1992 Plaque Erected by the City of Oshawa Community Services Department and dedicated by the members of the 420 Wing.

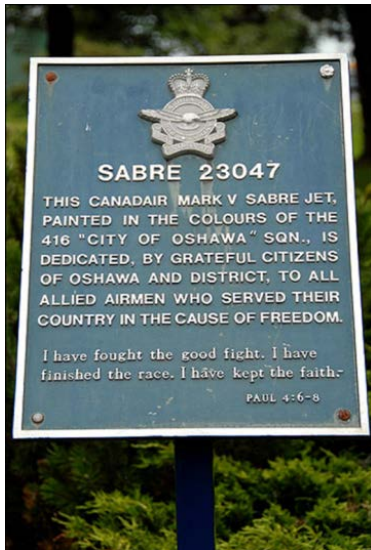


Figure 24: Plaque describing the Sabre Jet

The plaque interpreting the Sabre Jet reads as follows:

"SABRE 23047

THIS CANADAIR MARK V SABRE JET,
PAINTED IN THE COLOURS OF THE
416 "CITY OF OSHAWA" SQN., IS
DEDICATED, BY GRATEFUL CITIZENS
OF OSHAWA AND DISTRICT, TO ALL
ALLIED AIRMEN WHO SERVED THEIR
COUNTRY IN THE CAUSE OF FREEDOM.

I have fought the good fight, I have
Finished the race. I have kept the faith.-

PAUL 4:6-8"

In addition, in 1999 the Canadian Society for Civil Engineering installed a plaque on a commemorative stone (see Figure 25). The plaque reads as follows:

"NATIONAL HISTORIC CIVIL ENGINEERING
BRITISH COMMONWEALTH AIR TRAINING PLAN
No. 20 ELEMENTARY FLYING TRAINING SCHOOL - OSHAWA
A TRIBUTE TO CANADA'S CIVIL
ENGINEERS WHO, BETWEEN 1940 AND
1943, WERE RESPONSIBLE FOR THE
DESIGN AND CONSTRUCTION OF 88
AIRFIELDS AND 88 RELIEF FIELDS,
TOGETHER WITH ALL THE REQUISITE
INFRASTRUCTURE.
THE AIRFIELDS WERE REQUIRED BY
THE BRITISH COMMONWEALTH AIR
TRAINING PLAN WHICH TRAINED MORE
THAN 250,000 PERSONNEL, OF WHOM
131,000 WERE AIRCREW, FOR THE
ALLIED WAR EFFORT. THIS FIELD,
OSHAWA MUNICIPAL AIRPORT, WAS THE
SITE OF NO. 20 ELEMENTARY FLYING
SCHOOL.
CANADIAN SOCIETY FOR
CIVIL ENGINEERING
1999"



Figure 25: 1999 Canadian Society for Civil Engineering Commemorative Plaque and Stone

Also located in the park is a carved stone commemorating the 100 year anniversary of powered flight in Canada (see Figure 26).



Figure 26: Stone Commemorating the Centennial of Powered Flight in Canada 1909 - 2009

Additional information about this park is found in Section 3: Land Use and Zoning Context Review.

4.5 Ontario Regiment R.C.A.C. Regimental Museum

The Ontario Regiment R.C.A.C. Regimental Museum (Ontario Regiment Museum) maintains Canada's largest collection of operational military vehicles. 'Tank Saturdays' are an opportunity for visitors to see and experience Canadian, Commonwealth and Allied Forces' military vehicles up close and in action. The Ontario Regiment Museum has embarked on a journey to explore how it will implement its mandate in the future. This investigation has resulted in a multi-phased proposal to expand the museum facilities. The proposal is described in greater detail later on in this section.

The Ontario Regiment Museum was established in 1980 with a mandate to educate the public on the vast history of the Canadian Military, military vehicles and the sacrifices made by the many people in Canadian military service. A part of this education process is carried out through the static displays of historical artifacts, including collections of medals, manuscripts, photos and uniforms which tell the story of The Ontario Regiment and its soldiers over a 150 year history. Another part of this education process includes the scheduled 'Tank Saturdays'. 'Tank Saturdays' are certain Saturdays through the spring and summer when the Ontario Regiment Museum has live demonstrations of Canadian, Commonwealth and Allied Forces' military vehicles in operation. The museum is one of very few in the world, and the only one in Canada, that maintains a fleet of operational military vehicles and tanks.

4.5.1 History of the Ontario Regiment

The history of military units in Durham Region (formerly Ontario County) in the Province of Ontario can be traced as far back as 1837. In 1837-1838, an infantry company was formed in Whitby. Several years later, in 1856, a Highland Rifle Company was formed by Captain James Wallace, in Whitby. This rifle company became part of the 2nd Battalion Volunteer Militia Rifles of Canada in 1860. They later changed their name to the Queen's Own Rifles of Toronto (later the Queen's Own Rifles of Canada). The Whitby Rifle Company became Number 6 Company of the Queen's Own. As a result of important changes The Whitby Rifle Company became independent in 1862.

The Whitby Rifle Company served during the Fenian Raids of 1864-1866 alongside eight other independent companies in Ontario County. Following the Fenian Raids in 1866, these nine companies were reorganized and given the name, the 34th Battalion of Infantry, with headquarters in Whitby.

Some members of the 34th Battalion saw active service later during the North-West Rebellion of 1885, and the Boer War, 1899-1902.

In 1900, the unit's name was changed from the 34th Battalion of Infantry to the 34th Ontario Regiment.

During World War I the 34th Ontario Regiment recruited enough soldiers from Ontario County to form two full county-based battalions: The 116th and 182nd Battalions.

After World War I, the 116th Battalion reverted back to the 34th Battalion of Infantry and continued its training as an infantry unit.

In 1936, the unit was designated an armoured regiment within Canadian Armoured Corps and renamed The Ontario Regiment (Tank). The Regiment's name was changed once again in 1942 to the 11th Canadian Armoured Regiment (Ontarios).

There were two more name changes for the Regiment after World War II. In 1946, the Regiment was designated the 11th Armoured Regiment (Ontario Regiment) and in 1958, the Regiment assumed the title by which it is known today: The Ontario Regiment, Royal Canadian Armoured Corps (RCAC).

Additional information can be found at <http://www.ontrmuseum.ca/history.htm>.

4.5.2 Ontario Regiment Museum (Static Displays)

Completely refreshed in 2013-2015 by volunteers, the Ontario Regiment Museum has static displays of historical artifacts, including collections of medals, manuscripts, photos and uniforms which tell the story of The Ontario Regiment and its soldiers over a 150 year history during both World Wars, the Cold War era and modern times (see Figures 27 and 28).



Figure 27: Ontario Regiment Museum (Static Display 1)



Figure 28: Ontario Regiment Museum (Static Display 2)

4.5.2.1 Existing Situation



SITE AREAS:

PRIMARY SPACES:

| | |
|--------------------|------------|
| 1. EXISTING MUSEUM | 950sq.m |
| 2. MAIN TRACK | 10 000sq.m |
| 3. BANQUET HALL | 3400sq.m |

SECONDARY SPACES

| | |
|-------------------------|----------|
| 4. PARKING 1 | 3000sq.m |
| 5. PARKING 2 | 4000sq.m |
| 6. PARKING 3 | 1200sq.m |
| 7. PARKING 4 | 400sq.m |
| 8. STORAGE CONTAINERS 1 | 80sq.m |
| 9. STORAGE CONTAINERS 2 | 430sq.m |
| 10. QUANSET HUT | 500sq.m |
| 11. STORAGE/HERITAGE | 250sq.m |
| 12. HERITAGE | 150sq.m |

LEGEND:

PRIMARY SPACE

EVENT SPACE

SECONDARY SPACE

SECONDARY STORAGE SPACE

CIRCULATION SPACE

SITE MASSING: THE ONTARIO REGIMENT RCAC REGIMENTAL MUSEUM



D.G. Biddle & Associates Limited

consulting engineers and planners

96 KING STREET EAST, OSHAWA, ONTARIO L1M 1B6 PHONE: (905) 576-8500 FAX: (905) 576-9730

e-mail: info@dgbiddle.com

Figure 29: South Field lands showing areas currently being used by the Ontario Regiment Museum

Figure 29 shows the South Field lands with the various areas currently being used by the Ontario Regiment Museum. The existing museum building has a small office and display area as well as a small military vehicle area that is also used as a repair garage. There are various storage buildings and containers throughout the area identified as “secondary storage space” in Figure 29. The large, outdoor, concrete platform that was used for tank and military vehicle storage is currently undergoing construction to become an enclosed

structure. This new Military Vehicle Conservation Center will house over 50 military vehicles and resolve the museum's vehicle storage issues. From time to time the museum has partnered with the 420 Wing to use its space as a banquet facility. Also noted on the plan, is the large area in red labeled "Main Track". This space is actively used for events including "Tank Saturdays" and "Aquino Weekend" when the tanks will be paraded around the grassed area. The various paved areas, shown in blue, demarcate the parking used by the museum.

4.6 Camp X Building

4.6.1 Background

The Camp X Building (see Figure 30) is a simple, military type structure that is considered locally, regionally and nationally significant for its historic value by way of its direct association with World War II. The building is a remnant of a larger facility known as Camp X, an intelligence agents' training facility where secret service agents were trained for overseas service. It is currently located on the property at 4680 Thickson Road, north of Taunton Road East, in the Town of Whitby. It was moved to this location in 1972 and was used for a time as a shelter for cats. Currently, the building sits vacant.

During World War II the Camp X intelligence agents' training facility was located at the base of Boundary Road along the Lake Ontario waterfront and straddling the Oshawa-Whitby municipal boundary line.

Community members have expressed a desire to move the building to the South Field of the Oshawa Executive Airport and preserve the building as an artifact to be interpreted and maintained by the Ontario Regiment Museum. On March 21, 2016, Oshawa City Council directed staff to work with the Ontario Regiment Museum staff and the Town of Whitby staff on a process to relocate the Camp X Building from its location on Thickson Road to the Ontario Regiment Museum at the South Field of the Oshawa Executive Airport (DS-16-45). Since then, City staff have attended a few meetings with the Ontario Regiment Museum and Town of Whitby staff. Town of Whitby staff is waiting for the completion of the South Field Master Plan Study.



Figure 30: 2012 Photo of the Camp X Building

4.6.2 History

Camp X was the inspiration of Sir William Stephenson, known as the “Man Called Intrepid”, who recognized the need for an intelligence agents’ training facility in Canada near the American border. The facility was established on the shores of Lake Ontario on a 110 acre farm known as Glenrath Farm. Because of the necessity for secrecy involving all aspects of Camp X, when the property was acquired by British Security Co-ordination in 1941 it was conveyed to “John Jennings” who sold it in 1943 to “Rural Land Realty Co. Ltd.”, both cover names for the real owner. After the war, the facility was used as a communications centre by the Canadian Department of National Defense until 1969 when it was closed.

A portion of the lands became known as “Intrepid Park” to commemorate Camp X, and a monument to the camp was unveiled by Ontario Lieutenant –Governor John Black Aird in 1984. In 2012, Camp X was recognized nationally with a designation as a national historic event by Parks Canada. The designation is in relation to secret intelligence activities at Camp X, so it's a designation for an event instead of a site.

In the Fall of 1941, a number of buildings were constructed on the site of Camp X: a radio transmitter shack, a communications building, a lecture hall, a residence for the Commanding Officer and two H-shaped dormitory buildings. The Camp X Building, which is located at the Whitby site, is what was once a part of the eastern H-building (see Figure 31). It is the last remaining structure of the original facility.



Figure 31: Camp X, 1943, © Lynn Philip Hodgson, Camp-X Photo Gallery, Camp X Official Site

4.6.3 Exterior

Part of the Camp X group of buildings constructed during World War II, the building is typical of military construction: single plan with symmetrical openings. The exterior walls are 2” by 4” wood frame construction with horizontal planks on the exterior face. Pre-finished white metal lapped horizontal siding, not original to the structure, has been

fastened to the exterior of the wood planks. Also not original to the structure, is a concrete block enclosure that has been constructed on the north side of the building.

4.6.4 Interior

Most of the gypsum board and insulation are no longer present on the interior of the structure. The exterior horizontal wood panels and 2" by 4" wood framing is visible. There are, however, a few locations where the original paper-faced insulation remains in place. Roof trusses are exposed to view. Flooring is unfinished wooden planks placed diagonally over wood joists. A photo of the interior of the structure, taken in 2012, can be seen in Figure 32.



Figure 32: Photo showing interior of structure

4.6.5 Windows

Windows are wood frame single hung sash and are visible from the interior (see Figure 32). The windows are boarded up on the exterior with wood plywood sheathing. The upper part of the windows are fixed and the lower part moves up and down to facilitate ventilation.

4.6.6 City of Oshawa Council Direction

On October 29, 2003 Development Services Committee reviewed correspondence dated October 24, 2003 from Heritage Oshawa regarding a proposal to designate the No. 10 building – Oshawa Airport (420 Wing R.C.A.F. Association) located at 1000 Stevenson Road North under the Ontario Heritage Act (DS-03-301) and adopted the following resolution:

“That correspondence dated October 24, 2003 from Heritage Oshawa proposing the designation of the No. 10 Building – Oshawa Airport (420 Wing R.C.A.F. Association) located at 1000 Stevenson Road North under the Ontario Heritage Act be referred to staff for a report.”

It is staff's intent to address the outstanding direction related to DS-03-301 within the context of the final South Field Master Plan.

On February 28, 2005, Oshawa City Council considered Item DS-05-28, a report of the Commissioner of Development Services regarding Hangars No. 1 and No. 2 and the adjacent Quonset huts and passed the following resolution concerning the South Field:

1. That Hangars No. 1 and No. 2 be demolished using a combination of funds from the Airport Capital Reserve; that the demolition tender highlight the salvageable/re-usable material in the buildings; that the demolition tender indicate that the City will retain some of the wood timbers from Hangar No. 2 which are in good condition for future re-use.
2. Quonset Huts: That the Quonset Huts be removed from the Airport using funds from the Airport Capital Reserve by means of a tender which calls for removal or demolition and disposal.
3. That Barry Bryan Associates be engaged on terms satisfactory to the Commissioner of Development Services and the Director of Purchasing, to prepare a demolition tender specification and that the funds be taken from the Airport Capital Reserve.
4. That Golder Associates be engaged at a fee not to exceed \$8,000 (excluding GST) to prepare a designated substance survey and hazardous material removal specification for Hangar No. 1, Hangar No. 2 and Quonset Huts; that the funds be taken from the Airport Capital Reserve.
5. That Planning Services staff work with Heritage Oshawa to report back on the designation of the 420 Wing Building, Robert Stuart Museum buildings and a heritage conservation district on a portion of the South Field; and that any Heritage designation permit the buildings to be moved elsewhere on the South Field in the event this is required by a Council approved Master Plan for the South Field.
6. That City staff be directed to liaise with the Robert Stuart Museum to assess the best way in which to ensure the future preservation and retention within Oshawa of the Museum's historical artifacts/documents, etc. related to the Airport.

It is also staff's intent to address the outstanding direction related to Item 5 of the February 28, 2005 direction of City Council regarding DS-05-28 within the context of the final South Field Master Plan.

On March 21, 2016, Oshawa City Council directed staff to work with the Ontario Regiment Museum staff and the Town of Whitby staff on a process to relocate the Camp X Building from its location on Thickson Road to the Ontario Regiment Museum at the South Field of the Oshawa Executive Airport (DS-16-45). The March 21, 2016 Council resolution is quoted below:

"Whereas the City of Oshawa is committed to a long-term objective of seeing the south field of the Oshawa Executive Airport developed as a heritage park showing the cultural and military history of Durham Region; and,

Whereas The Ontario Regiment R.C.A.C. Regimental Museum is a fully accredited Canadian Forces museum and as such has a legal obligation to protect and preserve the historic treasures in its custody; and,

Whereas the City of Oshawa regards The Ontario Regiment R.C.A.C. Regimental Museum as a major cultural asset of the City which annually draws thousands of visitors to our region; and,

Whereas the last remaining structure from Camp X is located on Thickson Road in Whitby; and,

Whereas there is willingness with the Town of Whitby and The Ontario Regiment R.C.A.C. Regimental Museum to relocate this building and make it part of the museum's collection; and,

Whereas The Ontario Regiment R.C.A.C. Regimental Museum and its military collection is growing rapidly and is staffed by professional, knowledgeable and capable volunteers willing to staff the Camp X building and mount informative information;

Therefore be it resolved that based on DS-16-45:

1. That the Mayor be authorized to send a letter to The Ontario Regiment R.C.A.C. Regimental Museum setting out the City's support and endorsement to move the last remaining structure from Camp X on Thickson Road to The Ontario Regiment R.C.A.C. Regimental Museum; and,
2. That staff be directed to work with The Ontario Regiment R.C.A.C. Regimental Museum staff and the Town of Whitby on a process to relocate this building from Camp X on Thickson Road to The Ontario Regiment R.C.A.C. Regimental Museum located on the south field of the Oshawa Executive Airport; and,
3. That a copy of the Council resolution and letter from the Mayor be forwarded to the Town of Whitby."

Since March of 2016, City staff have attended a few meetings with the Ontario Regiment Museum and Town of Whitby staff. Town of Whitby staff is waiting for the completion of the South Field Master Plan Study. Finally, it is staff's intent to address this outstanding direction within the context of the final South Field Master Plan.

4.7 Special Character Area/Cultural Heritage Landscape

4.7.1 Road Pattern, Buildings and Views

The cultural heritage value of the area known as the South Field is primarily derived from its association with the No. 20 Elementary Flying Training School (No. 20 EFTS) established in 1940 to support Canada's role in World War II. Additionally, cultural heritage value is derived from the design and layout of the road pattern, structures and facilities that were constructed to support the No. 20 EFTS. Specifically, there is a grouping of three buildings that remain from the original buildings and facilities constructed in 1941 to open the airport and accommodate the No. 20 EFTS: No. 10 Building, former Stores Building and former Canteen. Based upon a cursory review of these buildings, two are currently maintained in reasonable condition (No. 10 Building and the former Stores Building). The third building (the former Canteen) appears to require some cosmetic work (minor wall and roof repairs and painting of the exterior cladding).

The road pattern of the South Field lands, as well as the existing airport runway pattern, remain today as they did when they were originally designed and built. The views to the airport runways from this group of buildings contribute to the associative value of the lands. Similarly, the views to the group of three buildings from various vantage points on the roadway contribute to the cultural heritage value of the area.

Research Reports prepared by S. Murdoch in 2002 and M. Cole in 2017 indicate that there is merit to designating three of the original remaining buildings from the B.C.A.T.P.'s No. 20 Flying Training School: Building No. 10, the former Canteen and the former Stores Building.

4.7.2 Airmen's Park

Airmen's Park contributes to and supports the cultural heritage value of the resources contained within the Study Area. With its Sabre Jet, commemorative plaques and stones, Airmen's Park celebrates and memorializes the B.C.A.T.P.'s No. 20 Flying Training School, the power of flight and, most importantly, the contribution of people from the City of Oshawa and surrounding area towards the Canadian national effort in World War II.

4.7.3 Ontario Regiment Museum

The Ontario Regiment Museum contributes to, and supports the cultural heritage value of, the resources contained within the Study Area. In addition to its static displays of historical artifacts, including collections of medals, manuscripts, photos and uniforms which tell the story of the Ontario Regiment and its soldiers over a 150 year history, the Museum has a unique ability to engage visitors with their live demonstrations of Canadian, Commonwealth and Allied Forces' military vehicles in operation on their 'Tank Saturdays' during the spring and summer seasons.

4.7.4 Camp X

The proposal to relocate the last remaining structure, the Camp X Building, of the culturally significant, and nationally recognized Camp X, to the South Field lands under the curation of the Ontario Regiment Museum would be an added highlight to the numerous culturally significant elements of the area.

5.0 Servicing and Transportation Context Review

5.1 Stormwater

5.1.1 Drainage Areas

The South Field lands are covered by two drainage areas. Both drainage areas ultimately flow into the Oshawa Creek via the Goodman Creek, which is in the Oshawa Creek watershed.

Engineering Services has advised that based on a cursory review of the existing situation, currently approximately 25% of the study area is impervious. Engineering Services requires additional information about drainage from the airport runways to determine if they are accounted for in the 25%. This will be reported on as the Study process advances.

5.1.2 Impervious Surface

The Goodman Creek stormwater pond between Adelaide Avenue West and King Street West downstream of the South Field lands was designed to accommodate 37% impervious surface in the South Field Study Area. Some of the former buildings within the Study Area have been demolished and it's not known at this time whether or not these former buildings were included in the 37% impervious surface.

If the South Field lands exceed the 37% imperviousness level, there will be impact to the downstream areas if no flood control and stormwater management measures are in place upstream of the pond. There is a "pinch point" located at Bermuda Avenue. In addition, there may be additional constraints further downstream that will need to be considered especially if additional development (additional impervious surface) is proposed for the Study Area.

The existing storm sewer system is shown in Figure 33. The volume of drainage received may be more than expected. It is known that the storm sewer in the subdivision to the south is not connected to the South Field.

5.1.3 Foundation Drain System

There is no Foundation Drain System in the South Field.

5.1.4 Water and Sanitary Systems

The Regional Municipality of Durham will have to comment on the capacity of the water and sanitary systems in the Study Area.

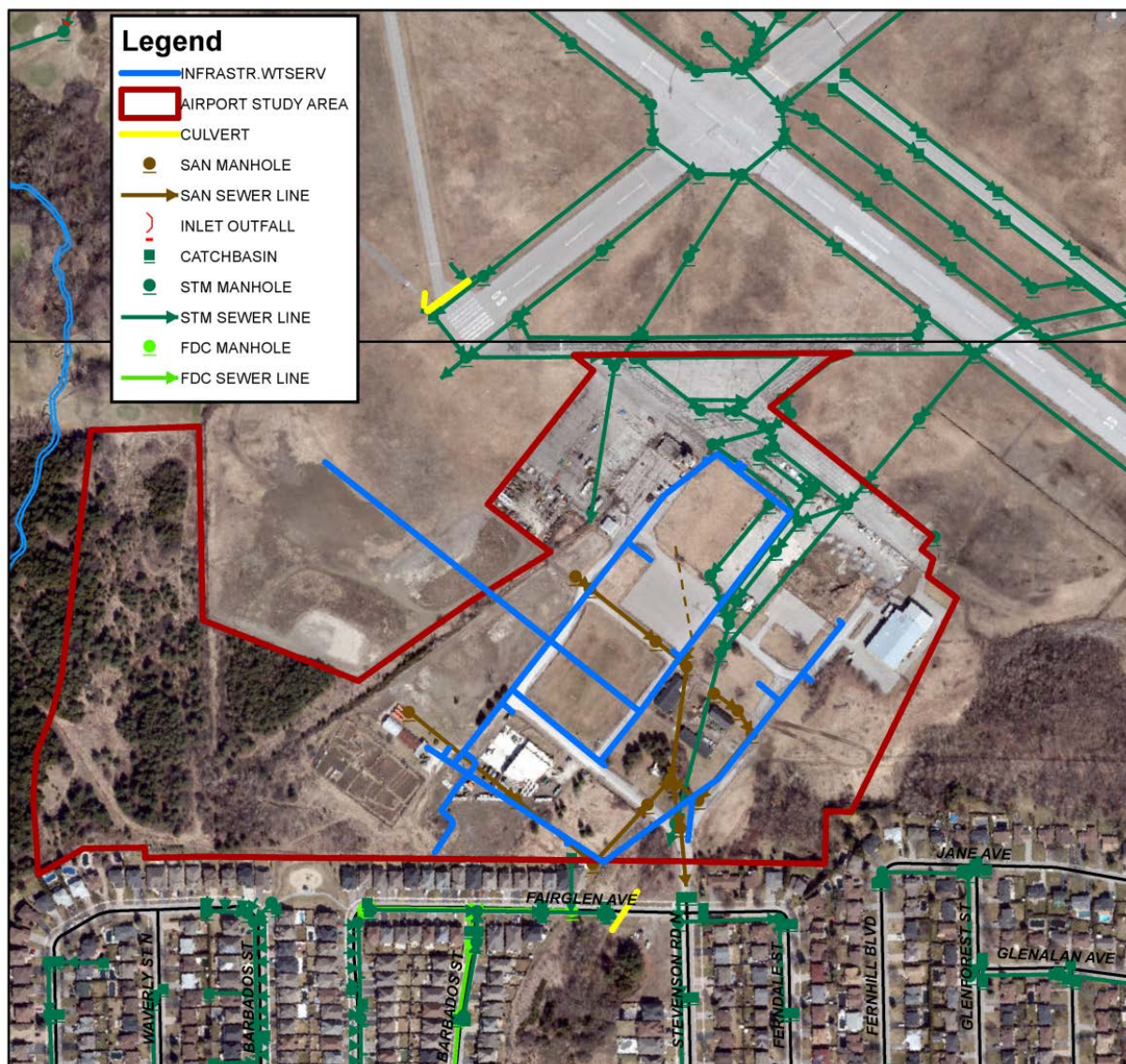


Figure 33: Infrastructure Services

5.2 Transportation

Stevenson Road North:

- The section of Stevenson Road North between Rossland Road West to Fairglen Avenue is a City owned road. This section of Stevenson Road North is designated as a Type B Arterial Road with an existing pavement width of 9.7 metres (31.8 ft.) and a 23.2 metre (76 ft.) right of way.
- Stevenson Road North south of Rossland Road West is a Regional road.
- A typical right of way for a Type B Arterial Road is between 30 to 36 metres (98 to 118 ft.). Engineering Services would ultimately like this section of Stevenson Road North to have a 26 metre (85.3 ft.) wide right of way, which is the minimum width for a Type C Arterial.

- The Regional Official Plan identifies Stevenson Road North as extending north from Fairglen to Taunton Road West. This is to protect for a future right of way if the Oshawa Executive Airport ceases operations.
- Engineering Services suggests that in the future, a Municipal Class Environmental Assessment may be required to protect a corridor for the potential future extension of Stevenson Road North to Taunton Road.

Private Roads:

- All roads within the Study Area north of Fairglen Avenue are classified as private. Most of these roads are gravel, some are paved, but only surface-treated.
- All of these private roads are intended for light traffic only with an estimated life of 7 to 10 years. The existing situation does not meet the City's design standard for local roads which are designed to a 50 year lifespan.
- A typical right of way width for a collector road is 20 to 26 metres (65.6 to 85.3 ft.), and for a local road is 20 metres (65.6 ft.).
- Engineering Services expressed that any proposed changes to the existing land uses will require an evaluation of the road pavement and possible reconstruction to comply with the City's engineering standards.

Active Transportation:

- Sidewalks: Currently there are no sidewalks within the Study Area. Engineering Services advises that the future road network may require sidewalks.
- Cycling: Currently there are no cycling facilities within the Study Area. Engineering Services advises that the future public road network should consider an on-road cycling network.
- Trails: To the east of the Oshawa Executive Airport lands, a 1.5 km trail connection from Somerset Park to Taunton Road West is planned to be constructed through the Oshawa Creek valley corridor.

The Active Transportation Master Plan has identified trail connections through the Goodman Creek Valley (north-south) and east-west along the southern boundary of the South Field lands.

Studies Needed:

- Engineering Services suggests that a Transportation Analysis be undertaken to determine the type of public road network appropriate for any future proposed land uses within the Study Area.
- In addition, it may be appropriate to undertake a Municipal Class Environmental Assessment for Stevenson Road and any proposed collector roads within the Study Area in the future.

6.0 Consultation Process

6.1 General

Consultation is an important component of the study. A Project Technical Advisory Committee was established and met on a monthly basis in early 2017. Presentations were made to the advisory committees of Council requesting their input. Individual one-on-one interviews were undertaken with lease and license holders within the Study Area. Meetings took place with the Airport Business Plan Working Group and Airport Community Liaison Committee. In addition, a Study Update was presented at the December 5, 2017 and June 13, 2018 Airport Community Liaison Committee Town Hall Meetings.

6.2 Project Technical Advisory Committee

The Project Technical Advisory Committee (P.T.A.C.) consisted of the following:

- One member from Planning Services to act as Chair
- The Airport Manager
- One member from Recreation and Culture Services
- One member from Parks Maintenance Services
- One member from Roads Operations
- One member from Engineering Services

Other agencies and departments were included in the P.T.A.C. meetings on an as-needed basis. These agencies and departments included: Fire Services, Finance Services, Central Lake Ontario Conservation Authority (C.L.O.C.A.), Region of Durham (Planning and Works), Oshawa Public Utilities Commission (O.P.U.C.).

6.3 Advisory Committees of Council

The following advisory committees to Council were consulted:

- Heritage Oshawa
- Oshawa Environmental Advisory Committee (O.E.A.C.)
- Oshawa Accessibility Advisory Committee (O.A.A.C.)
- Active Transportation Advisory Committee

6.4 Lease and Licence Holder Interviews

The following Lease and Licence Holder interviews were undertaken:

- Durham Branch of the Ontario Genealogical Society (Contact: Nancy Trimble, Chair)
- Oshawa Yacht Club (Frank Reher)
- 420 (City of Oshawa) Wing, Royal Canadian Air Force Association (Doug Raine, President, Mal (Malcom) Fraser, First Vice President)
- Gemini Gymnastics (Elena Davydova)
- Ontario Regiment R.C.A.C. Regimental Museum (Jeremy Neal Blowers, Executive Director)

6.5 Other Stakeholder Consultation

The following Stakeholder interviews were undertaken:

- Engineering Services (Patrick Lee, Manager, Water Resources Services)
- Planning Services (Planning Branch)
- Total Aviation & Airport Solutions (Stephen Wilcox, Airport Manager and James Roffey, Operations Manager)
- Facility Management Services (Mark Robinson, Director, Facilities Management Services, Kevin Alexander, Manager, Capital and Technical Services)
- Town of Whitby staff re: Camp X
- Planning Services (Susan Ashton, Manager, Development and Urban Design, Tom Goodeve, Principal Planner, Hena Kabir, Principal Planner)
- NAV CANADA (Jeff Wearn, Oshawa Executive Airport Tower Manager and Shane Hartwell, Unit Operational Specialist)
- Oshawa Fire Services (Derrick Clark, Fire Chief)
- Engineering Services (Melissa McCabe, Manager, Infrastructure Services, Ranjit Gill, Transportation Engineer, Mike van den Broek, Supervisor, Design Services)
- Central Lake Ontario Conservation Authority (C.L.O.C.A.) (Chris Jones, Director of Planning and Regulation)