

To: City Council

From: Warren Munro, HBA, RPP, Commissioner,
Development Services Department

Item Number: INFO-19-148

Date: May 14, 2019

Subject: Integrated Columbus Part II Planning Act and Municipal Class
Environmental Assessment Act Study: Overview of Background
Reports

File: B-2100-0109

1.0 Purpose

The purpose of this report is to provide an overview of the background reports prepared for the Integrated Columbus Part II Planning Act and Municipal Class Environmental Assessment Act Study (the Study). This information will be presented to the public at Public Information Centre (P.I.C.) Number 2.

In 2017 staff advised that they would report on the status of the Study as necessary.

On January 28, 2019 Council adopted the following recommendation regarding developer identification at Public Consultation Meetings:

“Whereas particulars about the December 5, 2018 Public Information Consultation in Stage One of the Integrated Columbus Part II Planning Study status are contained in Report DS-19-04 which is on the January 14, 2019 Oshawa Development Services Committee meeting Agenda, and;

Whereas the December 5, 2018 Public Consultation Meeting 1 was an opportunity to receive residents’ input to develop guiding principles and identify problems and opportunities, and was to include the opportunity to document concerns and opinions on matters to be considered as the Study moves forward, and;

Whereas during the Public Consultation Meeting 1 (the proponents of the Columbus Developers Group were not identified to the Columbus residents and took part in the table discussions and at least one of the developer’s representatives got himself appointed as a spokesperson for the residents and expressed his views on the desired residential density of the proposed development of the Columbus lands without every advising the residents present of his affiliation with the developers group;

Therefore, a policy be enacted requiring City staff to ensure going forward that all future Public Consultation Meetings (PICs) are conducted in a more transparent manner, and that all representatives of any group other than the residents being consulted and participating in such meetings are identified via name tags and not allowed to participate in the residents' deliberations or to speak on the residents' behalf."

Attachment 1 is a map showing the location of the Study Area boundary, including the Columbus Part II Planning Area.

Attachment 2 is a figure depicting an updated Study Work Plan which now shows how the Study will be integrated with the Columbus Subwatershed Study (C.S.W.S.).

2.0 Input From Other Sources

The following have been consulted during Stage One of the Study:

- Region of Durham
- Central Lake Ontario Conservation Authority (C.L.O.C.A.)
- Columbus Developers' Group
- Indigenous Communities
- Heritage Oshawa
- Columbus Community Advisory Committee

Staff will also be circulating the background reports to the various City Advisory Committees for their review.

3.0 Analysis

3.1 Background

The City of Oshawa has initiated the Study to advance development in a manner that is consistent with both the Planning Act and Municipal Class Environmental Assessment Act requirements.

The Study will help guide future growth and development within the Columbus Part II Planning Area, taking into consideration the unique historical context of the community, the cultural heritage of the area, land use, scale of development, transportation and servicing infrastructure, and the protection and enhancement of environmental and natural features.

The Study Area is generally bounded by Howden Road to the north, the Oshawa-Whitby boundary to the west, Winchester Road to the south and the east branch of the Oshawa creek to the east (see Attachment 1). The Columbus Part II Planning Area as identified in Schedule "E" of the Oshawa Official Plan forms part of and is located within the Study Area.

The Study's Work Plan is divided into four stages (see Attachment 2):

- Stage One: Study Initiation and Background Analysis

- Stage Two: Land Use and Transportation Alternatives
- Stage Three: Preferred Land Use and Transportation Alternative
- Stage Four: Part II Plan and Urban Design Guidelines

As illustrated in Attachment 2, the work will be integrated with the C.S.W.S. The C.S.W.S. is being completed under a separate process, carried out by a consultant team led by Stantec and reporting to a Steering Committee comprised of representatives from the City, C.L.O.C.A. and the Columbus Developers' Group. The C.S.W.S. is needed to inform the Study.

The Consultant Team, led by Macaulay Shiomi Howson Ltd. (M.S.H.) is currently finalizing Stage One of the Study. As the Study background reports are now finalized, a second P.I.C. is necessary to provide an overview of the background reports and to consider the Problem and Opportunity Statement being addressed for the preparation of the transportation assessment component of the Study. The background reports will help to inform the development of land use and transportation alternatives for the Columbus Part II Planning Area.

3.2 Update on the Deferred Lands subject to Durham Region Official Plan Policy 14.13.7

The Region of Durham, through its adoption of R.O.P.A. 128 on June 3, 2009, expanded Oshawa's Major Urban Area boundary to include additional lands for both Living Areas and Employment Areas north of Highway 407 East. Elements of R.O.P.A. 128 were subsequently appealed by the Province to the Ontario Municipal Board (now known as the Local Planning Appeal Tribunal, or L.P.A.T.). The appeal included a portion of the Columbus expansion area. These matters were largely resolved through a Settlement Agreement between the Region, the Province and various landowners.

Through the Settlement Agreement, the majority of the Living Areas expansion in the Columbus area was approved by the Ontario Municipal Board on January 9, 2013. However, a portion of the proposed Living Areas expansion in the vicinity of Columbus remained before the L.P.A.T. and was subject to Policy 14.13.7, which was implemented as part of the Settlement Agreement (see Attachment 1).

Policy 14.13.7, as it applied to certain lands in the Columbus area, requires the City of Oshawa to complete a comprehensive review of its Official Plan before the L.P.A.T. resumed its consideration of the proposed Living Areas expansion. Through this policy, it was intended that Oshawa's municipal comprehensive review would provide the analysis to justify the proposed Living Areas expansion, for further consideration by the L.P.A.T.

As discussed in Section 5.1.4 of this report, the Oshawa Official Plan was amended to conform to the D.R.O.P. and R.O.P.A. 128 through Amendment 179 to the Oshawa Official Plan (O.P.A. 179). O.P.A. 179 served as the City's comprehensive review for the purposes of D.R.O.P. Policy 14.13.7.

As part of the preparation of O.P.A. 179, a residential land needs analysis was conducted by the City. As a result of the analysis City staff concluded – as did the Region's consultant when R.O.P.A. 128 was undertaken - that the whole of the Columbus

expansion area (including the deferred lands subject to D.R.O.P. policy 14.13.7) is needed to accommodate Oshawa's residential unit supply requirements within the 2031 time horizon.

The Ontario Ministry of Municipal Affairs and Housing did not initially concur with the City's and Region's analyses. As a result, a contested L.P.A.T. hearing was scheduled for June 10, 2019 to resolve the outstanding dispute concerning the Columbus expansion area subject to D.R.O.P. Policy 14.13.7. Several non-decision appeals of O.P.A. 179 with respect to Columbus were also scheduled to be heard at the same time. However, the Province subsequently withdrew its status as a party in the O.P.A. 179 and R.O.P.A. 128 appeal proceedings on February 19, 2019.

Accordingly, a one-day L.P.A.T. hearing to resolve this outstanding matter took place on April 17, 2019. The matters were presented on the consent of all remaining parties, with only one participant appearing in opposition to express her opinion that the infrastructure needed would negatively affect Courtice. At the April 17, 2019 hearing, it was submitted by the parties and appreciated by the Tribunal that, to appropriately bring the matter to a close, the parties will prepare a draft Order on consent for review by the Tribunal member assigned the file. The Tribunal member indicated at the April 17, 2019 hearing that upon review of the Order he expects to issue approval of the deferred portion of the Columbus expansion area. The draft Order is anticipated to be delivered by the parties to the L.P.A.T. shortly.

3.3 Fire Master Plan

On January 28, 2019 City Council adopted the following recommendation:

- “1. That pursuant to Report CS-19-07 a consultant be retained in 2019 to prepare a new Fire Master Plan including a Community Risk Assessment to be funded from the Administrative Studies Development Charge Reserve at an estimated cost of \$160,000 exclusive of H.S.T.; and,
2. That the report be based on a true 10 year plan, basing the forecasts on rapid growth, moderate growth and low growth; and,
3. That the terms of reference include a response to the IAFF GIS Emergency Services Response Capabilities Report dated October 2018; and,
4. That the terms of reference include a review of the service levels and response times for the next 10 years; and,
5. That the terms of reference include a study for future Fire Hall #7 with recommendations as to its location. This inclusion does not indicate approval of the construction or location of Fire Hall #7.”

There is potential for future Fire Hall #7 to be located in Columbus. Staff will work with the consultant retained to prepare a new Fire Master Plan through the Study process to determine if the future Fire Hall #7 should be located in Columbus.

3.4 Background Reports

As part of Stage One of the Study, the Consultant Team prepared a number of background reports which will help to inform the development of both a vision of the community and land use and transportation alternatives. Ultimately, these will work in tandem to develop a Part II Plan for Columbus. The following is a list of the background reports that have been prepared for the Study:

- Planning Background Considerations Report;
- Public Information Centre Number 1 Visioning Session Summary;
- Stage 1 Archaeological Assessment;
- Cultural Heritage Resource Assessment Study;
- Sustainable Development Report;
- Retail Background Report (Phase 1);
- Background Review Water and Wastewater;
- Phase 1 Transportation Report; and
- Demographic, Housing and Economic Analysis.

A draft C.S.W.S. Phase 1 Report has also been prepared which provides an overview of existing watershed and subwatershed conditions, as well as an overview of the natural environment. This will also help to inform the development of a vision of the community and land use and transportation alternatives. Phase 2 of the C.S.W.S. will include an implementation strategy and environmental monitoring program.

The background reports (excluding the draft C.S.W.S. Phase 1 Report) can be found on the Study's webpage located at <http://www.oshawa.ca/ColumbusStudy>.

The draft C.S.W.S. Phase 1 Report is an initial draft only and will be available once it is finalized.

An overview of each background report is described below.

3.4.1 Planning Background Considerations Report

The Planning Background Considerations Report, prepared by M.S.H., summarizes a review of the Study policy framework and provides a summary of each of the background reports completed to date. The Planning Background Considerations Report is intended to inform discussions by the City, residents, landowners, agencies and other stakeholders, which will lead to the establishment of a planning framework for the Columbus Part II Planning Area and other lands in the Study Area.

The Provincial, Regional and City planning policy framework provides strong direction with respect to the form of development (e.g. creation of efficient land use and development patterns and creation of healthy, active and complete communities) and the protection of the natural environment (e.g. protection, maintenance, restoration and, where possible, improvement of the natural heritage system and protection of the quantity and quality of surface and groundwater resources). At the same time, the planning policy framework provides the latitude to recognize that any development must reflect the fact that

Columbus is a unique area of Oshawa with a significant heritage component focused at the existing intersection of Columbus Road and Simcoe Street North.

The background reports provide the necessary basis for the establishment of a vision for the community and land use and transportation alternatives for Columbus. The vision and the alternatives are intended to respect the community's unique character and will take into consideration the information provided in the Stage 1 Archaeological Assessment, Cultural Heritage Resource Assessment and Transportation Problem and Opportunity Statement, as well as the water and wastewater servicing status, economic, demographic and housing trends, and best practices and principles for sustainable neighbourhood development.

3.4.2 Public Information Centre Number 1 Visioning Session Summary

The Public Information Centre Number 1 Visioning Session Summary Report, prepared by Brook McIlroy, provides an overview of P.I.C. Number 1, which took place at the Columbus Community Centre on December 5, 2018.

The format for the P.I.C. consisted of a drop-in session, a formal presentation and a workshop component. The drop-in session provided attendees with an opportunity to review Study information on display boards and talk with the Project Team. The formal presentation by M.S.H. provided background information and an overview of the Study process. The workshop component provided participants with the opportunity to provide input on the Study by identifying top priorities and guiding principles. The workshop also provided participants an opportunity to share their vision for the future development of the Columbus community.

During the workshop participants identified their top priorities for the Columbus community. Participants were provided with a list of guiding principles prepared by the Project Team and were asked to rank them according to a scale ranging from "very important" to "not as important." Participants were also encouraged to identify guiding principles of their own, in the event that they were not already identified on the list.

Guiding principles developed by the Project Team that were identified as "very important" by workshop participants consist of the following:

- Columbus' cultural heritage will be conserved and enhanced;
- Transition between residential and future industrial land uses will be carefully considered;
- The creeks, valleys and other related natural features that run through Columbus will be protected and maintained; and
- Transition between residential and surrounding agricultural land uses will be carefully considered.

Guiding principles developed and identified by workshop participants as "very important" consist of the following:

- Local roads should be kept as such to protect the community and prevent them from becoming a "pass-through" for drivers; and
- Preserve housing along Simcoe Street North.

Participants also shared their vision and concerns regarding the future development of the Columbus community. Common themes noted during the workshop component were:

- The need to maintain Columbus' identity and sense of community;
- The need to preserve the heritage features of the Columbus community;
- The need for servicing in Columbus;
- Concern over high density development; and
- Concern over traffic/noise and the need to enforce speed limits.

The comments received at P.I.C. Number 1 will help inform Stage Two of the Study.

3.4.3 Stage 1 Archaeological Assessment

The Stage 1 Archaeological Assessment, prepared by ASI provides a review of:

- Previously registered archaeological sites and the original environmental setting of the properties;
- Nineteenth and twentieth-century settlement trends; and
- The extent of previous archaeological assessments carried out in the vicinity of the Study Area.

The Stage 1 Archaeological Assessment concludes that approximately 64% or 998 hectares of the Study Area exhibits potential for the presence of Indigenous and/or Euro-Canadian archaeological resources. As a result, the following recommendations are made:

1. Unless entirely confined to areas that have already been assessed and cleared of any further archaeological concern, any future developments within the Study Area must be preceded by a Stage 2 Archaeological Assessment, conducted in accordance with the Ministry of Tourism, Culture and Sport's 2011 Standards and Guidelines for Consultant Archaeologists. This work is required prior to any land disturbing activities in order to identify any archaeological resources that may be present.
2. During any further archaeological assessments, meaningful engagement with Indigenous Communities should be conducted as outlined in Section 3.5 of the Standards and Guidelines for Consultant Archaeologists and Engaging Aboriginal Communities in Archaeology Technical Bulletin.
3. Two sites are recommended to be subjected to a Stage 3 Archaeological Assessment, which will be used to evaluate the significance of the sites and to develop a series of recommendations concerning any further mitigative options that may be necessary. Due to the sensitive nature of the site locations, the locations are confidential.

3.4.4 Cultural Heritage Resource Assessment Study

The Cultural Heritage Resource Assessment Study, prepared by ASI, describes the existing conditions of the Study Area, present an inventory of potential cultural heritage resources, and propose appropriate mitigation measures and recommendations for

minimizing and avoiding possible negative impacts on identified potential cultural heritage resources.

The background research, data collection and field review conducted determined that there are 3 properties designated under Part IV of the Ontario Heritage Act, 29 Class A or B cultural heritage resources according to the Heritage Oshawa Inventory of City of Oshawa Heritage Properties, and 30 potential cultural heritage resources identified during a field review. Based on the research and analysis presented, the identified potential cultural heritage resources may be candidates for conservation and integration into future land uses in the Part II Plan area and should be subject to cultural heritage impact assessments during subsequent development planning applications.

The Cultural Heritage Resource Assessment Study makes the following six recommendations:

1. The Study should incorporate policies that promote the conservation of any properties that have been determined to merit heritage recognition. Given that many of the properties identified in this report form a contiguous stretch of recognized or potential cultural heritage resources, a Heritage Conservation District should be considered.
2. Properties identified as potential cultural heritage resources should be evaluated by Heritage Oshawa and/or City of Oshawa staff to determine if the properties merit designation.
3. Street patterns, zoning and urban design policies incorporated within the Integrated Columbus Part II Planning Act and Municipal Class Environmental Assessment Act Study should consider the existing and potential cultural heritage of the area, ensuring that properties with cultural heritage value are not only conserved but recognized as assets within the community.
4. Any proposed development on or adjacent to an identified existing or potential cultural heritage resource should require a cultural heritage impact assessment to determine the extent of the impacts of proposed development on existing or potential cultural heritage resources, and to ensure that the cultural heritage resources in the Study Area are conserved. For properties that have not yet been evaluated by Heritage Oshawa and/or City of Oshawa staff, cultural heritage impact assessments for these properties should contain an Ontario Regulation 9/06 evaluation of the property to determine if the property merits designation under Part IV of the Ontario Heritage Act.
5. Should future work require an expansion of the Study Area, then a qualified heritage consultant should be contacted in order to confirm the impacts of the proposed work on potential heritage resources.
6. The Cultural Heritage Resource Assessment Study should be submitted to Heritage Oshawa for comment and review.

The Cultural Heritage Resource Assessment Study was submitted to and reviewed by Heritage Oshawa.

3.4.5 Sustainable Development Report

The Sustainable Development Report, prepared by Brook McIlroy, outlines best practices and principles in sustainable neighbourhood development. Sustainable development guidelines and principles are typically created to guide planning and urban design decisions around sustainability and climate change. The Sustainable Development Report provides the following three examples of programs and metrics for sustainable neighbourhood development:

1. **Leadership in Energy and Environmental Design (L.E.E.D.) Neighbourhood Development Standards:** This is a program administered by the Canadian Green Building Council to evaluate and certify 'green' buildings across North America. L.E.E.D. Neighbourhood Development Standards moves past individual buildings and applies the L.E.E.D. system at the neighbourhood scale.
2. **One Planet Living:** This is a planning and sustainability framework that can be applied to businesses and organizations as well as to developments, plans and individual buildings.
3. **EcoDistricts Protocol:** This is a performance standard for district-scale sustainable development and redevelopment of urban areas.

The Sustainable Development Report also contains a number of guiding principles that are proposed for consideration to direct urban design and planning decision making for Columbus, including:

- **Mobility and Connectivity**
 - Walkable, vibrant streets;
 - Well connected street networks;
 - Access to transit; and
 - Active transportation networks.
- **Built Environment**
 - Compact development;
 - Mixed land uses and mixed use development;
 - Green buildings; and
 - Low impact development.
- **Natural Systems**
 - Preserving existing significant natural systems; and
 - Flood protection and avoidance.
- **Community Integration**
 - Diverse housing supply;
 - Accessibility; and
 - Community engagement.

The proposed sustainable neighbourhood development principles will be considered in the preparation of the land use and transportation alternatives and the development of urban design guidelines in the later stages of the Study.

3.4.6 Retail Background Report (Phase 1)

The Retail Background Report (Phase 1), prepared by Three Sixty Collective, includes a retail commercial inventory and a trade area socio-economic profile.

The retail commercial inventory was prepared using a trade area that includes a 10-minute drive time from the unofficial “centre” of Columbus, located at the intersection of Columbus Road and Simcoe Street North. There is approximately 10,312 square metres (111,000 sq. ft.) of retail in the 10-minute drive time trade area. Local serving food and drug-related retail is the dominant retail category. The retail in the 10-minute drive time trade area is primarily local serving with a combination of some destination businesses. However, the 120,773 square metres (1.3 million sq. ft.) of retail located in the Windfields Main Central Area located south of Highway 407 East, east and west of Simcoe Street North has not yet been developed. This impacts the ability to determine future retail potential for the Study Area, as it is not clear on the mix of local serving, destination, power centre oriented and lifestyle and entertainment/eating oriented retailing that will be provided.

The trade area socio-economic profile is made up of current residents living in the Columbus area and was evaluated using different criteria based on a 10-minute walk time, a 5-minute drive time and a 10-minute drive time. The following criteria was examined:

- Population;
- Age;
- Household income;
- Education and Occupation;
- Travel to Work;
- Ethnicity;
- Marital Status; and
- Annual Household Expenditure.

Phase 2 of the retail analysis will include a retail demand analysis based on the agreed upon build-out scenarios (land use and transportation alternatives) of residential and employment areas. Phase 2 will be prepared once the land use and transportation alternatives are finalized.

3.4.7 Background Review Water and Sanitary Sewers

The background review of Regional water supply and sanitary sewer services, prepared by Wood, reviews existing water and sanitary sewers services for the Study Area and outlines how the subject lands will connect to the Region of Durham’s water and sanitary sewers system.

The Region of Durham has a Master Planning and Capital Budgeting process that governs the development of these systems.

The Study Area is within the planned sewershed to be serviced by the Courtice Trunk Sanitary Sewer and the Courtice Water Pollution Control Plant. The Region's Master Planned Infrastructure is scheduled to bring services to the Study Area by 2023-2027 via a number of capital projects. A local sewer network will be required for servicing the Study Area. These sewers will connect to the Region's planned sewers. The alignments of these sewers will be defined according to proposed subdivision and road layouts that are developed through the planning process.

With respect to water, the Study Area is within the planned service areas for Durham Region Water Pressure Zones 4 and 5. Water services to the Study Area will be provided via expansions of Pressure Zone 4 and implementation of Pressure Zone 5. It is anticipated that Pressure Zone 4's watermains will be available in the 2022-2028 timeframe and the timing for pumping stations for Pressure Zone 5 will be determined through a Class Environmental Assessment.

All dates for the provision of water and wastewater services to the Study Area are based on forecasts in the Regional Development Charges Study. Actual funding of projects are subject to Regional Council approval on an annual basis through the annual Water Supply and Sanitary Sewer Servicing and Financing Study.

3.4.8 Phase 1 Transportation Report

The Phase 1 Transportation Report, prepared by H.D.R., documents the planning context for the City's transportation infrastructure as set out by regional and local policy documents and planning initiatives. The Phase 1 Transportation Report also outlines the existing and future background traffic conditions and identifies the problems and opportunities of the Study Area related to transportation. This background information sets the stage to evaluate existing transportation conditions as well as guide improvements in mobility, connectivity and safety for the future of the Study Area.

Specifically, the Phase 1 Transportation Report outlines:

- The Provincial, Regional and City planning context;
- Existing and future transportation conditions related to auto, transit, pedestrians and cyclists and includes a traffic safety review;
- The Study consultation process; and
- A Problem and Opportunity Statement.

The Phase 1 Transportation Report also identifies transportation related plans and how they relate to the Study Area, including the Durham Transportation Master Plan, Durham 2010 Long Term Transit Strategy, Durham 2012 Regional Cycling Plan, the City of Oshawa's Integrated Transportation Master Plan, and the City of Oshawa's Active Transportation Master Plan.

Through consultation with the public, agencies and stakeholders as well as through the review of existing transportation conditions and the planning context, a Problem and Opportunity Statement was developed, which will form the basis for the transportation

infrastructure needs to be addressed as part of Phase 2 of the Municipal Class Environmental Assessment process. The Problem and Opportunity Statement is:

“Columbus is a small, tight knit community in north Oshawa. Because of its distance to the core of the City, travel in the area is dominated by personal automobile. As a result, there are existing concerns about high traffic volumes and speeding through the community.

The development of Columbus through the Study presents an opportunity to address these concerns while also improving the Study Area transportation network for all travel modes – including pedestrians, cyclists, transit and vehicles. The Study will seek to address these opportunities by building upon the recommendations of the Durham Region T.M.P. and the City of Oshawa Integrated T.M.P. to identify a transportation network that supports anticipated growth and that is safe, accessible and comfortable for users of all ages and abilities.”

Specific problems and opportunities identified through the detailed analysis and consultation activities are outlined below and will be addressed in Phase 2.

Problem	Opportunity
Existing and future traffic conditions experience critical movements at select intersections.	Evaluate future traffic conditions and improve intersection operations to accommodate demand.
Safety and operational concerns at various intersections and in the Study Area.	Evaluate intersection related and segment related countermeasures and treatments such as speed and traffic calming measures which may include community safe zones, speed limits and neighbourhood traffic management programs. Consider alternative solutions which divert traffic away from locations with high collision rates.
Transit service is not frequent and is not provided on Sundays.	Evaluate transit ridership and potential to expand/improve service and provide connections to the future multimodal node located at Highway 407 East and Simcoe Street North.
Lack of continuous pedestrian and cyclist facilities for all users.	Provide continuous sidewalks on both sides of Simcoe Street North, Columbus Road and other arterial roads. Consider cycling facilities along Simcoe Street North to connect to the Greenbelt Cycling Route along Raglan Road.

Problem	Opportunity
	<p>Evaluate the proposed active transportation network and provide recommendations for other connections to existing Greenbelt trails.</p> <p>Develop a well-connected pedestrian and cyclist network on proposed collector networks throughout the Part II Plan area.</p>
<p>Expand the existing transportation network to accommodate proposed future development in the Study Area.</p>	<p>Improve the transportation network to accommodate proposed future development while preserving the Columbus Community character.</p>

3.4.9 Demographic, Housing and Economic Analysis

The Demographic, Housing and Economic Analysis, prepared by Watson & Associates Economists Ltd., provides a general assessment of recent demographic, socio-economic and economic trends within the City of Oshawa and the surrounding region, which are anticipated to influence future housing requirements, residential and non-residential patterns and urban land needs within the Study Area boundary. Specifically, Watson & Associates Economists Ltd. examined:

- Macro-economic, regional and local economic trends;
- Historical demographic trends, including impacts on the local housing market;
- Affordable housing trends; and
- Anticipated housing needs and non-residential land needs within the Study Area.

The Demographic, Housing and Economic Analysis determined that:

- The City of Oshawa is anticipated to experience steady urban and non-residential growth over the next 25 years;
- Approximately 18,000 new households are projected between 2016 and 2031 in Oshawa (1,200 new units per year);
- The Study Area will play a key role in accommodating future population and employment growth;
- A broad range of new housing will be required to accommodate this growth;
- The Study Area is expected to attract a broad range of demographic groups, including new homebuyers, families, empty-nesters and seniors;
- Relative to other areas of the City, the population is anticipated to be slightly younger and slightly more affluent; and
- Employment uses within the Study Area will be primarily focused on retail, mixed-use commercial and institutional employment sectors.

3.5 Public Information Centre Number 2

As identified in the Study's Terms of Reference, P.I.C. Number 2 is to consider the background reports and the urban structure vision resulting from the Visioning Exercise that took place at P.I.C. Number 1 held on December 5, 2018. P.I.C. Number 2 is also to consider the Problem and Opportunity Statement being addressed for the preparation of the transportation assessment component of the Study.

It is anticipated that P.I.C. Number 2 will be held in June of 2019 at the Columbus Community Centre. Notification of P.I.C. Number 2 will be provided via mail to all property owners within the Study Area. In addition, notice will be provided to individuals who left an email address at P.I.C. Number 1 or requested to have their name added to the Study mailing list. The Notice will also be published in the Oshawa This Week and Oshawa Express newspapers and posted on the City's website and social media accounts. City staff will also ask the Columbus United Church to post the notice on its sign along Simcoe Street North.

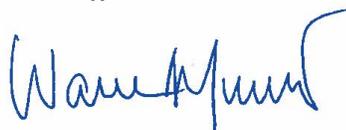
As per Council's direction, at P.I.C. Number 2, all representatives of any group other than the residents will be asked to identify themselves via name tags and will not be allowed to participate in the residents' deliberations or speak on the residents' behalf.

4.0 Financial Implications

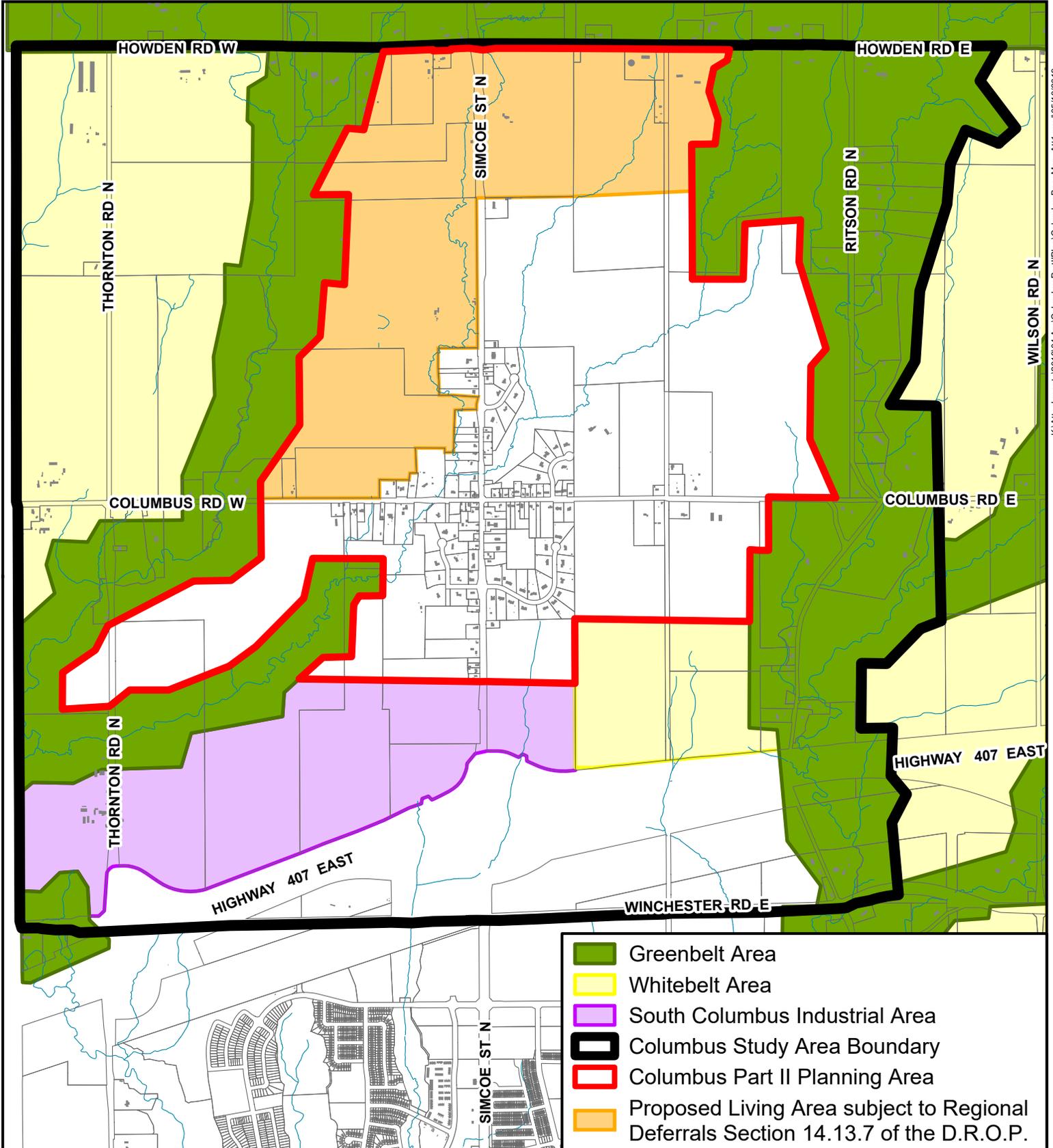
Anticipated costs to the City are included in the 2019 Department budgets and relate primarily to advertising costs for P.I.C. Number 2. However, these costs will be recovered through payment by the Columbus Developers' Group.

5.0 Relationship to the Oshawa Strategic Plan

Holding a second P.I.C. advances the Accountable Leadership goal of the Oshawa Strategic Plan.



Warren Munro, HBA, RPP, Commissioner,
Development Services Department



COLUMBUS AREA PART II PLAN GENERAL WORK PROGRAM

