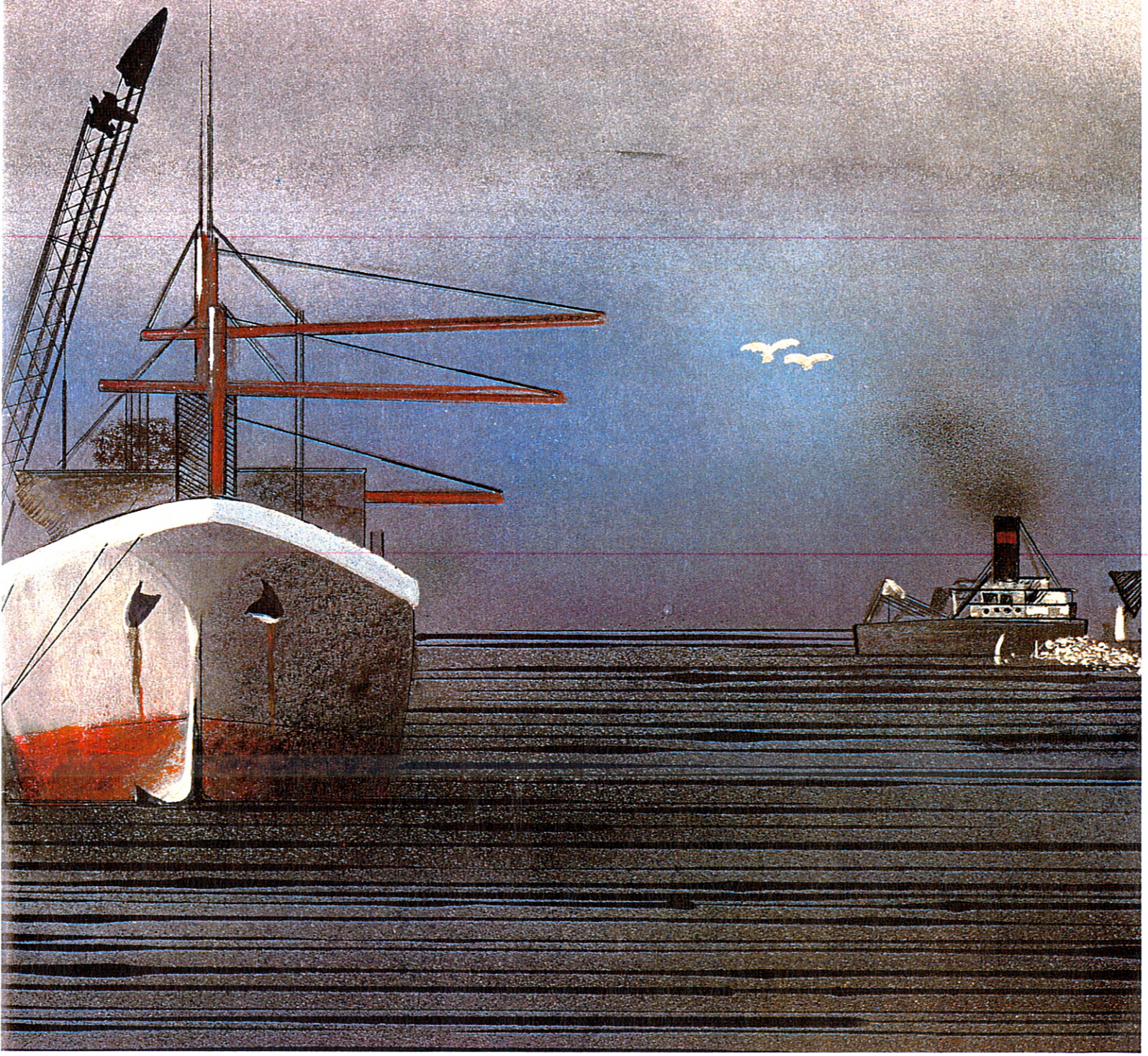

OSHAWA HARBOUR DEVELOPMENT PLAN



OSHAWA HARBOUR DEVELOPMENT PLAN

*A Report to the
Oshawa Harbour Commission
by the
Oshawa Harbour Task Force*

February 1984





Fig. 1 - Aerial View of Harbour

Oshawa Harbour Development Plan

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Fig. 2 - Cargo Handling



Transport Canada
Marine

Transports Canada
Marine

Your file Votre référence

Our file Notre référence

February 1984

Mr. Allan W. Furlong,
Chairman,
Oshawa Harbour Commission,
1050 Farewell Street,
Oshawa, Ontario

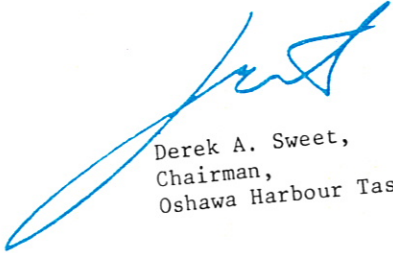
Dear Mr. Furlong:

In accordance with the objective set out by the Commission in January 1983, it is my pleasure on behalf of the Task Force to submit hereunder our final report. The Task Force has produced a development plan for the harbour area which well should serve port, recreational and environmental interests through the turn of the century.

I wish to offer my most sincere personal thanks to all Task Force members and their organizations for the substantial time and effort devoted to this task.

The Task Force made a considerable effort to involve all interested parties in the planning process, and I thank port users, interest groups and the general public for their contributions. The many firms and individuals who expressed to the Task Force their written concerns merit special mention.

The deliberations of the Task Force were characterized by an atmosphere of cooperation on the part of all agencies. A continuation of this attitude will do much to ensure that the harbour area meets the future needs of all concerned.


Derek A. Sweet,
Chairman,
Oshawa Harbour Task Force.

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Recording Secretary
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INTRODUCTION

Oshawa Harbour is the centre of many interests - industrial, commercial, recreational and environmental. In recognition of the need to provide for future port development while accounting for these diverse interests, the Oshawa Harbour Commission established a Task Force with the objective of providing a plan for the development of Oshawa's harbour area for the next 20 years.

To ensure the development of a balanced plan, the Task Force comprised representatives of several agencies of the three levels of government:

Transport Canada
Environment Canada
Public Works Canada
Ontario Ministry of Natural Resources
Ontario Ministry of Industry and Trade
Ontario Ministry of Transportation
and Communications
Ontario Ministry of the Environment
Regional Municipality of Durham
City of Oshawa
Oshawa Harbour Commission

A firm of marine consulting engineers provided technical advice throughout the study.

The Task Force operated under these guidelines:

- Oshawa's port facilities (berths, terminals, storage areas, channels, services, road and rail back-up, etc.) should be adequate to serve not only present needs but also those of the future.
- the plan should provide a clear direction for the use of the harbour while being sufficiently flexible to accommodate changing circumstances.
- consideration should be given not only to the views of the Task Force members but also of the public, interested groups, and current port users.
- conflicts between port and non-port users of the harbour should be kept to a minimum.
- the plan should be co-ordinated with city and regional plans.
- uneconomic duplication of port facilities should be avoided.

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The Task Force first met on January 25, 1983, and briefs from port users and special interest groups were solicited that Spring. Preliminary alternative development plans were described in a brochure distributed to the public in the Fall. The plans were discussed with elected officials on October 6. Ads were placed in all the regional newspapers announcing an Open House which was held on

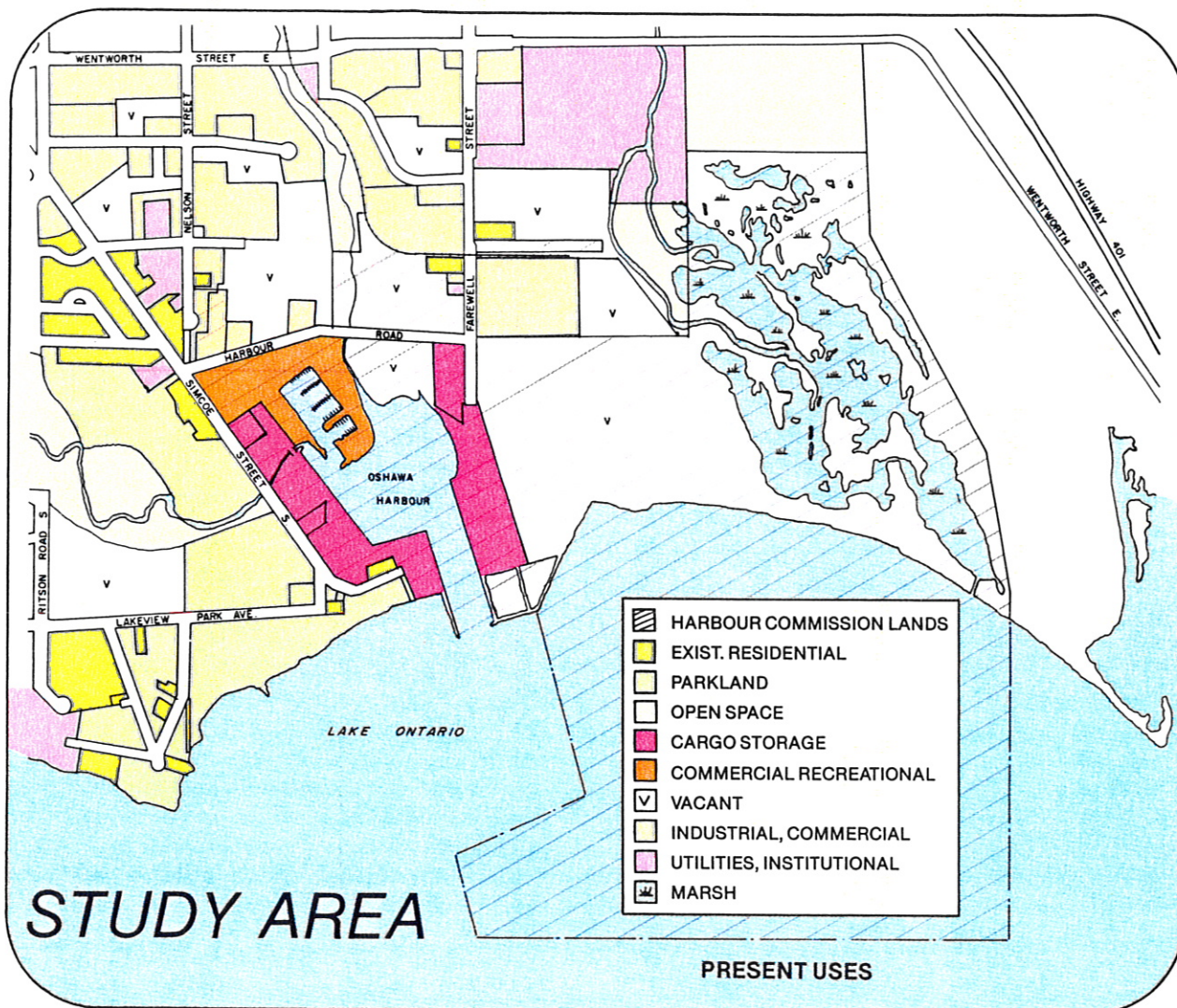
October 17 to solicit further suggestions from the general public.

The Task Force finalized its recommendations at its eleventh and last meeting on January 26, 1984. This report presents the findings and recommendations of the Task Force.

RECOMMENDATIONS

The recommendations of the Task Force, which follow, have the support of each of the participating members:

1. The Oshawa Harbour Commission adopt the report of the Task Force.
2. The Oshawa Harbour Commission seek formal approval of the report by each of the agencies participating in the Task Force.
3. The Port of Oshawa be developed in phases, as per the Harbour Development Plan, in a generally southerly direction.
4. The Harbour Commission consider the early implementation of Phase 1 in order to alleviate current operational problems.
5. The Second Marsh be retained for educational and limited recreational purposes.
6. The western area of the harbour, adjacent to the east side of Simcoe Street South, be gradually converted to recreational/commercial uses.
7. A buffer zone be established between the Second Marsh and the port upland area and that the specifications of this zone jointly be worked out by the Oshawa Harbour Commission, the City, the Region, Environment Canada, the Ministry of Natural Resources, the Ministry of the Environment and the Central Lake Ontario Conservation Authority.



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Fig. 3 - Map of Study Area

OSHAWA HARBOUR

Oshawa Harbour was officially opened on August 8, 1930 when the S.S. City of Kingston arrived to pick up a cargo of General Motors cars.

The history of the harbour goes back much further. In the 1700's the French established a trading post near the mouth of Oshawa Creek. Its use was discontinued after the British conquest in 1759. In 1790 Benjamin Wilson founded a settlement at the abandoned trading post. The creeks, marshes and Oshawa harbour have, over the years, had many different names, and at one time the harbour was known as Sydenham Harbour.

Through the late 1800's and early 1900's the port facilities consisted of a 213 metre (700') pier

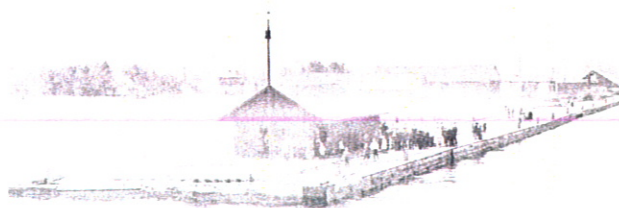


Fig. 4 - Historic Photo of Oshawa Pier

dredged to 4.2 metres (14'). In subsequent years this wharf was rebuilt and dredged to 6.7 metres (22'), and now serves as the west pier of the harbour entrance.

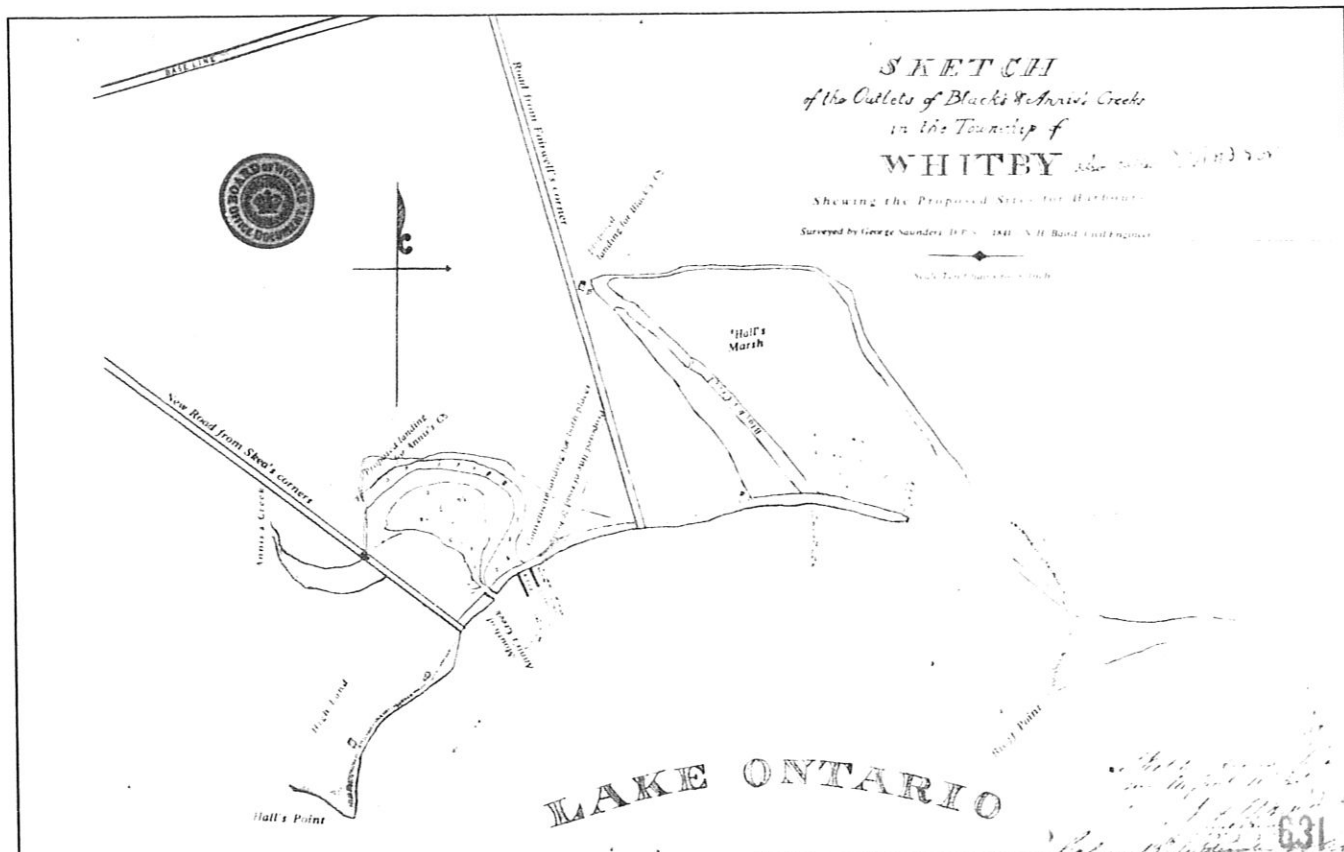


Fig. 5 - Sketch Oshawa Harbour 1841

The Port of Oshawa had been administered by the Department of Transport through a Harbour-master. In 1960, following a request by the City of Oshawa, the federal government transferred administration of the harbour to a new local semi-autonomous body, the Oshawa Harbour Commission.

Membership of the Commission consists of two federal members, Allan W. Furlong and Elizabeth Gomes and a member selected by the City of Oshawa, Ray Lunn. The Commission is responsible to the Federal Minister of Transport and is charged, under the Harbour Commissions Act, with administering, operating and developing the harbour in a manner consistent with national ports policy objectives and in a self-sufficient manner.

While most of the harbour facilities such as dredged channels, wharves and cargo terminals have been provided by the Government of Canada, the port has developed with active local support. In the late 1960's the City of Oshawa transferred over 109 hectares (270 acres) of land to the Commission, including most of the Second Marsh, to be used for future port purposes.

Since the completion of the east wharf in 1974, the major commercial port facilities have comprised the 213 metre (700') east wharf dredged to a sea-way depth of 8.2 metres (27') and the 430 metre (1415') south and west wharves with a 6.7 metre (22') depth. In 1973 the George Weston Company, attracted by the harbour, completed construction of a sugar refinery adjacent to the facilities. Regional industries such as Lasco Steel have shipped to world markets through the port.

Despite competition from neighbouring ports, cargo traffic through Oshawa increased for a decade to a peak of over one half million tonnes in 1980, including sugar, salt, fuel oil, steel, general cargo, fertilizer and animal feed. Since 1980 tonnage has fallen by about half, due to the recession as well as to the shift of coal to Bowmanville. A 1982 study undertaken by Acres Consulting Limited to assess the outlook for the port concluded that the tonnage future was uncertain. Sugar will likely be stable, with salt and chemicals showing some potential, and general cargo indicating variable growth. Fuel oil will probably decline and the future of a Roll on/Roll off service is not clear.

Issues

The Oshawa Harbour Commission has been faced with a number of issues over the past several years. These concerns relate to the current and future capacity of the port, as well as to the need to accommodate other interests in the immediate area. An objective of the Oshawa Harbour Commission is to be in a position to offer potential port users an opportunity to locate in the Port of Oshawa. Considering that several years are

usually required to formulate a plan, obtain approval, carry out engineering design, establish funding and finish construction, a minimum requirement is to have an approved plan ready for implementation. The most desirable position is to have not only a long term plan, but also the implementation of a first phase which will address current needs adequately and accommodate potential industries seeking a harbour location in the near future.

Port

While the east wharf was extended to accommodate seaway size vessels, ships encounter difficulties in manoeuvring due to sub-standard channel and harbour dimensions. Since only the east side is able to handle maximum seaway draft vessels, this berth, and its adjacent cargo storage area, have often operated at full capacity.

The west side of the harbour, with load bearing restrictions and a draft limitation of 6.7 metres (22'), is limited to handling smaller ships which are becoming obsolete. Dredging to 8.2 metres (27') would undermine the wharf and is not practical.

The harbour is subject to surging during some wind conditions, restricting cargo handling operations. The bulk cargoes on the west wharf and resultant truck traffic are in conflict with the adjacent park and marina. The Roll on/Roll off berth located in the southwest corner is sufficient for an operation of moderate size; however, this location does not provide room for expansion and traffic on Simcoe Street South conflicts with the City's beach and its parking area.

Maintenance dredging has been a continuing



Fig. 6 - Ship at East Wharf

heavy expense which has cost well in excess of one million dollars in the past 10 years. Some dredged material is contaminated and requires special containment facilities.

The Commission must plan for the future. While cargo tonnage has fallen since 1980, future tonnage could increase particularly if adequate facilities are in place. It is considered that long range port planning ultimately should provide for a development comprising four seaway depth berths with appropriate cargo storage space, plus two Roll on/Roll off berths with truck marshalling areas. The development plan must be phased, with each phase capable of functioning as a completed port if no further growth is required.

Recreation

The City has extensive plans for the development of Lakeview Park adjacent to the west wharf. Owned and operated by the City, this park consists of over 24 hectares (60 acres) of public open space and is extensively used 12 months of the year. The park consists of many interest areas including a beach, a pavilion, museums and sports fields. A boardwalk over 457 metres (1500') long is planned for 1984. There is a need to co-ordinate City park plans with port development plans.



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Fig. 7 - Lakeview Park Beach

A marina on the north shore of the harbour, owned and operated by the Harbour Commission, has grown to 240 berths. Full services, including haulout and launch, summer berthing and winter storage, repair capability and a chandlery are offered to customers. Plans for an extensive 'boatel' development have been discussed. There is a potential for conflict between recreational and commercial transportation uses in the harbour.



Fig. 8 - Port Oshawa Marina

Second Marsh

The Second Marsh is deeded to the Commission for port development purposes. However, the Second Marsh is also widely regarded as a valuable wetland resource with excellent potential for educational and limited recreational uses. Over the past decades several processes, both natural and man-made have threatened the future viability of the marsh. Conceptual plans for port development in the marsh have been produced in the past; however the preservation of the marsh has been the object of many active interest groups during the past several years. A paper, commissioned by the Task Force, prepared by Environment Canada and entitled "Discussion Paper on the Conservation Concepts and Measures for the Second Marsh" concludes that the preservation of the marsh eco-system is a viable concept.



Fig. 9 - Second Marsh

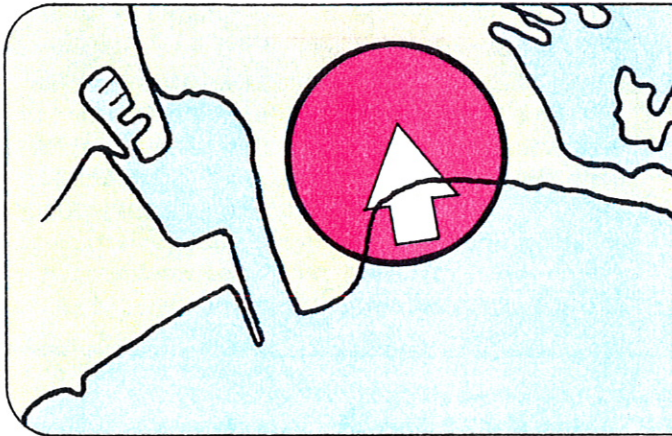
Planning Considerations

A Development Plan for the harbour should economically provide for operationally adequate port facilities while minimizing conflict between port and non-port uses. The plan should have the flexibility to provide expansion in increments and must also accommodate adjustments to changing technology and other requirements without invalidating the overall plan.

DEVELOPMENT OPTIONS

To address the foregoing issues the development plan should provide for additional port capacity, preserve the marsh eco-system and convert the west side of the harbour to recreational uses. The Task Force reviewed the suitability of the existing harbour to meet the needs of expansion. It had been shown at a symposium of harbour users on

December 15, 1981 that it is not practical to meet future expansion within the confines of the present harbour. The shortcomings of the present harbour to meet the increasing size of cargo vessels were clearly demonstrated. Development options in each of four directions were examined by the Task Force.

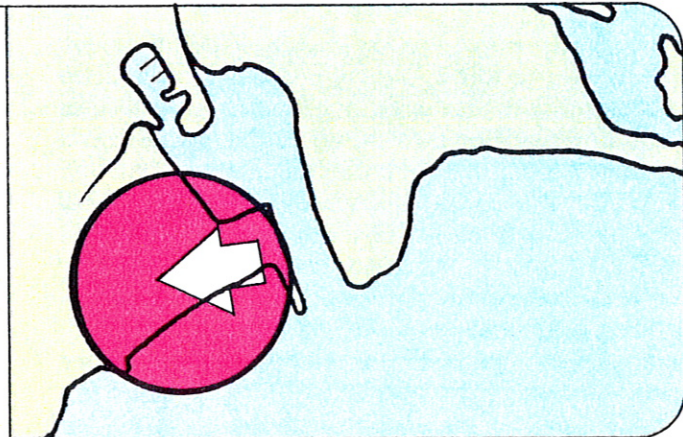


NORTH

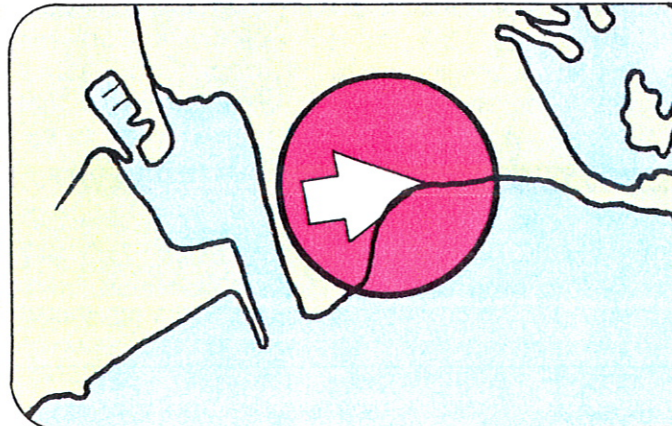
Shallow bedrock underlying the north part of the harbour made expansion of facilities further inland impractical due to the extreme high cost of rock dredging. Northerly expansion also would eliminate recreational boating from the marina area and would continue the conflict with park uses.

WEST

To the west of the existing harbour are high banks, shallow water, museums and the City park. Much of the park, one museum and some residential areas would have to be eliminated, leaving remaining residential areas in very close proximity to industrial areas. The cost of removing the west wharf and dredging the existing cargo storage areas would be prohibitive. The split of cargo operations on two sides of the harbour is less efficient than concentrating cargo handling in one area.



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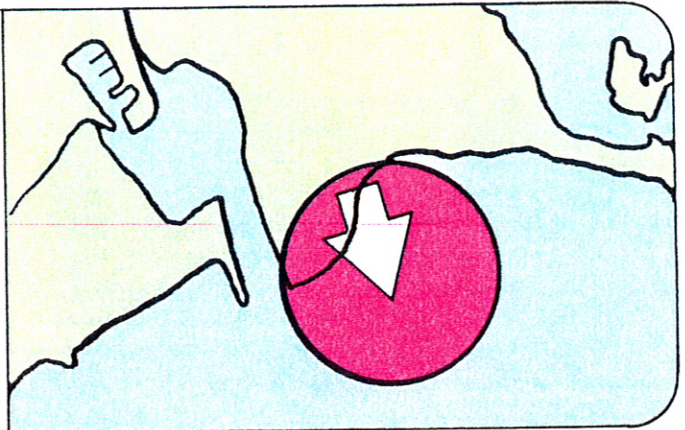


EAST

The Second Marsh is recognized as a valuable wetland resource. Expansion into the Second Marsh would eliminate the marsh as a wildlife habitat and would not lend itself to incremental port development. The initial cost to create a new harbour would be high as a new harbour entrance would be required.

SOUTH

Development south into the lake is economically and technically feasible incorporating proper lakefill methods and environmental precautions. Southerly expansion would enable commercial and recreational uses to co-exist. Incremental growth of the harbour would be provided through the use of obsolete lake vessels serving as breakwaters. These vessels, placed initially to provide a small harbour, could later be refloated and moved to form part of a larger harbour breakwater system.



The Task Force therefore concluded that the port should be developed in a southerly direction. This option received strong support during the public discussions held in the Fall, 1983.

A number of southerly development alternatives

were reviewed. Each varied with regard to development flexibility, cost, environmental protection and type of land use. The recommended Harbour Development Plan considered those alternatives and, in the opinion of the Task Force, provides a workable balance among many diverse uses.

DEVELOPMENT PLAN

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The Task Force recommends that the plan ultimately should provide port facilities to accommodate four seaway size vessels, industrial land and two Roll on/Roll off berths. The Second Marsh should be retained for educational and limited recreational uses, while the western area of the harbour adjacent to the east side of Simcoe Street South should be converted to recreational/commercial pursuits. The plan is shown graphically on page 19. Phasing drawings, along with the order of magnitude costs, are shown on pages 16 and 17.

Phase 1

The growth of the port is expected to be gradual, and therefore the plan provides facilities in a progressive manner. The sequence of development of the plan is to extend the east wharf as the first phase. Phase 1 will require dredging of the new berth, a breakwater and filling of land adjacent to the berth to provide the necessary cargo handling area. This will allow ships to unload sugar without interfering with general cargo handling. The breakwater construction will dampen the storm surge in the harbour and improve the cargo handling and ship

manoeuvring characteristics. As a by-product of the construction of part of the west breakwater, some industrial land on the Gifford Farm area will be graded making port/industrial lands available for industry.

The breakwater will also cut off cross currents at the harbour entrance making manoeuvring of slow moving vessels much easier. It will prevent sand from the west beach from being transported by wave action and deposited in the channel. This will result in savings in dredging costs. The existing beach will be enlarged by dredged sand from the new berth. The breakwater will serve as an interesting and aesthetically attractive extension of Lakeview Park. Some concern was expressed that this extension will result in trapping additional debris on the beach. Technical advice is that cleaning costs will only be in proportion to the additional length of the beach.

Phase 2

Phase 2, which will provide an additional berth with cargo storage space along the south side of the present dredged material containment area, would be protected by a temporarily placed obso-

lete ships breakwater. These facilities will permit the inadequate bulk cargo handling facilities on the west side of the harbour, which are incompatible with the adjacent park, to be relocated to the east side. This will reduce the need for harbour dredging and containment provision.

Phase 3

Phase 3 will involve enlarging the harbour by building an earth core breakwater to the south-east and relocating the Phase 2 ship breakwater further south, enlarging the deep water channel and providing the needed ships berths, cargo storage and industrial land. The outfall from the sewage treatment plant will be extended beyond the east breakwater.

The completion of Phase 3 will allow the port to accommodate a total of four Seaway size ships, as well as two Roll on/Roll off vessels, all with appropriate cargo storage areas.

The east breakwater is designed to provide protection of the lake basin from east waves and at the same time ensure the stability of the east beach. It will be necessary to build a temporary construction road along the beach to permit equipment access to construct the east breakwater. It is proposed that this road could be constructed mostly of offshore sand in the shallow water south of the beach. On completion, the area would be restored to its natural state with very little permanent disturbance from the construction.

To provide for economy of development, an essential ingredient of all phases of the plan is that any earth removed for construction must be relocated in the port area. The surplus earth available from grading the Gifford Hill must supply the core material necessary to create the breakwaters and other enclosures for dredged materials. The length of the east breakwater takes this into account. The Development Plan contemplates that surplus dredged material could be placed along the protected side of the east breakwater.

To promote compatibility between port and marsh uses, the Task Force suggests two measures. Firstly, a buffer zone should be established between the two areas and the precise nature of the zone should be the subject of further review among concerned agencies. Secondly, an oil boom should be provided by the Oshawa Harbour Commission as part of Phase 2 development to guard against possible pollution of the east beach. Further, in recognition that the Second Marsh was deeded for future port uses, the Task Force suggest that the Oshawa Harbour Commission initiate discussion with the City concerning the marsh. Such discussions may include deliberations with regard to the Ghost Road property at the north end of the marsh. The Task Force notes that the "Discussion Paper on the Conservation Concepts and Measures for the Second Marsh" suggests several options for future marsh management, and that concerned Task Force agencies have expressed a willingness to work with the Commission and the City in this context.

IMPLEMENTATION

The plan provides a flexible framework within which individual developments can be staged and implemented through the turn of the century. While each stage of development should fit into the long range plan, projects can be brought forward as is considered timely. All required approvals,

such as Environmental Assessment and Review, can be sought at the appropriate juncture. The Task Force is of the opinion that the Commission should consider the early implementation of Phase 1 to alleviate current port operational concerns.

CONSTRUCTION

LEGEND		EXCAVATION	
NEW ROADS		DREDGE FILL AREA	
NEW RAILWAY		WHARF WALL	
SEWER EXTENSION		BREAKWATER	
		DREDGED AREA	

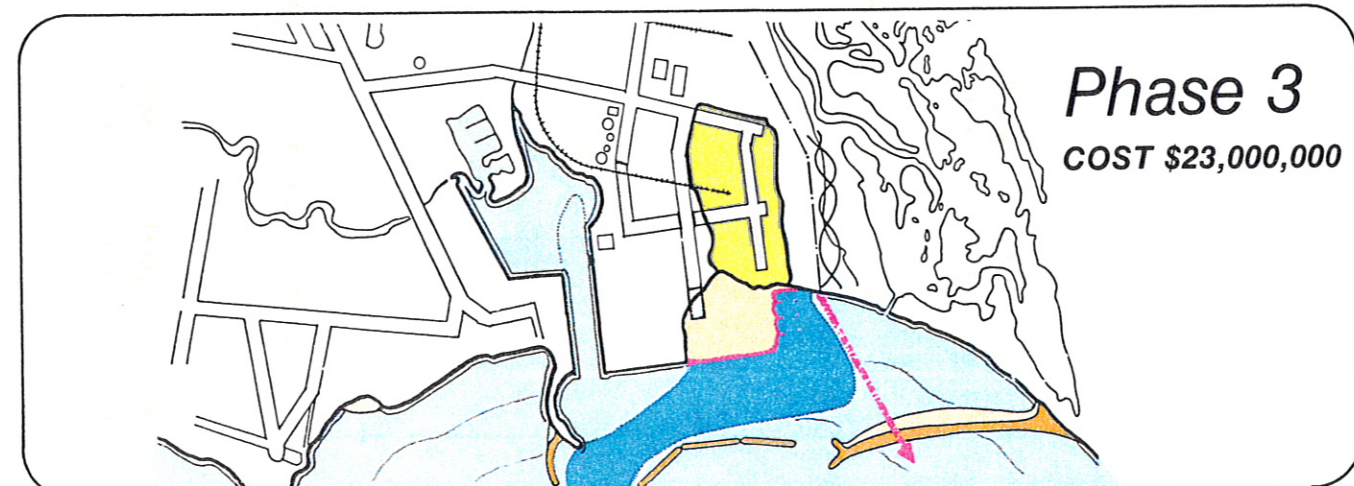
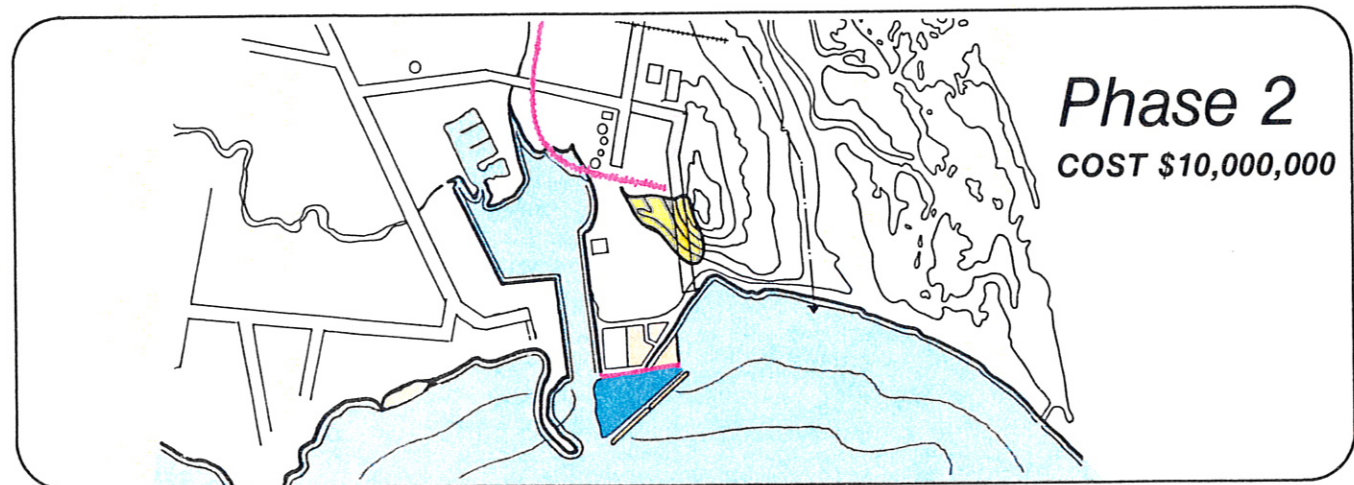
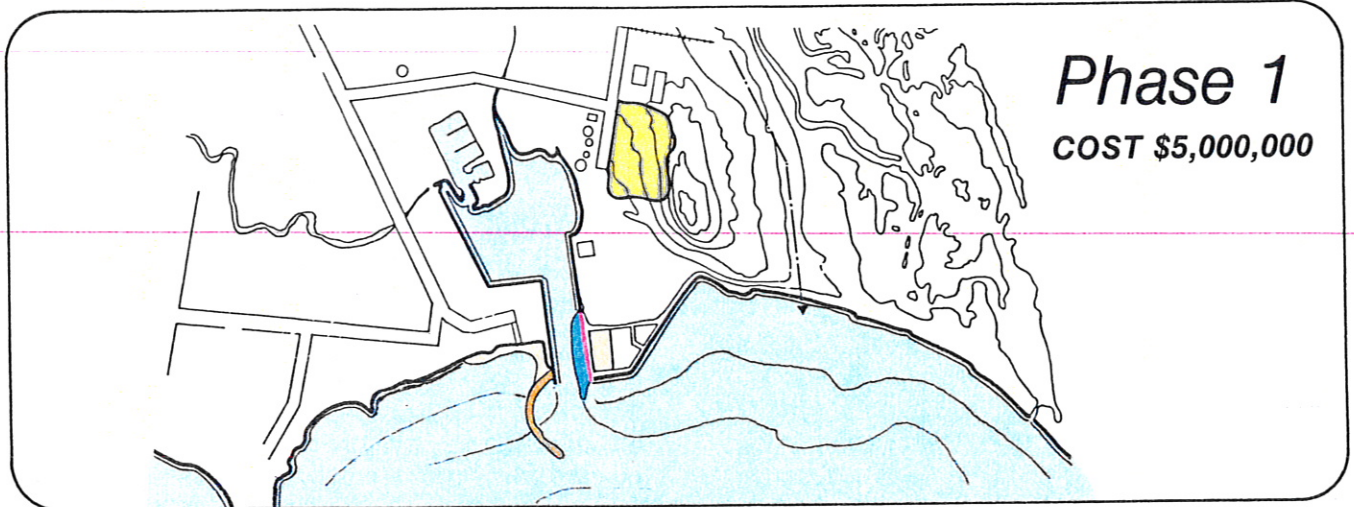



Fig. 10 - Construction Phases

USE

LEGEND	
NEW RECREATIONAL/COMMERCIAL	
NEW INDUSTRIAL AREA	
BREAKWATER	
NEW RECREATION AREA	
NEW CARGO AREA	
EXISTING CARGO AREA	
DREDGED CHANNEL	

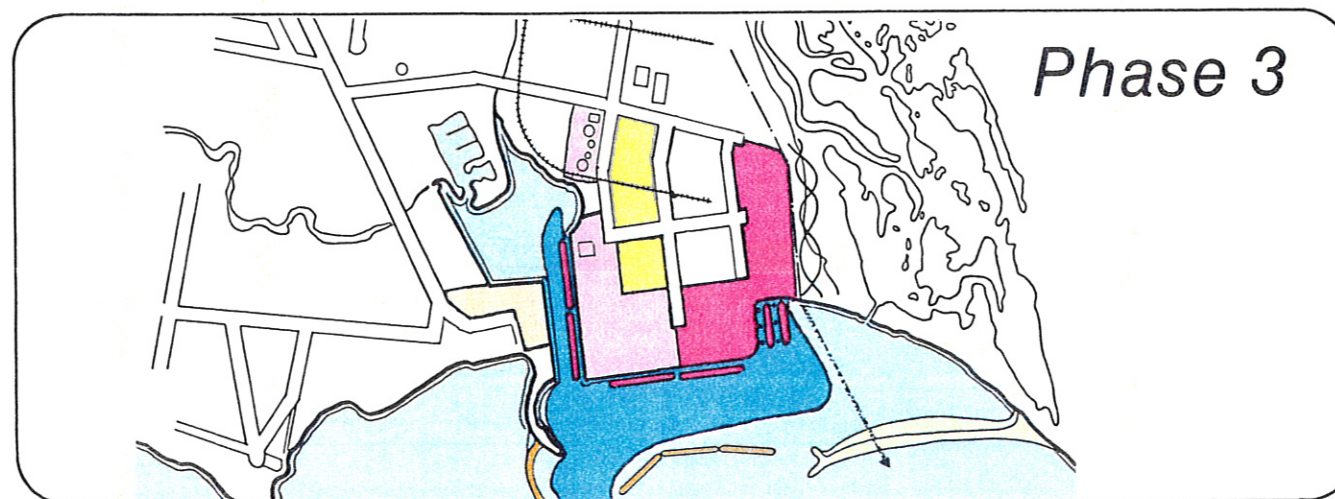
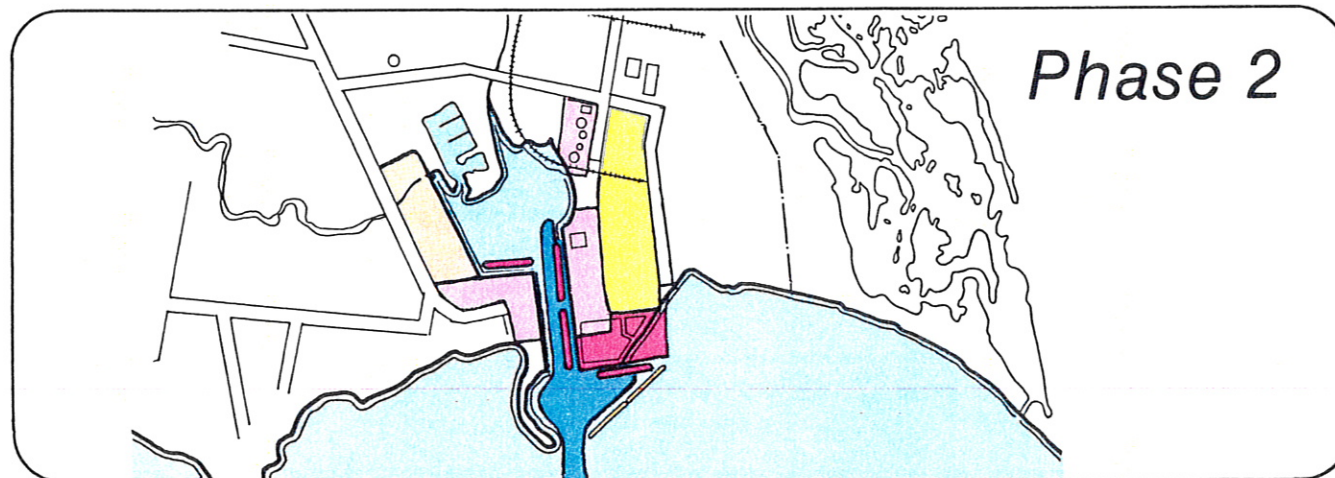
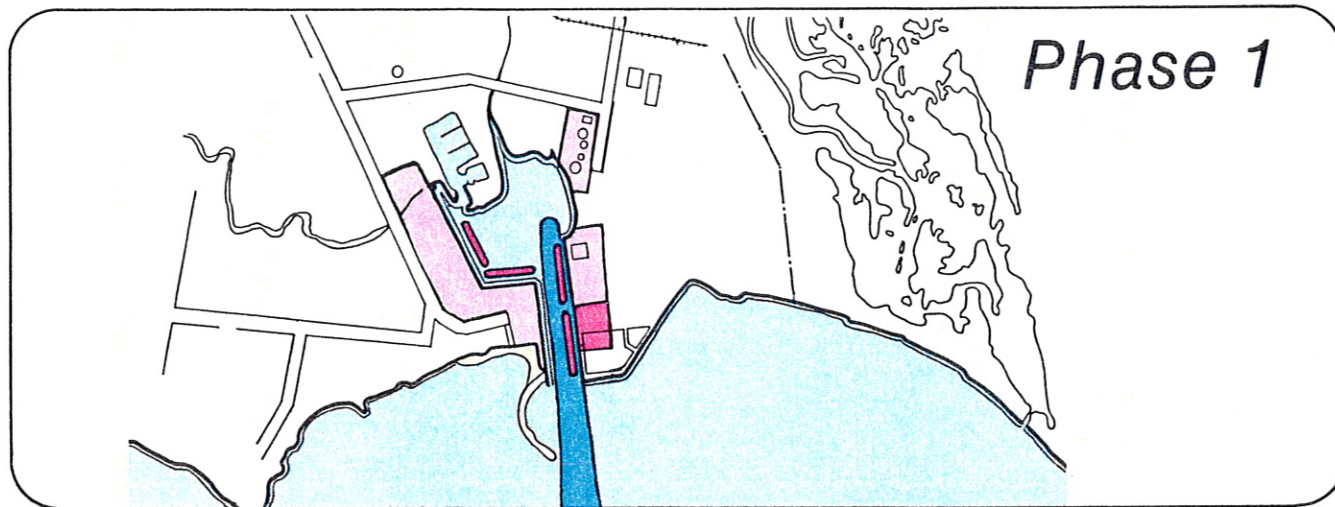


Fig. 11 - Use Phases

Earth Core Breakwater

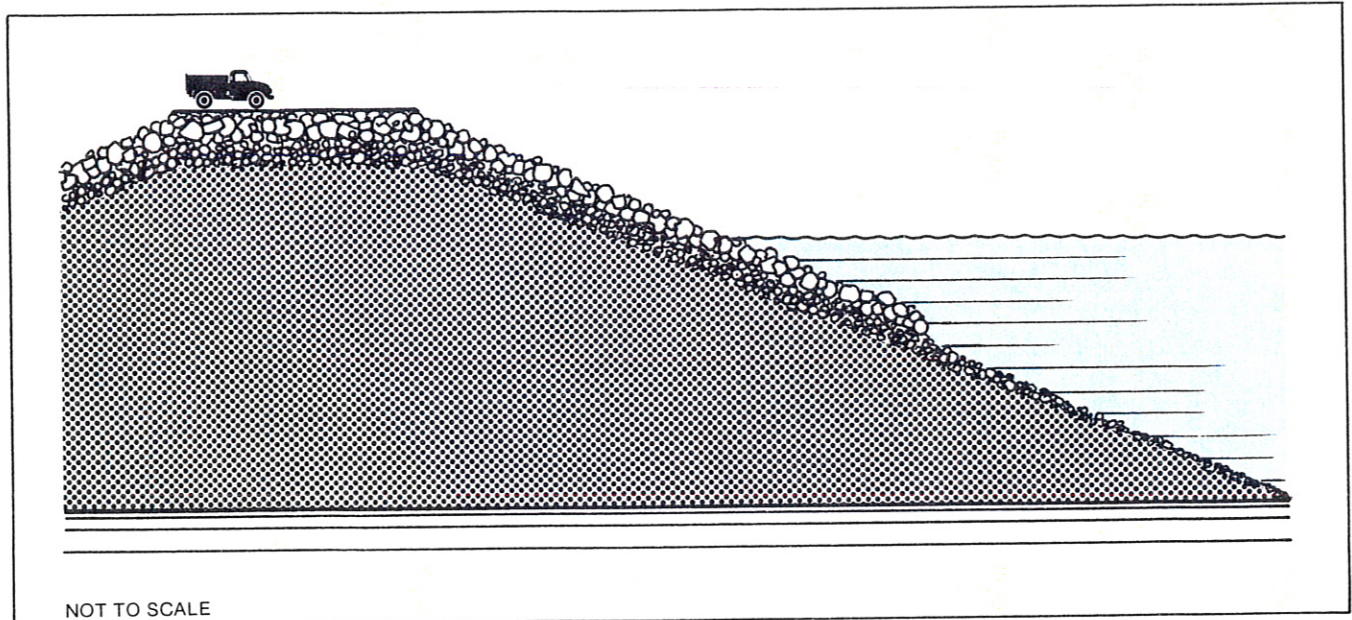


Fig. 12 - Earth Core Breakwater

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Ship Breakwater

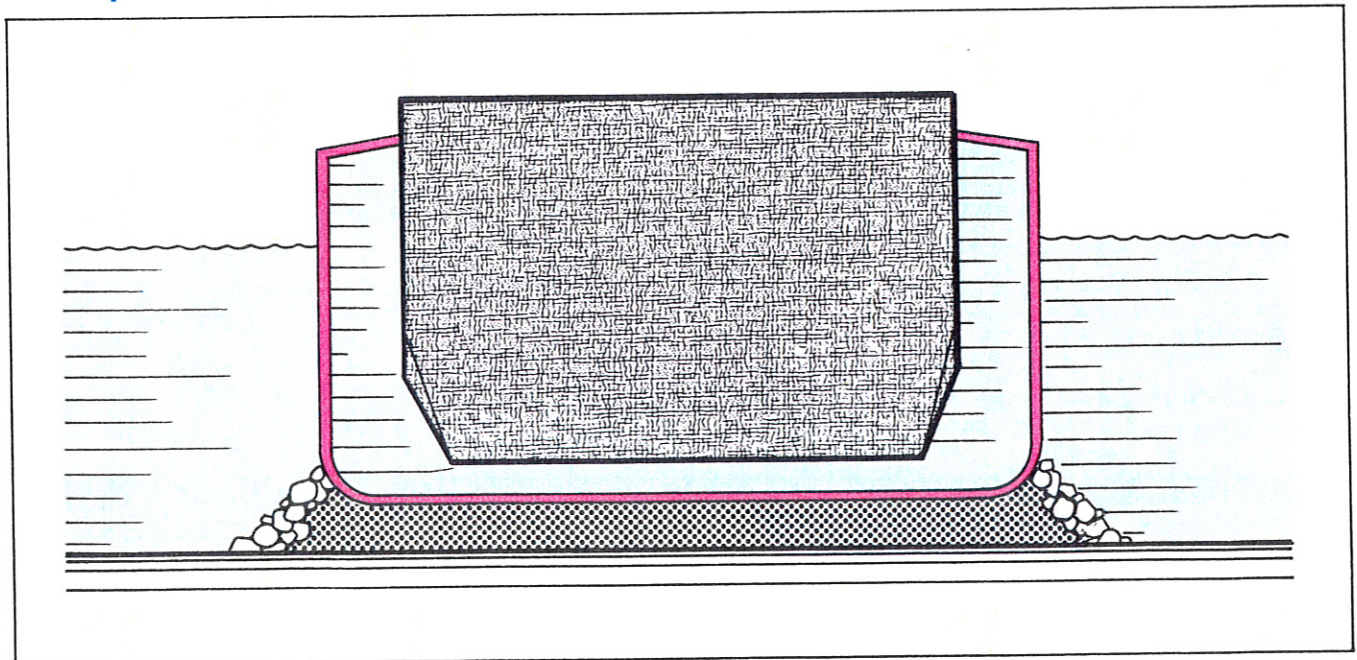




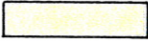
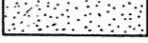


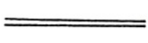




Fig. 13 - Ship Breakwater

LEGEND

	PORT ORIENTED INDUSTRY
	CARGO STORAGE
	COMMERCIAL/ RECREATIONAL
	MARSH HABITAT
	RECREATIONAL
	LANDFILLING
	DREDGING
	BREAKWATERS
	NEW ROADS
	NEW RAILROADS
	SEWER OUTFALL

OSHAWA HARBOUR DEVELOPMENT PLAN

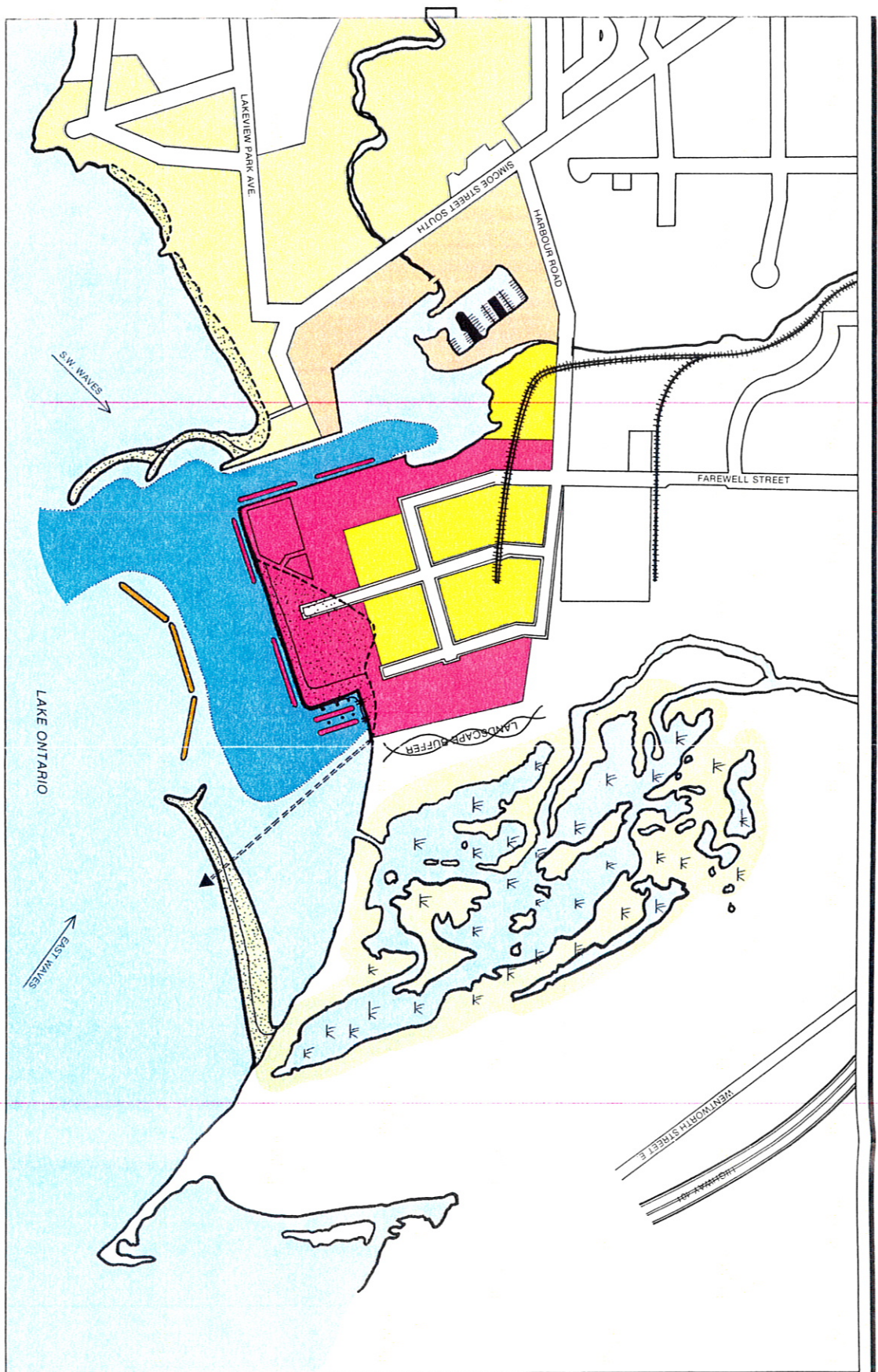


Fig. 14 - Oshawa Harbour Development Plan

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SAMPLE OF COMMENTS

- Turn marsh over to appropriate agency
- Provide better navigation aids
- Public access to marsh
- Establish permanent committee to guide harbour development
- Gifford Farm - heavy industry to west,
 - light/commercial to east,
 - historical park on south
- Incorporate City lands at north end of marsh
- Efficient/adequate port facilities are essential
- Second Marsh to remain in natural state
- Expand port and improve safety
- Pedestrian access between park and marina
- Provide small commercial enterprise (restaurant)
- Provide one more berth and double transit shed
- Expand port to south
- Provide buffer zone

- Rehabilitate marsh (remove dyke, clean up)

The responses received were overwhelmingly in favour of the option which proposed retention of the Second Marsh and provided for port development in a southerly direction. Several responses provided suggestions on development details. Others offered recommendations concerning the future management and detailed operation of the Second Marsh. The Task Force considered the latter as falling outside its mandate, however, these comments will be provided to the Commission.

All comments, briefs and background studies are available for viewing by appointment at the office of the Oshawa Harbour Commission.

OPEN HOUSE ATTENDEES

O.C.
 Building Trades Council
 Fred Bullivant Oshawa
 William Howelling - HUB TRANSPORTATION STEVENS 210
 Peter Bakogeorge HUB Harold Self
 Tom. James R.R. Berwick
 J. S. Smith " " "
 R. Miller Oshawa, Ont.
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 Geo. & George Macdonald
 Joe Warner 10 Dymond Dr. Whittby

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"Prospects for the Port of Oshawa" - Acres Consulting Services Limited, February 1982.

"Discussion Paper on Conservation Concepts and Measures for Oshawa Second Marsh" - Environment Canada - November 24, 1983, commissioned by the Oshawa Harbour Task Force.

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