



HOPA

PORTS

Port of Oshawa Land Use Plan Public Meeting

28 September, 2020
(5:30 - 7:00 pm)

Purpose of Today's Meeting

- **Introduce the Hamilton-Oshawa Port Authority**
- **Explain the current land use planning process**
- **Provide information on the Port of Oshawa, its role in the City and the Region, and its operations**
- **Receive community input on priorities for the area**



Meeting Agenda

5:30

The Team

5:35

The Land Use Plan

5:40

The Port of Oshawa

5:50

What We've Heard So Far

6:00

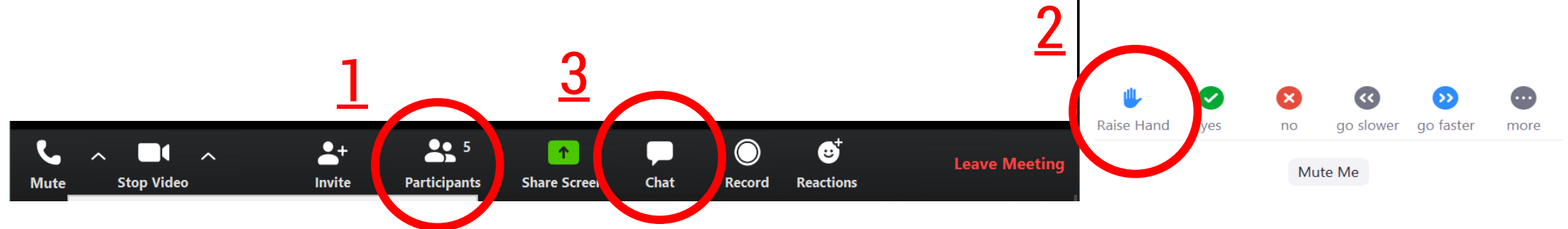
Discussion

7:00

Adjourn

HOW TO ENGAGE IN THE DISCUSSION

- To ask a question please “raise your hand” **(1 + 2)** When you do, we’d like you to introduce yourself and your relationship to the Port of Oshawa (local resident, area business, visitor to the area etc.).
- Otherwise, submit a question in the chat **(3)**:





THE TEAM

HOPA

PORTS

- **The Hamilton Oshawa Port Authority a government-business enterprise overseeing the Great Lakes ports of Hamilton and Oshawa.**
- **The Port of Oshawa is administered by HOPA under the purview of the Canada Marine Act.**
- **Operations are not supported by tax dollars – all activities are funded by port activities; primarily real estate income from tenants, and also from tariffs on cargo operations**
- **HOPA's mandate includes facilitating trade for Canadian industry:**
 - **Getting raw materials to domestic manufacturers;**
 - **Exporting Canadian products;**
 - **Working efficiently to support Canadian competitiveness.**

Representatives in Attendance Tonight



Ian Hamilton
President & CEO



Bill Fitzgerald
Vice President,
Operations



Larissa Fenn
Director, Public Affairs
& Corporate Secretary

URBAN STRATEGIES INC .

- **An international Urban Planning and Design firm based in Toronto**
- **Experience working on a wide range of projects including: regional plans, urban transportation strategies, waterfront plans and brownfield strategies.**
- **Urban Strategies is assisting HOPA with the revised Land Use Plan**



Craig Lametti
Partner



Josh Neubauer
Principal



Michelle Rowland
Project Manager



Stephen Brophy
Urban Designer

An aerial photograph of a large cargo ship named 'POLSTEAM' docked at a port. The ship is white with a dark hull and has two large red cranes on its deck. The ship is positioned in a body of water, and the background shows a distant shoreline with trees and buildings under a blue sky with scattered clouds. The text 'THE LAND USE PLAN' is overlaid in large, white, sans-serif capital letters across the center of the image.

THE LAND USE PLAN

THE LAND USE PLAN UPDATE

- **In accordance with the Canada Marine Act, HOPA is required to have a current Land Use Plan to guide the nature and character of development within the port lands over the next 10-15 years.**
- **The last Land Use Plan was completed in 2013.**
- **Unlike municipal official plans and other planning documents, the port's Land Use Plan is a guide only, and is non-statutory.**



Nelson St

Farewell St

Farewell
Creek Lookout

Harbour Road

Lany Ladd Trail

Simcoe St S

Southmead
Park

Oshawa Creek

Valley Dr

Lakeview
Park

Lakeview Park Ave

Jubilee
Pavilion

Oshawa
Museum

Lakeview
Park Beach

Oshawa
Inner
Harbour

Oshawa
Outer
Harbour

Gifford
Hill

McLaughlin Bay
Wildlife Reserve

Second
Marsh



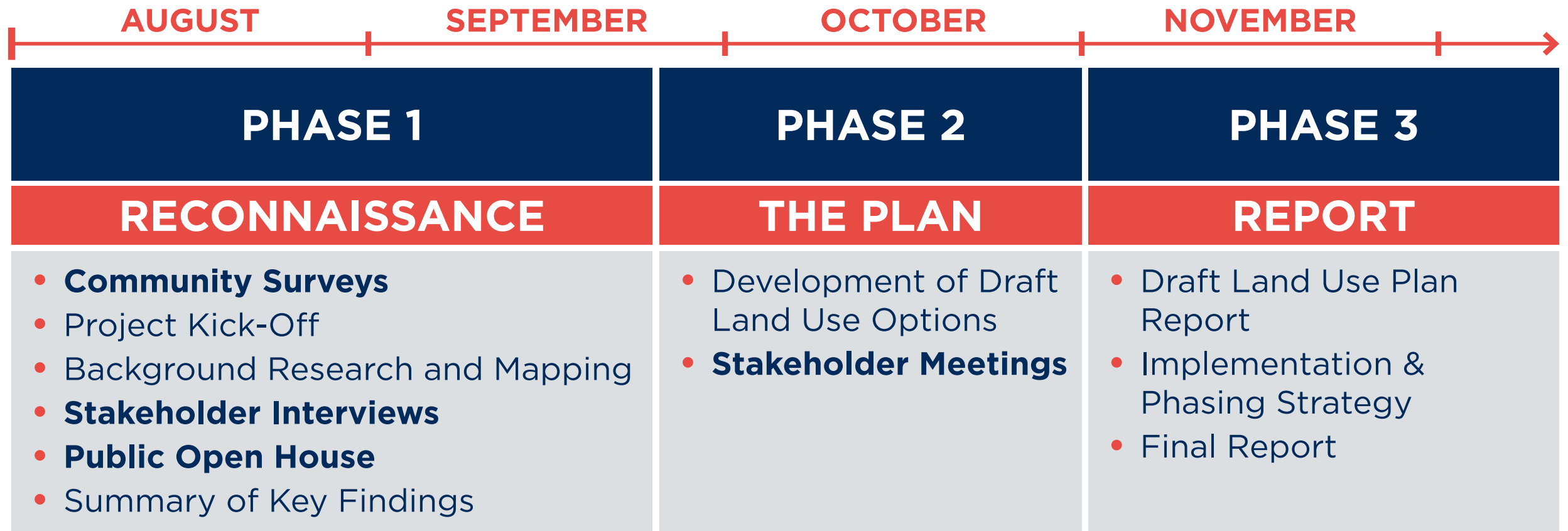
HOPA Lands

PROJECT OBJECTIVES

The Land Use Plan will:

- **Outline a longer-term vision for the port lands and principles for new development over time**
- **Identify strategic land uses and their potential locations in the port**
- **Describe how uses within the Port transition to and relate to adjacent uses such as the Lakeview Park and Marsh**
- **Help to guide new investments over the next 10-15 years**

PROJECT TIMELINE



An aerial photograph of the Port of Oshawa, Ontario, Canada. A large blue and white cargo ship, the 'POLSTEIN', is docked at a long pier. The pier has a small white and green navigational buoy at its end. To the right of the ship are several large, cylindrical grain silos and other industrial structures. The background shows a cityscape and a body of water under a clear blue sky. The text 'THE PORT OF OSHAWA' is overlaid in large white letters.

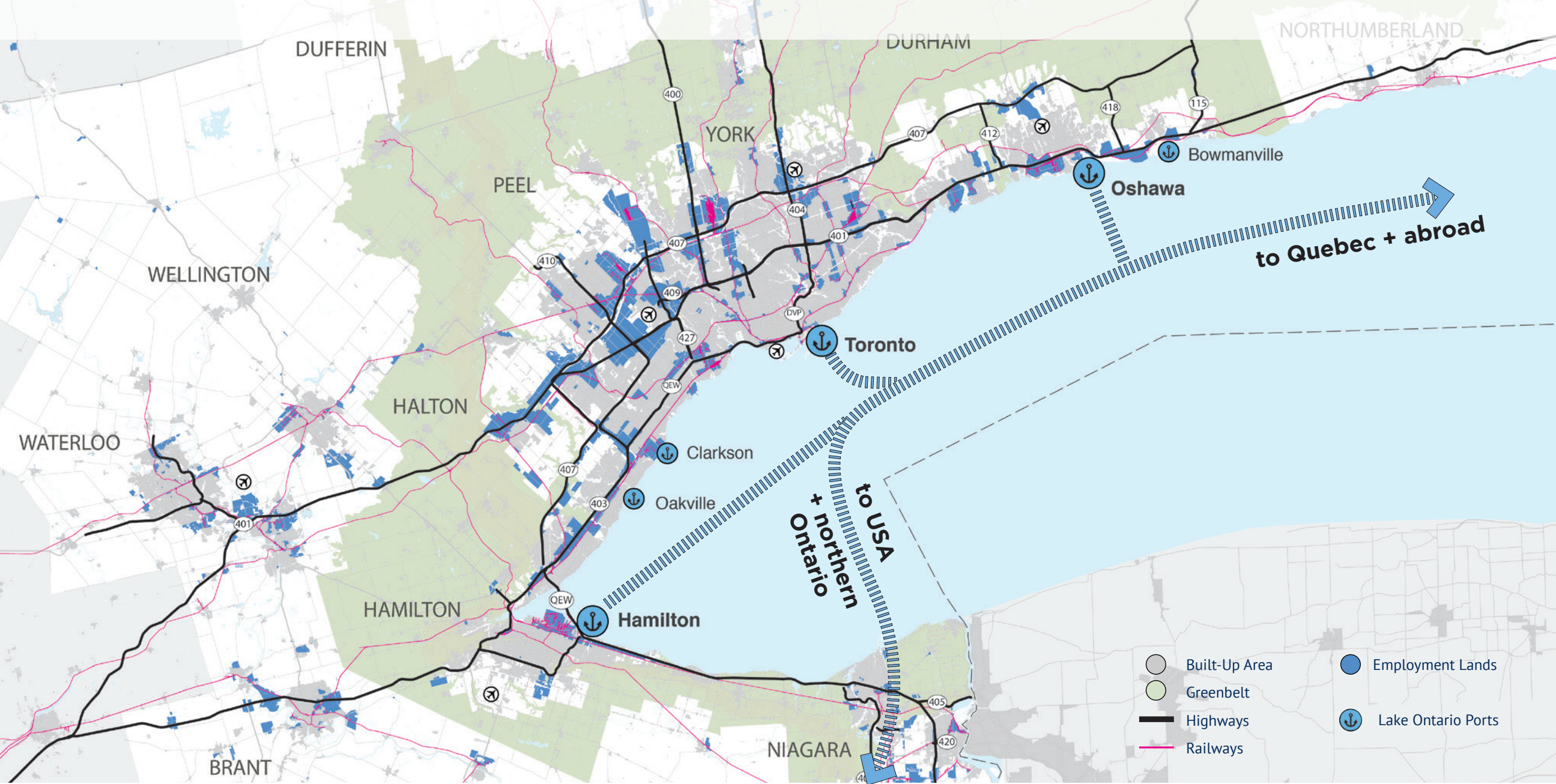
THE PORT OF OSHAWA

The Port of Oshawa is part of the St.Lawrence Seaway shipping network connecting the city to ports throughout the great lakes and around the world.

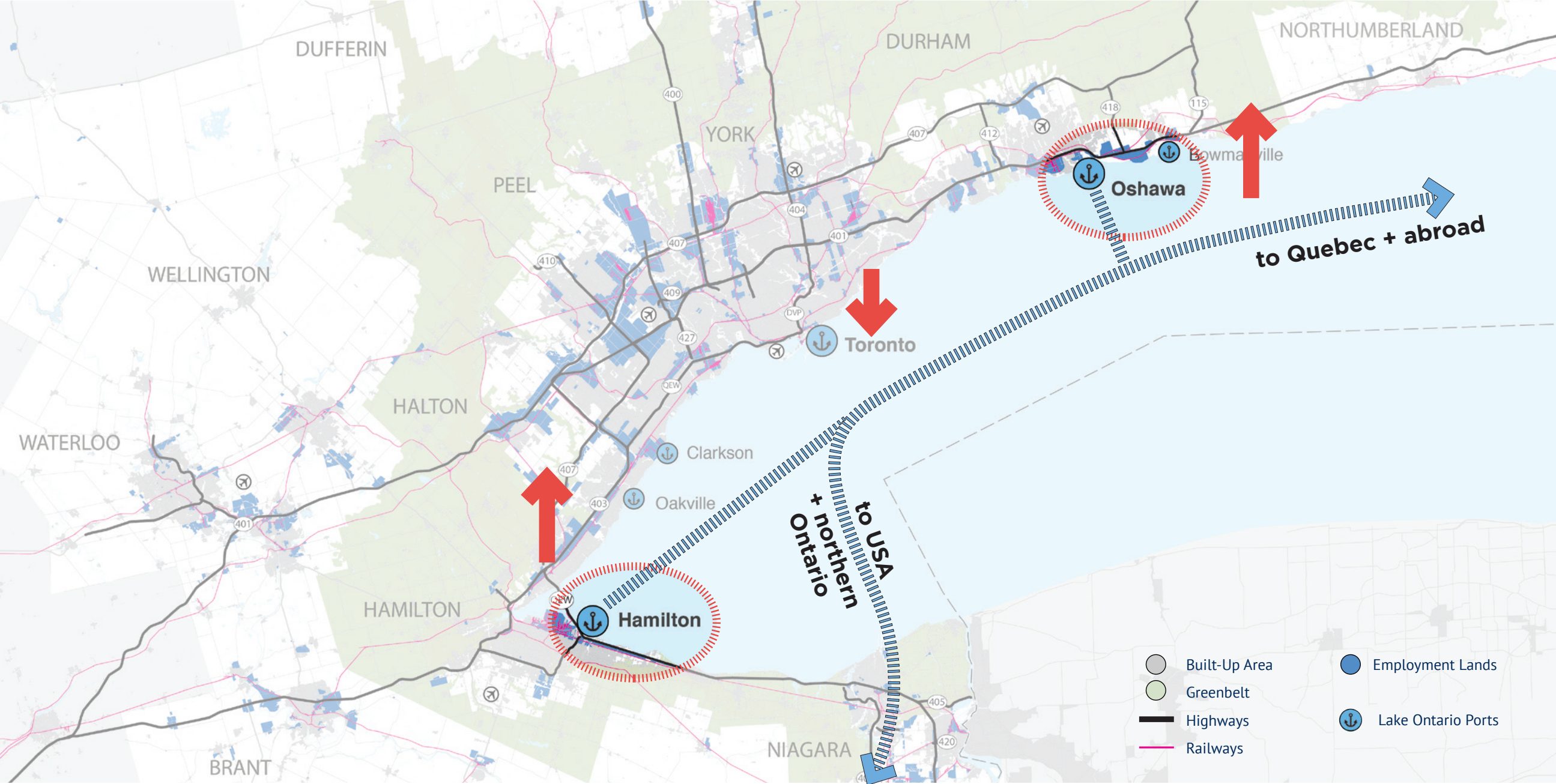


Source: Canadian Geographic (2019)

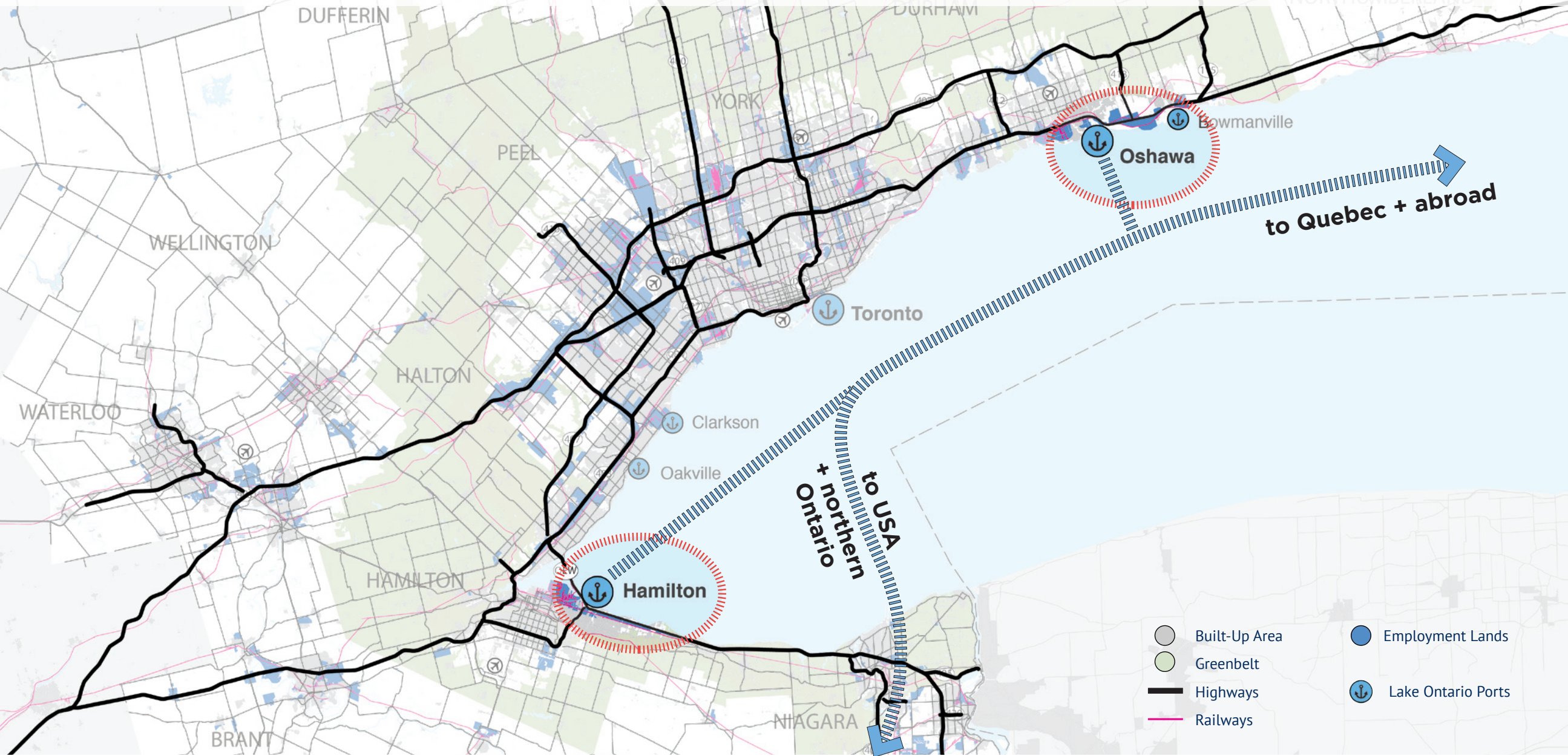
While several ports serve the GTHA, only the ports in Hamilton, Oshawa, and Toronto are multi-user, deep water ports governed by port authorities.



Increasing constraints and congestion in Toronto are elevating the importance of the ports in Hamilton and Oshawa.

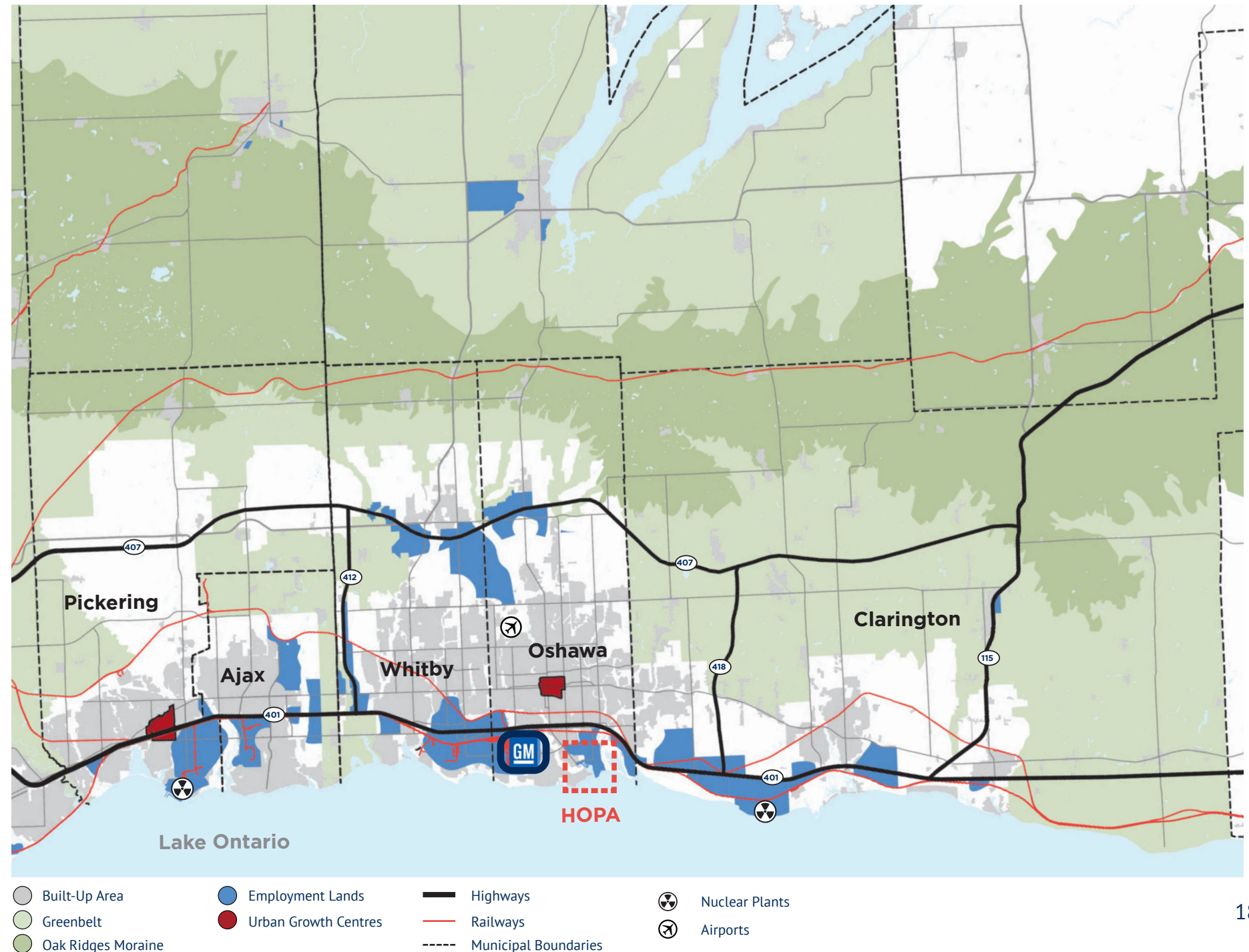


The ability to transport goods from the “shoulders” of the GTA can help to reduce traffic across the region and create economic opportunities for the cities of Hamilton and Oshawa.



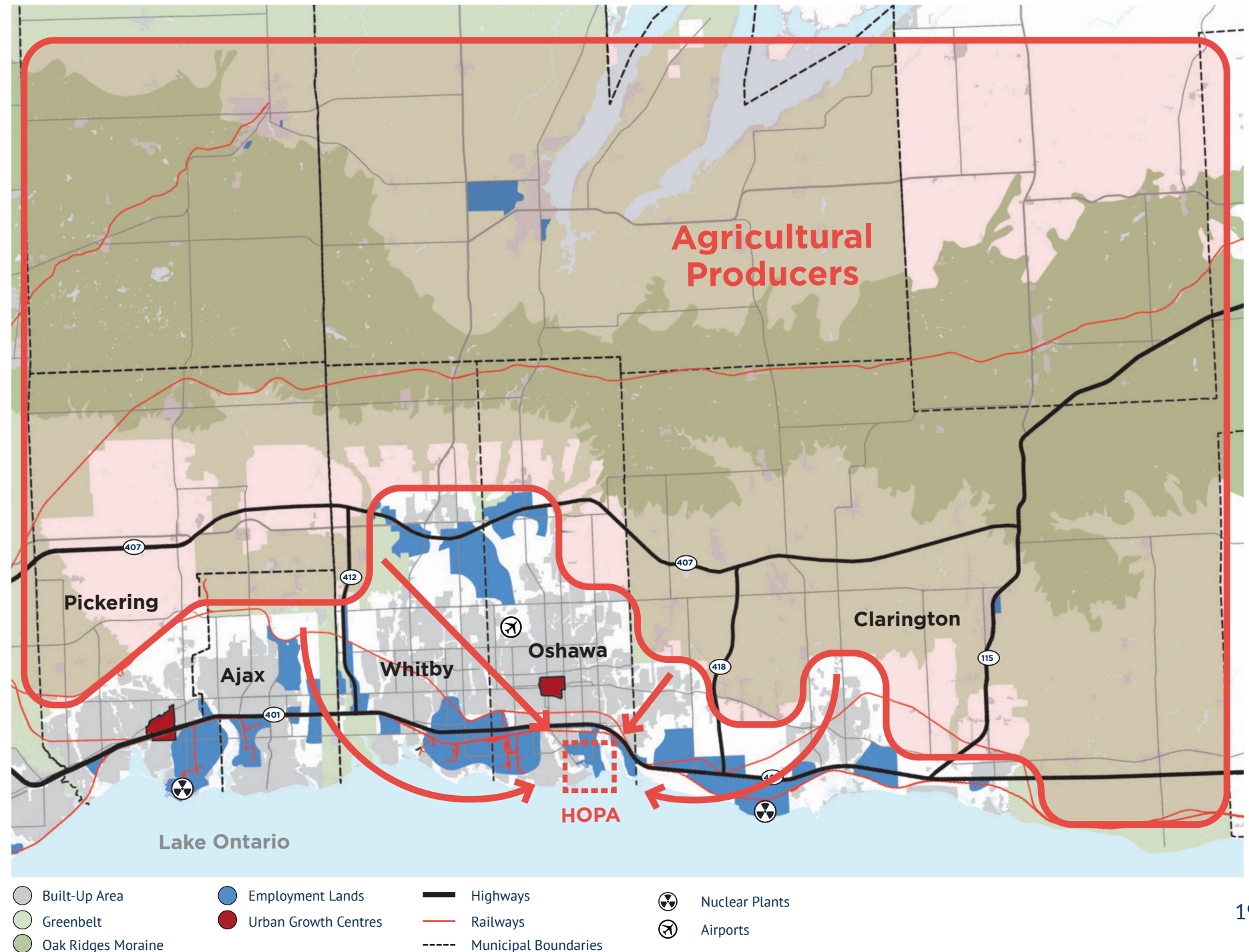
The Port plays an important and growing role in the broader Durham economy.

- The Port of Oshawa is strategically located in close proximity to Highway 401, railways, and key employment areas.
- By improving connectivity to the region it has the potential to contribute to a number of important regional industries including agri-business, energy, environment, engineering and advanced manufacturing.
- The port can help to play a role in attracting new jobs to the city, including to nearby lands once substantially occupied by the auto-industry



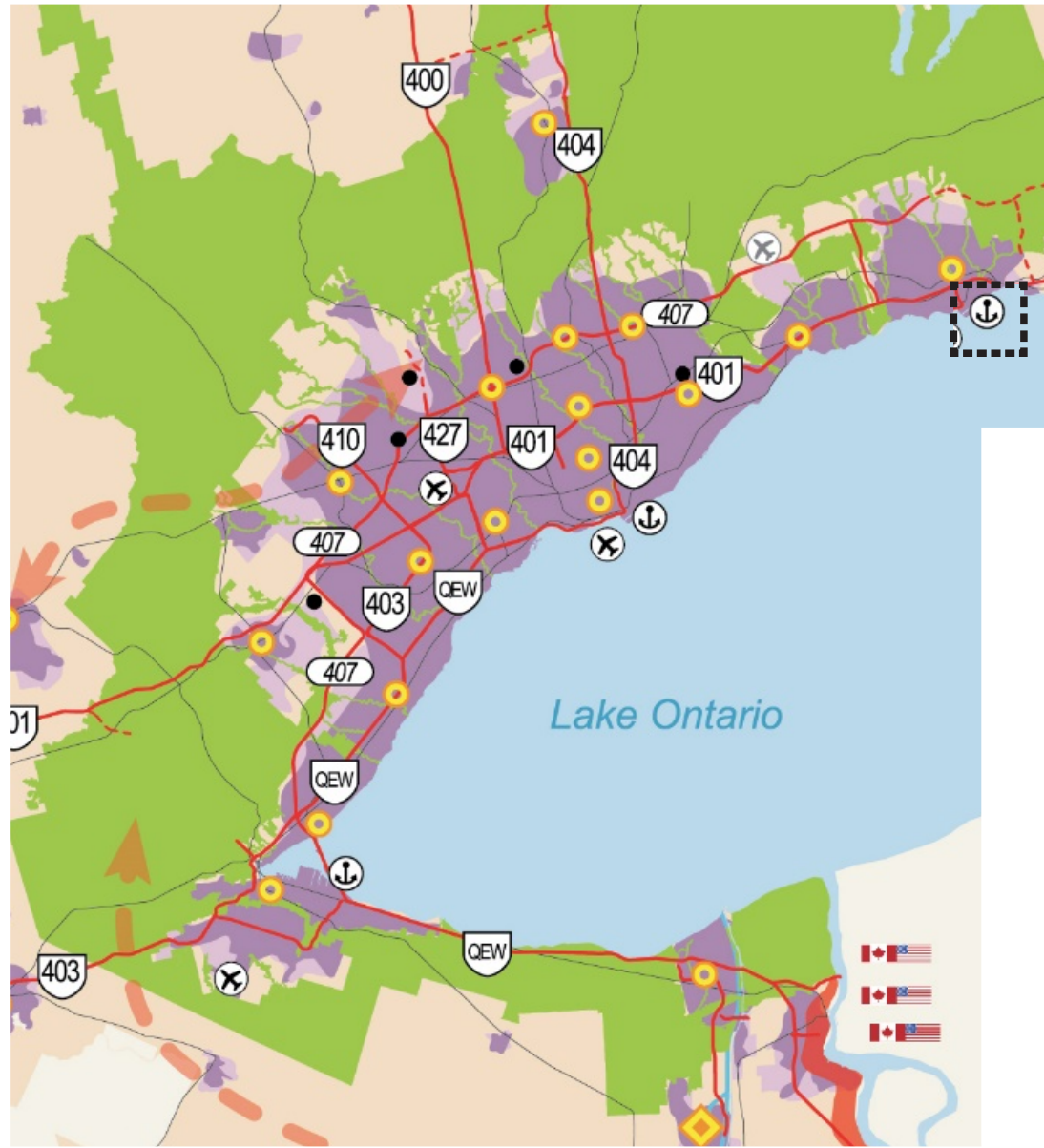
The Port plays an important and growing role in the broader Durham economy.

- Moving goods in the grain industry has small margins, so exporting needs to be as efficient as possible
- For farmers in Durham and Northumberland having access to the deep water port can reduce transportation costs
- The Port of Oshawa provides a gateway for farmers in Durham to expand into bigger markets such as the EU and the UK



GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE

- Part of the Port of Oshawa exists within a Provincially Significant Employment Zone and is intended to be preserved as an employment area
- The Growth Plan promotes making more efficient use of existing employment areas and vacant and underutilized employment lands and increasing employment densities
- The Growth Plan supports enhancing existing corridors to provide for inter-modal linkages between types of transportation.



**Population
Forecast (Durham)**
Today - 697,000
2051 - 1,296,000

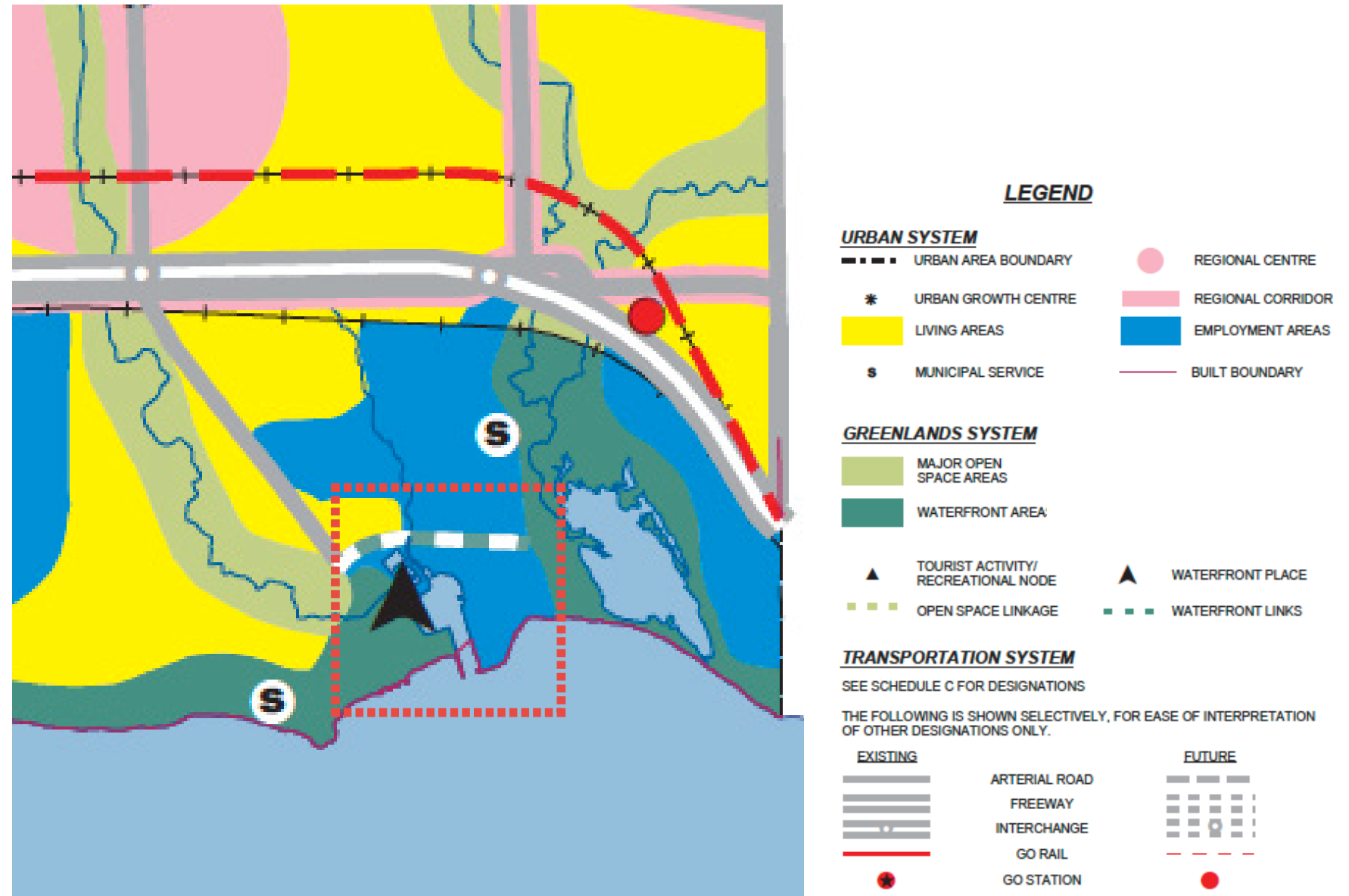
**Employment
Forecast (Durham)**
Today - 239,000
2051 - 464,000

Legend

- Urban Growth Centres
- Future Transportation Corridors*
- Existing Major Highways*
- Highway Extensions*
- Existing Rail Lines*
- Welland Canal*
- Gateway Economic Zone
- Border Crossings
- Intermodal Hubs
- International Airports
- Proposed Airport
- Major Ports
- Gateway Economic Centre
- Built-Up Area – Conceptual
- Designated Greenfield Area – Conceptual
- Greenbelt Area*
- Greater Golden Horseshoe Growth Plan Area**

A Place To Grow: Growth Plan for the Greater Golden Horseshoe -
Schedule 6: Moving Goods

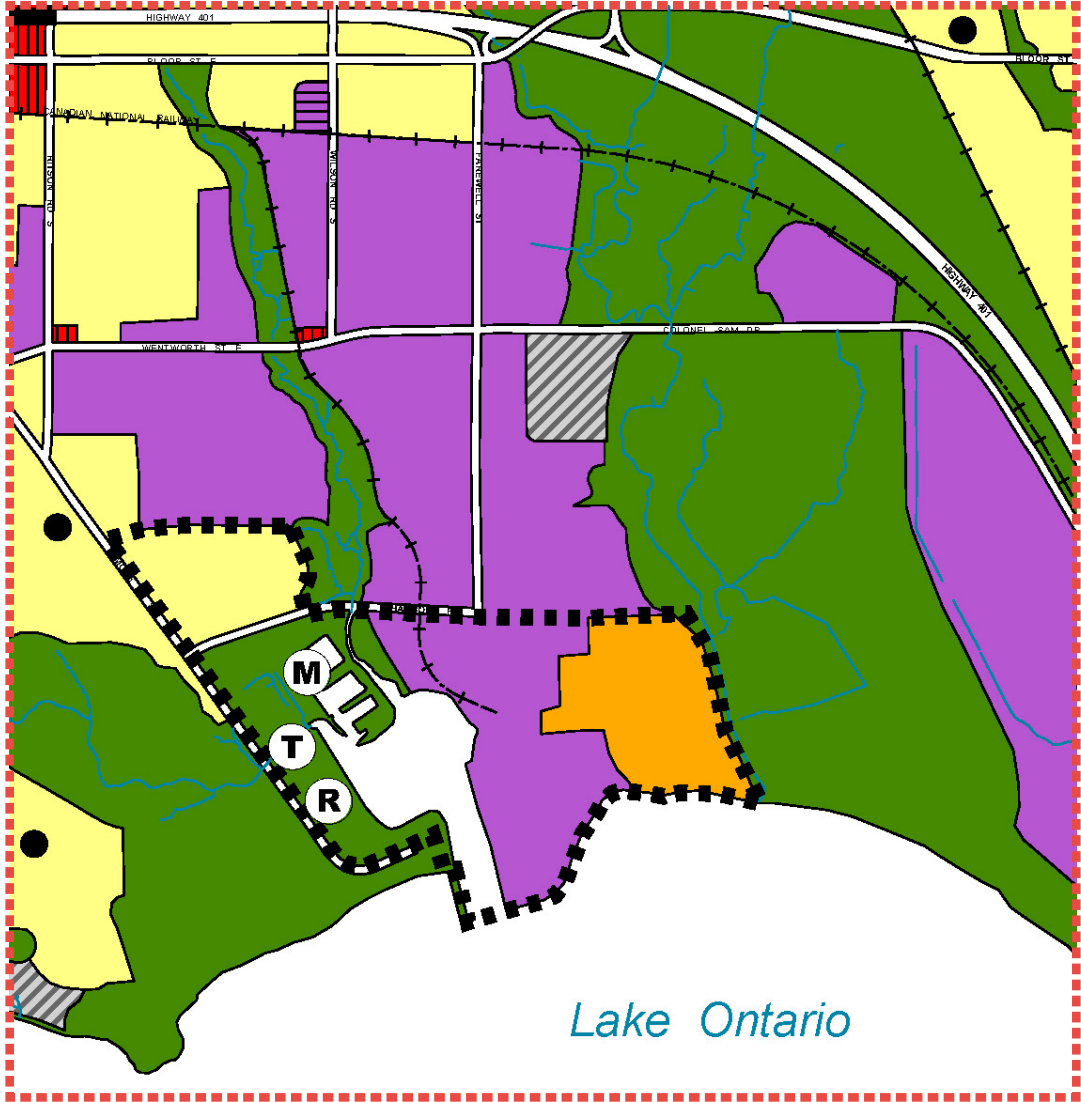
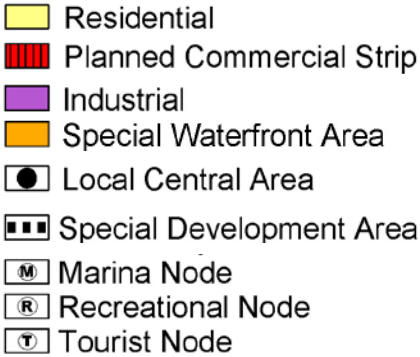
- **The Port is primarily designated Employment Areas within the Regional Official Plan**
- **Surrounding lands are designated as Employment Areas, Waterfront Areas and Living Areas**



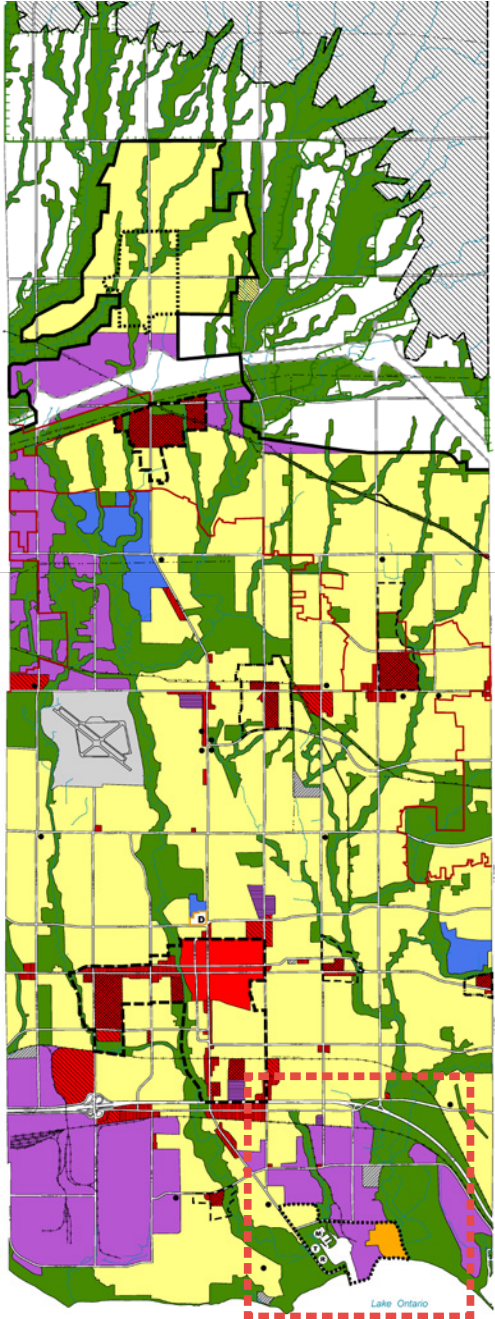
Durham Region Official Plan - Schedule A - Map A4 - Regional Structure

OSHAWA OFFICIAL PLAN (LAND USE)

- In the Oshawa Official Plan, the Port is primarily designated as Industrial land / Special Waterfront Area
- Surrounding lands include a mix of Industrial, Residential and Open Space and Recreation lands



City of Oshawa Official Plan - Schedule A - Land Use



THE PORT AND ITS IMMEDIATE CONTEXT

- Environmental Areas
- Parkland
- Other Green Spaces
- Residential Uses
- Employment Uses
- HOPA Lands
- Trails
- Schools
- Water Treatment Facilities
- Community Gathering Spaces
- Local Retail



LAKEVIEW PARK & LAKEWOODS PARK TO THE SOUTHWEST

Lakeview Park



Lakeview Park Beach



Lakeview Park Pier



THE CREEKS &
FORMER MARINA
LANDS TO THE
NORTHWEST

Future Ed Broadbent Park



Former Marina Lands



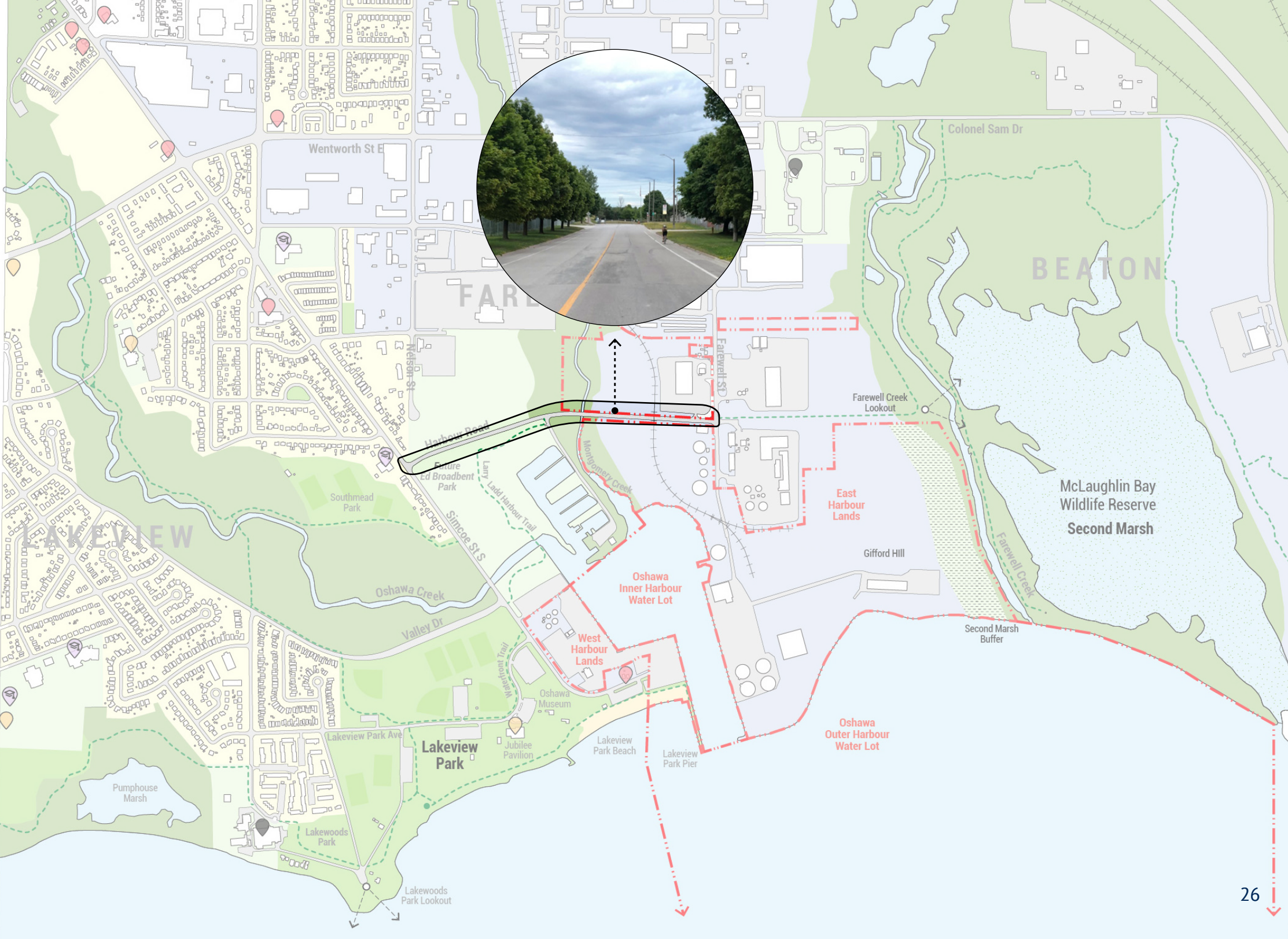
Oshawa Creek and Valleylands



Larry Ladd Harbour Trail



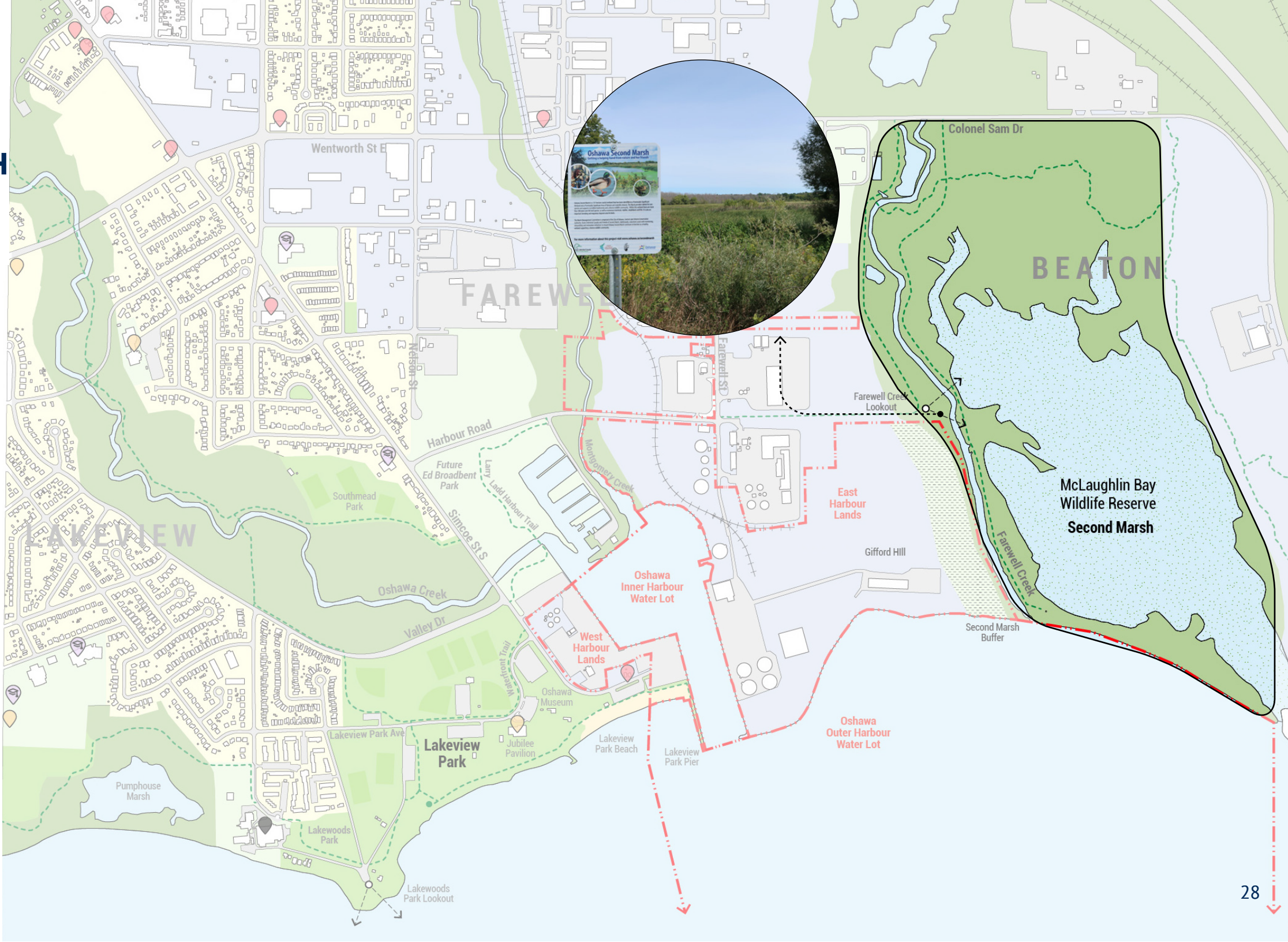
HARBOUR ROAD



COMPLEMENTARY
EMPLOYMENT
USES TO THE
NORTH

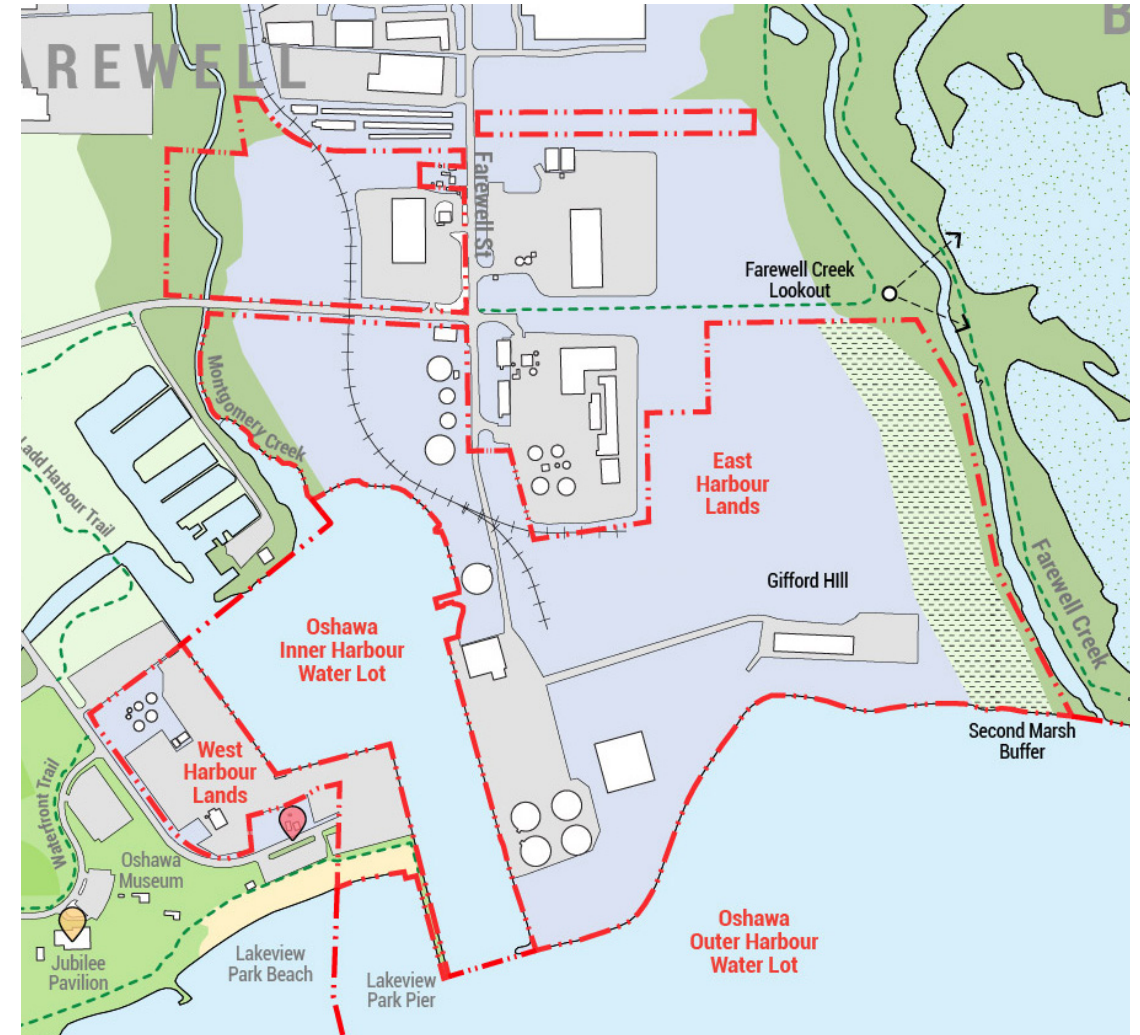


MCLAUGHLIN
BAY WILDLIFE
RESERVE &
SECOND MARSH
TO THE
EAST



THE PORT TODAY

The Port of Oshawa contains 155 acres (63 hectares) of land lots, 509 acres (206 ha) of water lots, 11 port tenants and partners, and includes a 120m buffer from the Second Marsh.



THE PORT TODAY

The Port of Oshawa already has a significant economic impact

\$6
million/year



The Port generates \$6 million annually in federal and provincial taxes, in addition to local tax revenues generated by the port tenants.

\$260
million/year



On average, \$260 million worth of cargo per year transits the Port, from salt and steel products to asphalt and grain

294
jobs supported



The movement of cargo through the Port supports 294 indirect jobs, 153 jobs are directly related to marine cargo activities and 71 induced jobs are supported in the regional economy.

70
vessels/year



On average, the Port of Oshawa handles around 70 vessels per year carrying over 500,000 metric tonnes of cargo.

THE PORT TODAY

Commodities & End Users

The Port handles a range of cargo each year, from salt and steel products to sugar, asphalt and grain.

The Port of Oshawa is a crucial transportation hub to bring in materials for the region's construction industries, such as cement, steel and asphalt.

Goods are exported to destinations all over the world, including the United States, Mexico, the Middle East, and more.



THE PORT TODAY

Port Investment & Maintenance

There is more than \$25 million in infrastructure requirements at the Port, to be prioritized and implemented over several years. All investments must be supported by revenue from new tenants.



Infrastructure requirements include:

- Dredging of the East Berth and Approach Channel
- Construction of East Approach Channel Spit
- Navigation and dock lighting
- Extension of the East Berth
- Rehabilitation of East & West Wharf
- Access Road and Utilities
- Demolishing obsolete storage shed to create additional cargo lands
- Surfacing & storm water management infrastructure for reduced dust and improved storm water quality
- Gates & fencing for greater security
- Consolidated Site Office

THE PORT IN THE FUTURE

HOPA has two processes to evaluate new uses. These ensure alignment with the long-term vision for the port and with environmental regulations.

HOPA tenant evaluation

1

Customer Enquiry & Initial Review

Investigate & understand potential tenant's business & proposed use of property

2

HOPA Due Diligence

Prepare a conceptual site plan and the preliminary environmental check

3

Leasing Proposal & Review

Draft lease circulated to all HOPA departments for review and approval: finance, operations, environment, real estate, legal, President & CEO

4

Tenant Support

Regular tenant visits by Real Estate staff to ensure tenant satisfaction and identify business growth opportunities. Regular visits by HOPA Environment Manager to inspect air quality, spill prevention, dust, noise, other issues

Environmental review under Impact Assessment Act (IAA)

1

Confirm whether a project requires IAA assessment

2

Evaluate of environmental impacts

3

Gather knowledge from Indigenous groups, local community and federal experts

4

Consider feedback

5

Make determination and post decision

An aerial photograph of an industrial facility, likely a refinery or chemical plant. The scene is dominated by several large, cylindrical storage tanks with conical roofs. One tank in the foreground is particularly prominent, showing its corrugated metal exterior. To the left, a long, low building with a flat roof is visible. The ground is a mix of dirt, gravel, and paved areas, with various pipes and structures connecting the different parts of the facility. In the background, a body of water is visible, and some trees are scattered around the perimeter. The overall lighting is soft, suggesting either early morning or late afternoon.

**WHAT WE'VE
HEARD SO FAR**

COMMUNITY SURVEY FINDINGS

In July 2020, HOPA released a community survey to better understand community priorities for the port area.

The survey identified a number of key priorities including:

- **Continuing the environmental stewardship of the harbour and port lands through ongoing monitoring**
- **Protecting the second marsh and surrounding environmental areas**
- **Improving the appearance of the port**
- **Improving access and making use of underutilized space**

COMMUNITY SURVEY FINDINGS

What you said:

Improve access to and the quality of the waterfront trail

Find ways to mitigate visual and noise impacts from the port lands

Educate the public on the functions of the port

Continue to build relationships and engage the local community and environmental groups

Continue to grow the port operations, diversifying the cargo and increasing exports

Maintain a focus on environmental stewardship

Work with the community to find a way to balance port activities and recreational activities such as boating and beach access

Support a waterfront that is a place for people to enjoy

STAKEHOLDER INTERVIEW KEY FINDINGS

AND INTERVIEW KEY FINDINGS

For Durham Region and Northumberland County farmers, access to a deep water port in Oshawa can reduce transportation costs

The port improves the ability for farmers to expand their goods to new markets domestically and internationally

There is a need to improve truck access to the site so that it minimizes impacts on adjacent uses for people accessing the marsh

As the port evolves, it will set the preconditions for large companies to invest in Oshawa

The port can provide more transportation options and minimize the amount of trucks on the 401 corridor

Oshawa and Durham are working to build the region as an investment attraction zone to bring business and high value jobs

STAKEHOLDER INTERVIEW KEY FINDINGS

AND INTERVIEW KEY FINDINGS

There is an opportunity to improve the image of the waterfront as a whole, this could be through increasing public art

The City would like to establish a common vision for the waterfront lands to blend together the interface of the port and public lands

The Port should be a good neighbour to the Second Marsh

The extension of Harbour Road should be planned to accommodate both large trucks accessing the port and recreational users accessing the trails at Second Marsh

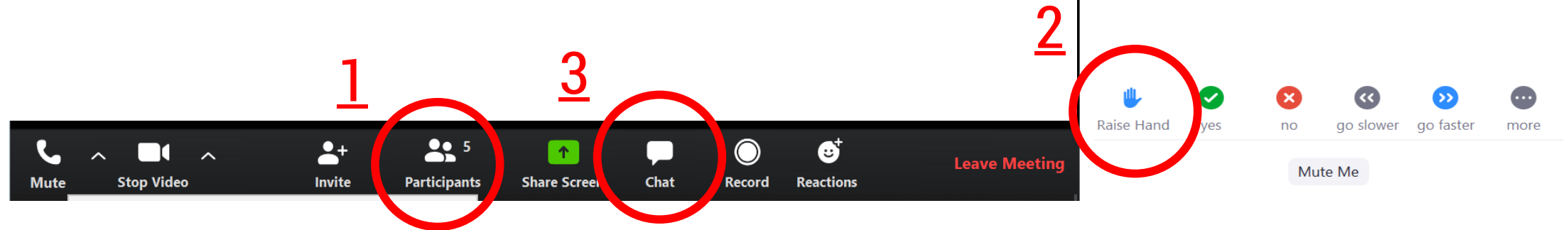
Showcasing the history and the role of the port in the surrounding public spaces can educate the community

DISCUSSION



HOW TO ENGAGE IN THE DISCUSSION

- To ask a question please “raise your hand” **(1 + 2)** When you do, we’d like you to introduce yourself and your relationship to the Port of Oshawa (local resident, area business, visitor to the area etc.).
- Otherwise, submit a question in the chat **(3)**:



QUESTION & ANSWER PERIOD

To get us started...

How can the port's long-term plan best support the objectives of the community and the region broadly?

How do you use the port area today?

FOCUSED DISCUSSION

- 1 THE BEACH & PROMENADE**
- 2 WEST WHARF INTERFACE**
- 3 HARBOUR ROAD EXTENSION**

1

THE BEACH & PROMENADE TODAY



The east end of the beach and the promenade have the most direct interface with the port. How could the relationship between these areas improve?

1 THE BEACH & PROMENADE IDEAS FROM ELSEWHERE

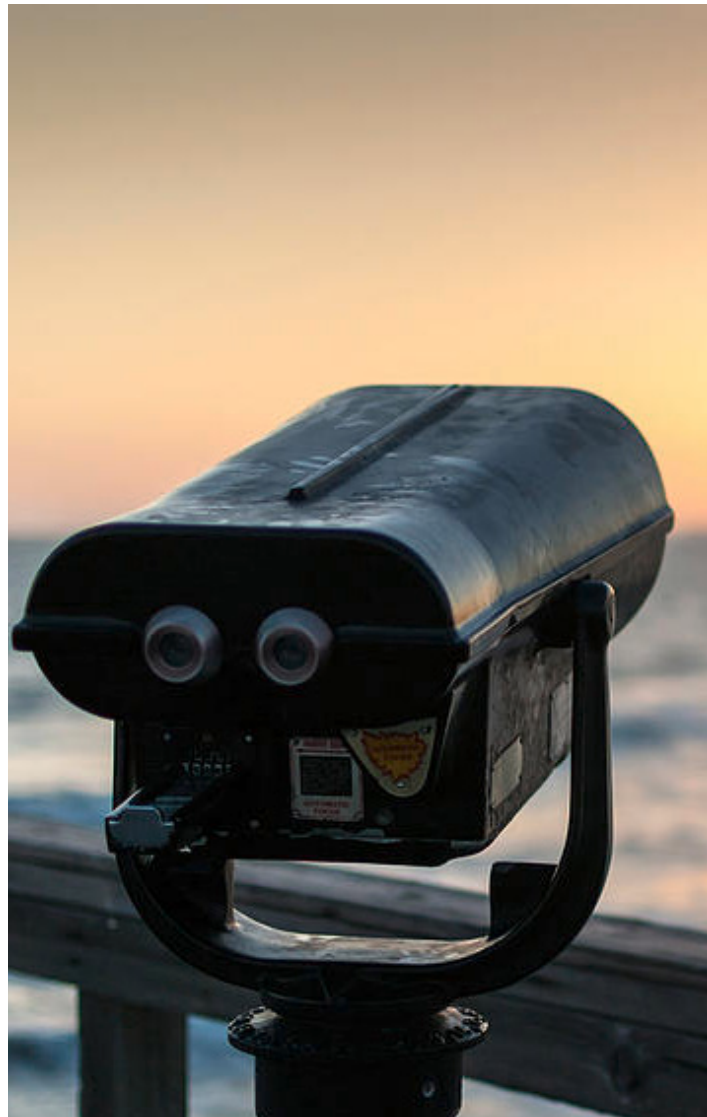


Finding ways to celebrate the industrial heritage (lookout, interpretation)

Sugar Beach (Toronto) demonstrates how waterfront amenities can co-exist with port uses

1

THE BEACH & PROMENADE IDEAS FROM ELSEWHERE



**Activating /
Celebrating the
pier (lighting,
destination
features,
lookouts)**

1

THE BEACH & PROMENADE IDEAS FROM ELSEWHERE



Enhancing
the character
and image
of the beach
(naturalized
buffers /
landscaping,
improved
barriers)

Beachfront Park, Pickering

2

WEST WHARF INTERFACE

TODAY



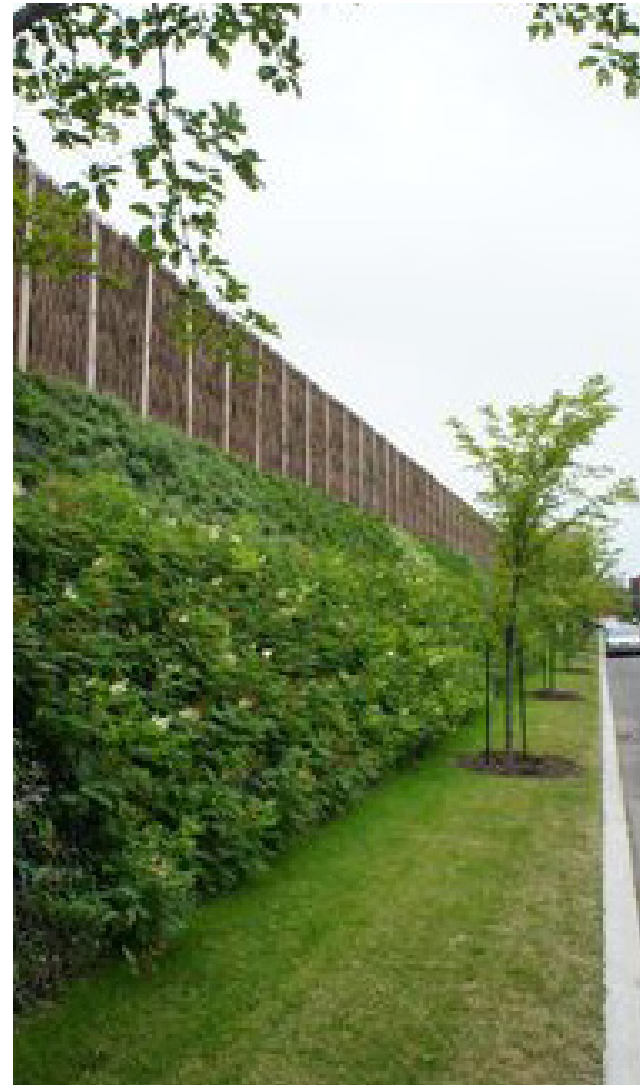
Lakeview Park and the Lakeview neighbourhood are neighbours with the port's West Wharf. How could the interface between these places be improved?

2

WEST WHARF INTERFACE IDEAS FROM ELSEWHERE

Various strategies can be explored to enhance the image of the Port and improve the visual and noise impacts on the adjacent community

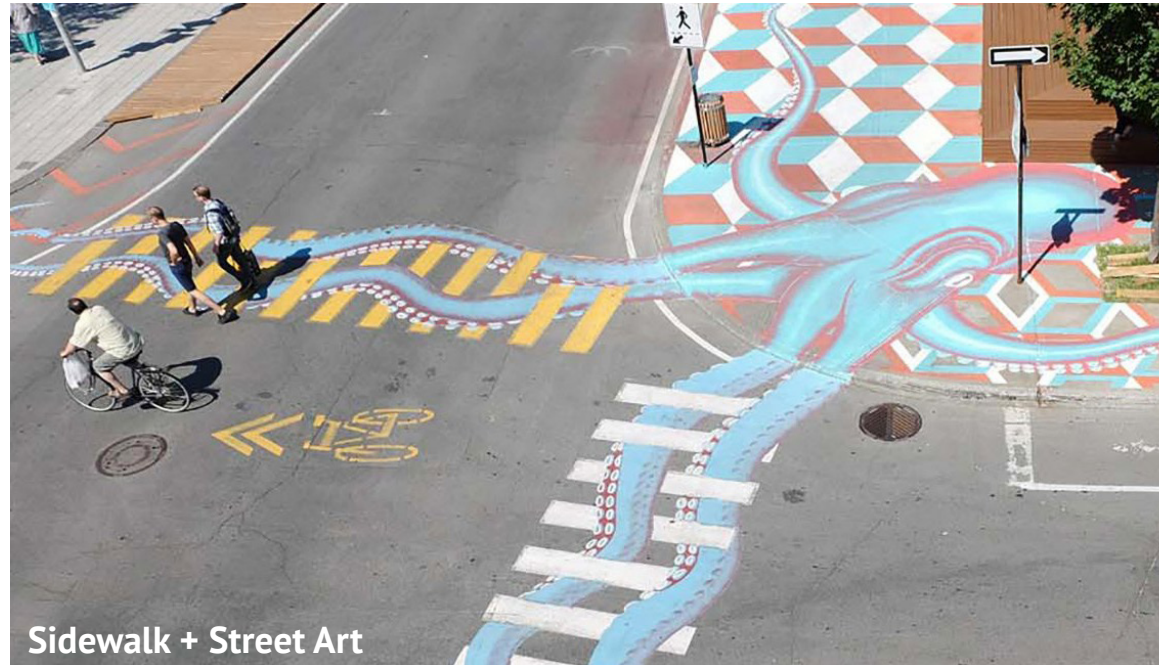
Beackfront Park, Pickering



2

WEST WHARF INTERFACE IDEAS FROM ELSEWHERE

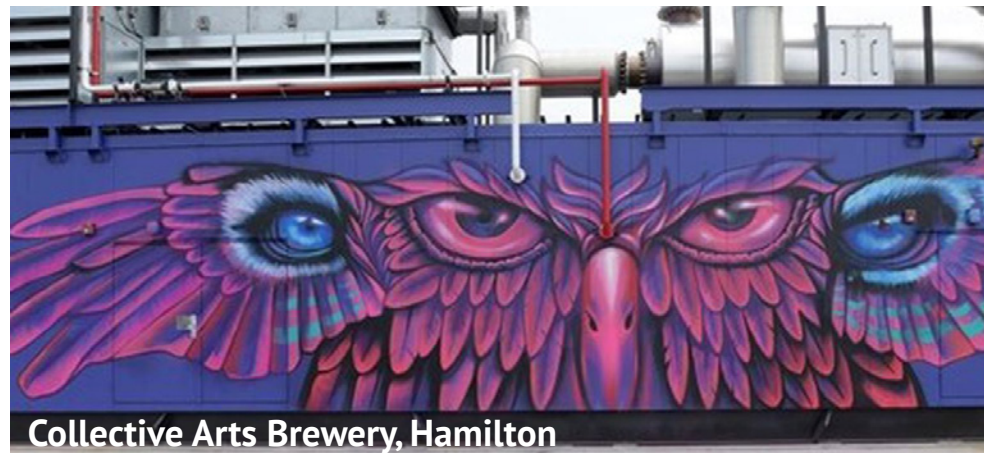
Public art can help animate the interface between the port and community, as well as telling the story of Oshawa's harbourfront



Sidewalk + Street Art



West Toronto Railpath



Collective Arts Brewery, Hamilton



Granville Island, Vancouver

2

WEST WHARF INTERFACE IDEAS FROM ELSEWHERE

Supporting improved trail connectivity by integrating adjacent trails and landscaping within sidewalk zones



Leslie Barns -
TTC Streetcar Storage Facility,

3 HARBOUR ROAD EXTENSION TODAY

- Harbour Road is planned to be extended to provide better access to HOPA's land and to create a network for improved traffic redundancy
- The extension of Harbour Road will be planned to provide community access through a recreational path for walking and cycling



Existing conditions along Harbour Road (Looking east)

3 HARBOUR ROAD EXTENSION IDEAS FROM ELSEWHERE



How can we enhance the comfort and safety of pedestrians and cyclists, support access to the marsh, and integrate Harbour Road into the broader network?

NEXT STEPS

- **With your input we will continue to develop the Land Use Plan**
- **Visit us at <https://www.hopaports.ca/> to sign up to be on our mailing list**
- **Follow us on Twitter and Instagram to stay up to date @HOPAports**