



THE PORT OF OSHAWA LAND USE PLAN

April 2021

HOPA
PORTS

HOPA Ports recognizes, with gratitude, our presence on the traditional territories of the Haudenosaunee and Anishinaabe nations.

We acknowledge that HOPA's port lands are, in Hamilton and Niagara, situated on the treaty territory of the Mississaugas of the Credit First Nation; and in Oshawa, on the territory of the Mississaugas of Scugog Island First Nation, which is covered under the Williams Treaties.

We stand with our Indigenous neighbours in celebrating and protecting the lands and waters of the Great Lakes, and all they provide: life, resources, transportation and trade.

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Introduction

1.1 PURPOSE OF THE LAND USE PLAN

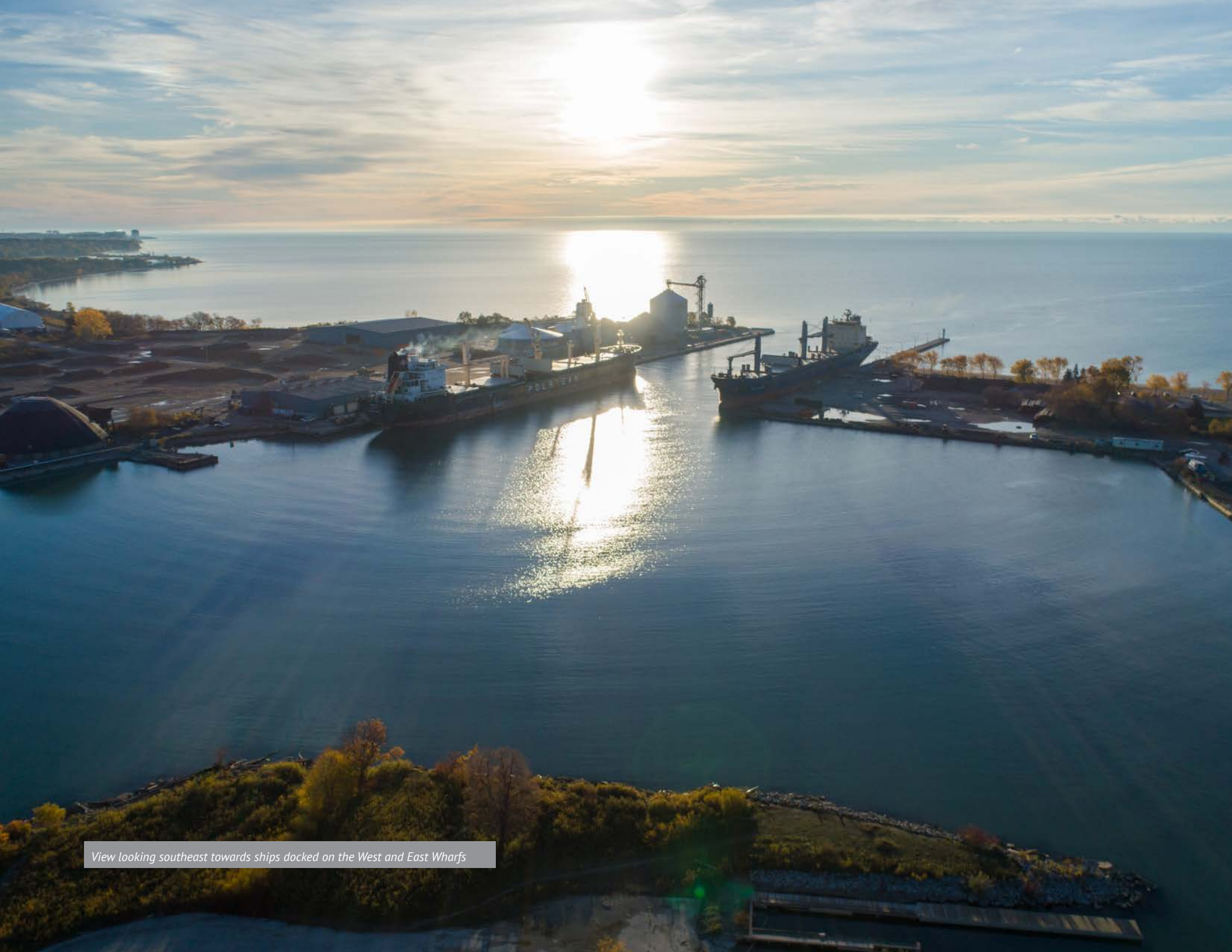
The Port of Oshawa (The Port) is one of 18 major Canadian ports deemed vital to Canada's domestic and international trade. Originally governed by the Oshawa Harbour Commission, the management of the Port transitioned to the Oshawa Port Authority when it was designated as a Canadian Port Authority (CPA) under the *Canada Marine Act* (the Act) in 2012. In 2019, the Hamilton Port Authority and the Oshawa Port Authority amalgamated to ensure the long-term sustainability of port operations and to strengthen the Canadian supply chain. The Hamilton-Oshawa Port Authority (HOPA) provides a coordinated approach to port management, development, land use and marketing.

The majority of the Port's 63 hectares (155 acres) are currently occupied, and are home to approximately 11 Port users and partners. The needs of the regional economy, local community and port-reliant businesses are expected to grow over the coming years. It is the goal of the updated land use plan to anticipate these needs and develop a plan for a sustainable, prosperous Port of Oshawa.

This Land Use Plan contains objectives and policies for the development of the Port of Oshawa over the next 10-15 years and creates a framework for land use planning and development that considers:

- The current and future infrastructure needs of the Port;
- The market demands for multimodal transportation services in the Greater Toronto Hamilton Area (GTHA);
- The environmental and social aspects of the Port lands and its role in the broader waterfront;
- Community, stakeholder and municipal aspirations for the future of the Port and surrounding areas; and,
- The Port's role as an economic driver in the City of Oshawa and GTHA region.

HOPA will review the Land Use Plan every 5 years, per the requirements of the *Canada Marine Act*. The Land Use Plan for the Port of Oshawa is distinct from municipal or other land use planning documents. It is a framework that will guide the Port's evolution, and not a legislated land use code or a detailed master plan.



View looking southeast towards ships docked on the West and East Wharfs

1.2 PORT HISTORY

Oshawa has long been a place for transportation and trade, dating back to as early as the 1700's when the Mississaugas of Scugog Island First Nation used what is known today as the Scugog Carrying Place Trail. This trail, used for hunting and trading, is one of several routes and carrying places that connected the interior of the province to Lake Ontario¹. First efforts to develop a harbour were seen in 1840, when the Pier and breakwaters were constructed by the Sydenham Harbour Company. Exports at this time included flour, pork, ashes, oatmeal, whisky and lumber. Shipbuilding was also being done on the East Side of the Harbour at this time. In 1878 the Sydenham Harbour Company became known as the Oshawa Harbour Company. Records indicate that by 1889 the harbour was exporting 16,337 tons of goods².

The Harbour was the main method of shipping for Oshawa during the Great Depression and the Second World War. In 1930 the harbour continued to expand with the opening of the Welland Ship Canal, allowing larger ships to transit Lake Ontario and increasing business at the Port of Oshawa³. The St. Lawrence Seaway opened in 1959, and soon after the Oshawa Harbour Commission was created in 1960. The Oshawa Harbour

Commission oversaw one of seven deep-sea ports in Canada until 2012 when it became the Oshawa Port Authority. On June 18, 2019, The Oshawa Port Authority became amalgamated with the Hamilton Port Authority, and is known today as the Hamilton-Oshawa Port Authority (HOPA Ports)⁴. Still a hub for trade and transportation, the Port of Oshawa recently posted its best season ever in 2020, with tonnages exceeding 672,000 MT.



View at Oshawa Harbour in 1900, credit the Thomas Bouckley Collection, Robert McLaughlin Gallery.

1. Oshawa Historical Society, The Scugog Carrying Place 2018

2. The Oshawa Museum, The Oshawa Harbour – Part I 2020

3. Oshawa Historical Society, The Oshawa Harbour – Part II 2021

4. Oshawa Historical Society, The Oshawa Harbour – Part II 2021



View of the Port in 1987 with the bulk carrier ship, the Kaptan Güven, docked, credit Oshawa Public Libraries, Local History Collection

1.3 PORT LANDHOLDINGS

Oshawa is one of a few Canadian cities that can boast an airport, rail lines, a deep water port and 400-series highways all within proximity to each other. The combination of transportation facilities provides importers and exporters in the city a competitive advantage. The Port has access to a workforce skilled in handling all types of cargo and world markets through the St. Lawrence Seaway.

The Port of Oshawa is one of the smallest ports governed by a designated Canadian Port Authority and includes 63 hectares (155 acres) of land lots, 206 hectares (509 acres) of water lots, and a 120 metre buffer from the Second Marsh. The Port currently has 480 metres of dock wall, 2,000 sq. metres of warehouse space, and 32,000 sq. metres of open storage space, in addition to a grain storage capacity of 10 tonnes. Located within the Port of Oshawa are various features, including the site of a previously relocated pioneer cemetery; a pioneer homestead; an 18th century trading post; and the landmark known as Gifford Hill.



Figure 1: Port of Oshawa within the St. Lawrence Seaway system

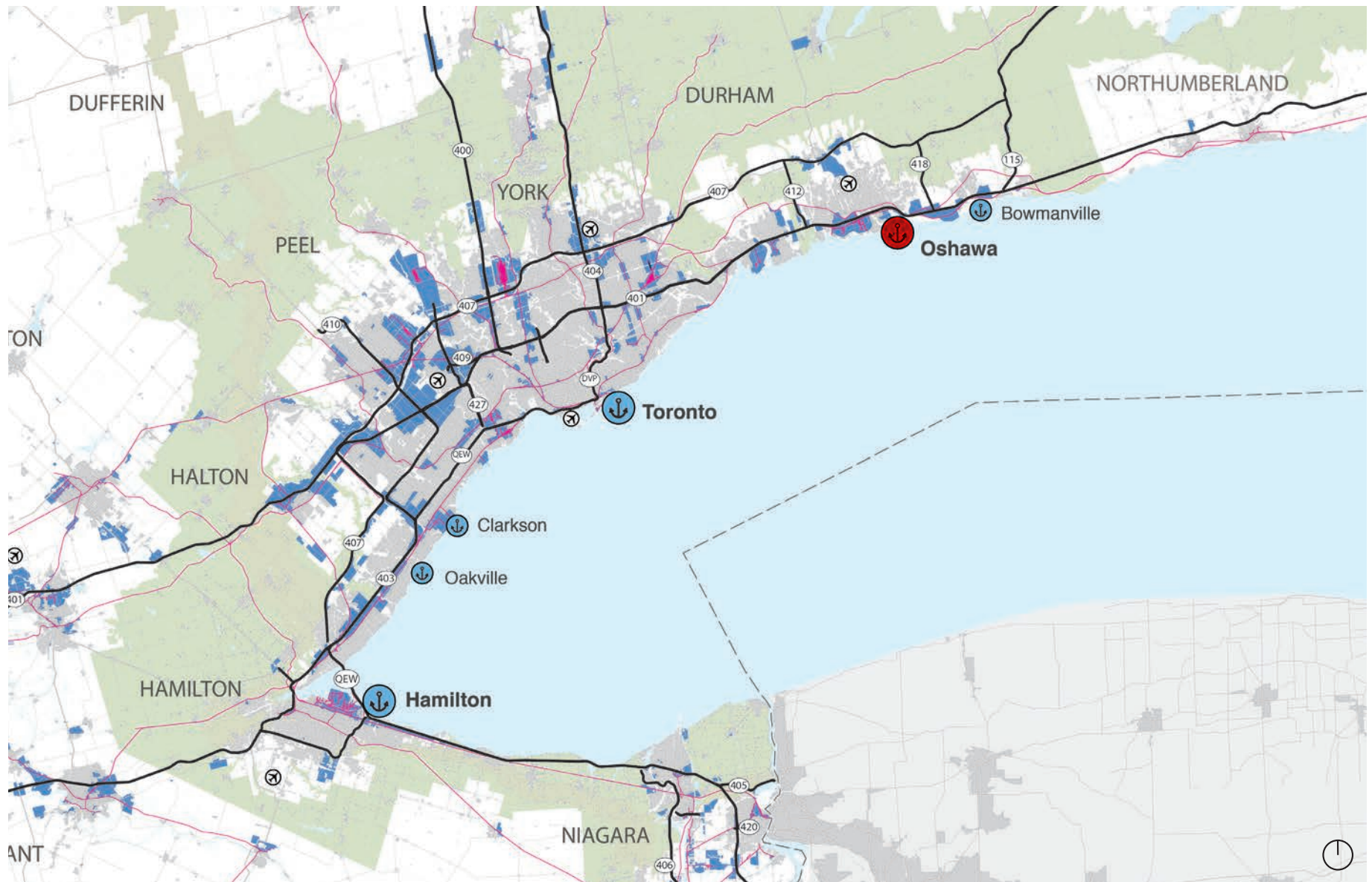


Figure 2: Port of Oshawa within the context of the Greater Golden Horseshoe region

- | | | | | | | | |
|---|---------------|---|----------|---|--------------------|---|--------------------|
|  | Built-Up Area |  | Highways |  | Employment Lands |  | The Port of Oshawa |
|  | Greenbelt |  | Railways |  | Lake Ontario Ports | | |

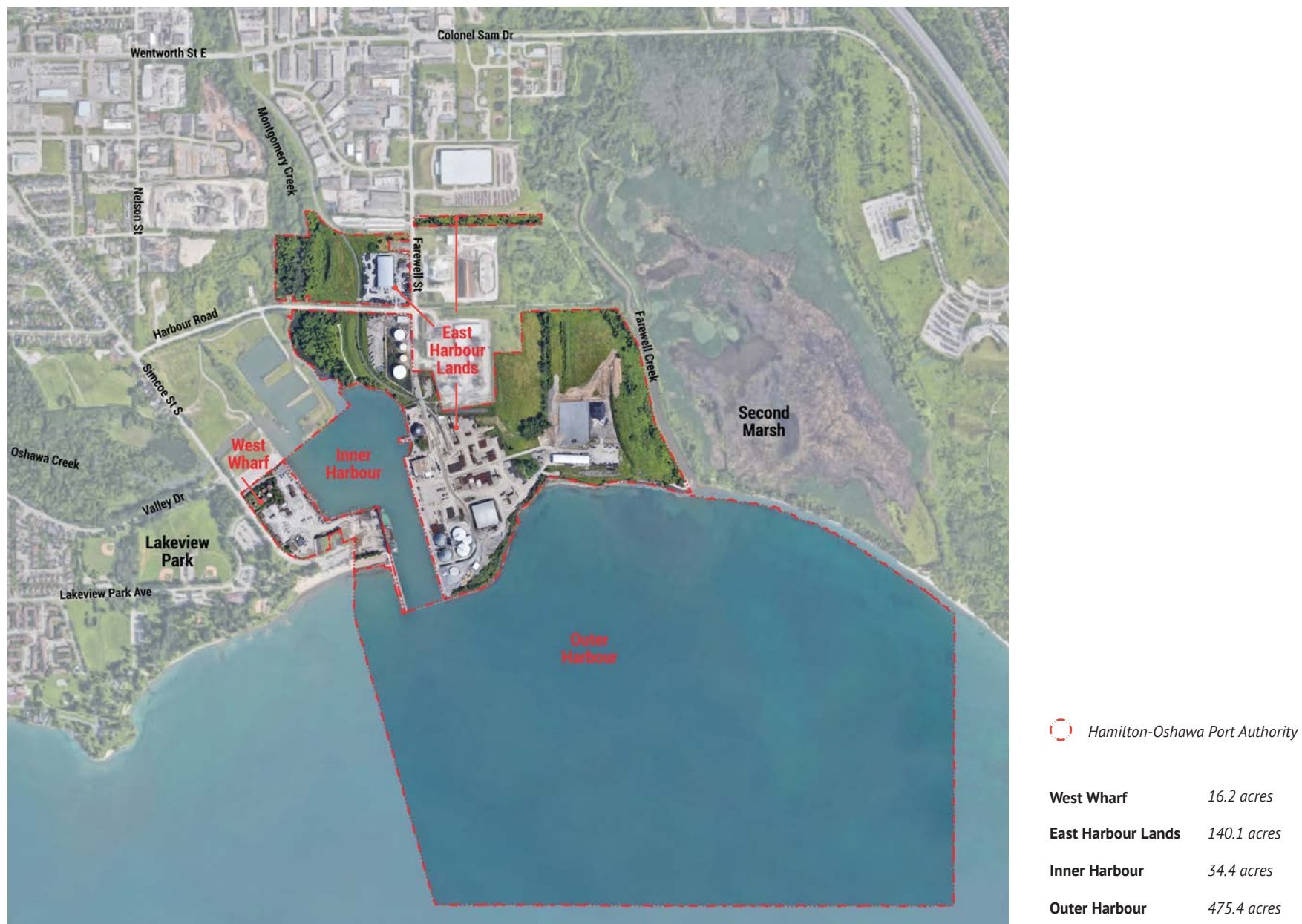


Figure 3: Port of Oshawa landholdings in context



1.4 PORT GOVERNANCE

Canada Marine Act

The *Canada Marine Act* created CPAs to operate particular ports on behalf of the Government of Canada. CPAs possess the power to engage in activities related to shipping, navigation, transportation of passengers and goods, storage and warehousing, and related activities. CPAs are required to be financially self-sufficient. Port authority operations are not funded by tax dollars, but through Port user rents and harbour dues.

The *Canada Marine Act* is intended to facilitate a National Ports System made up of 17 independently managed CPAs. The Act has a goal of facilitating efficient and viable Canadian ports, which includes:

- Implementing transportation policies that provide Canada with marine infrastructure, offer effective support for the achievement of national, regional and local social and economic objectives, and promote and safeguard Canada's competitiveness and trade objectives;
- Promoting the success of ports for the purpose of contributing to the competitiveness, growth and prosperity of the Canadian economy;

- Basing the marine infrastructure and services on international practices and approaches that are consistent with those of Canada's trading partners in order to foster harmonization of standards;
- Ensuring that marine transportation services are organized to satisfy the needs of users and are available at a reasonable cost; and,
- Providing for a high level of safety and environmental protection.

In accordance with the Act, each of the three levels of government names an individual to the HOPA Board of Directors. The federal Transport Minister, on the recommendation of Port users, nominates four other Directors.

Letters Patent

HOPA's Letters Patent establish the Port's governance framework, describing the navigable waters and property of HOPA, outlining the activities and powers of HOPA, and placing limits on borrowing, leasing and the activities of subsidiaries.

The Letters Patent establish that HOPA and its subsidiaries do not access federal government funds except in special circumstances. HOPA is required to pay an annual stipend to Transport Canada based on gross revenues. HOPA also makes payments in lieu of taxes (PILT).

HOPA is also subject to other federal legislation, including the *Impact Assessment Act* and its associated Regulations, and the *Marine Transportation Security Act* and its Regulations, which imposes a specific security regime for Port properties.

1.5 PROVINCIAL AND MUNICIPAL POLICY

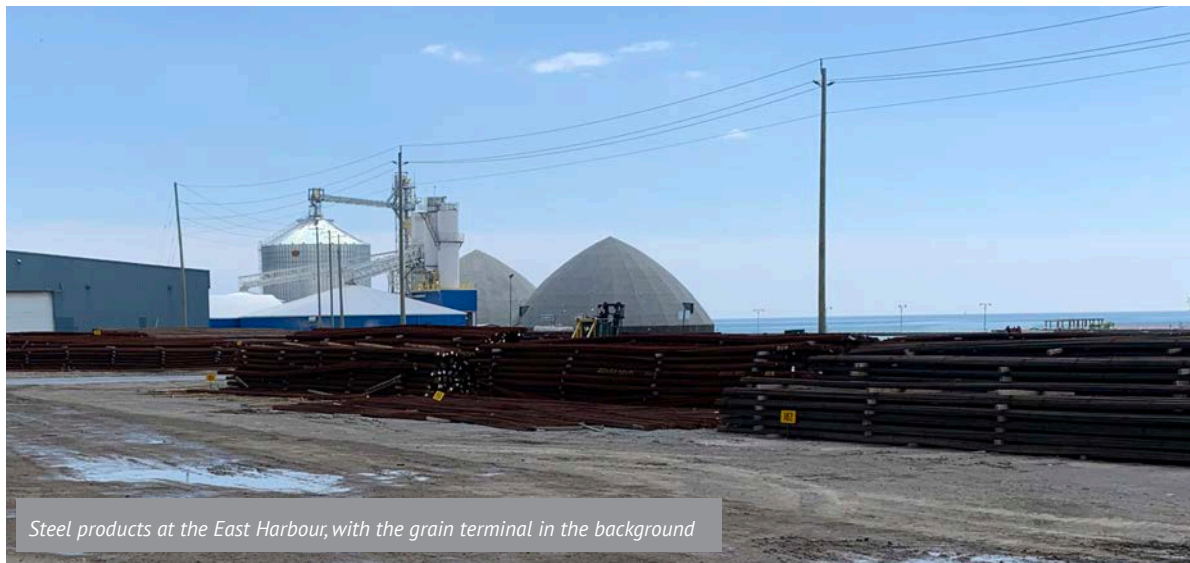
A provincial and municipal policy framework guides and regulates land use in the Greater Golden Horseshoe region. As a federally-designated and regulated port, land use and development at the Port of Oshawa are governed by the federal legislature and the Letters Patent described in Section 1.4, and guided by the Land Use Plan. Still, alignment of land use objectives at the Port with the broader land use planning framework is important; the broader community, economy and environment stand to benefit when the visions of the Port, the Region, City of Oshawa and the community are mutually-supporting. HOPA has regard for the planning policy framework in its land use planning processes and is committed to coordination and consultation with municipal partners regarding the evolution of the Port and the surrounding areas.

Provincial Policy Statement (2020)

The Provincial Policy Statement (PPS) provides policy direction on matters of provincial interest related to land use planning and development. The PPS sets the policy foundation for regulating the development and use of land. Municipal official plans must identify provincial interests and set out appropriate land use designations and policies, and municipal official plans and zoning by-laws must be consistent with the PPS.

The PPS establishes that planning authorities shall plan for, protect and preserve employment areas for current and future uses and ensure that the necessary infrastructure is provided. The employment policies of the PPS require the promotion of economic development and competitiveness through the provision of a range of suitable sites for employment uses that can support a wide range of economic activities taking into account the needs of existing and future businesses.

The PPS also provides that planning authorities shall protect employment areas in proximity to major goods movement facilities and corridors for employment uses that require those locations. The PPS establishes that connectivity within and among transportation systems is maintained, and, where possible, improved. The PPS establishes that a reliable multimodal transportation system that supports the movement of goods and people will ensure long-term economic prosperity. With respect to marine and rail facilities, the PPS requires that planning for land uses in their vicinities must be undertaken to protect their long-term operation and economic role.



Steel products at the East Harbour, with the grain terminal in the background

Growth Plan for the Greater Golden Horseshoe (2019)

A Place to Grow: The Growth Plan for the Greater Golden Horseshoe (the Growth Plan) was released on May 15, 2019, with Amendment 1 brought into effect August 2020, replacing the 2017 Growth Plan under the terms of the Places to Grow Act, 2005. The Growth Plan provides a framework for growth management across the region in coordination with the policies of the Greenbelt Plan, the Oak Ridges Moraine Conservation Plan, and the Niagara Escarpment Plan.

A guiding principle of the Growth Plan is to provide flexibility in the region to capitalize on new economic and employment opportunities as they emerge, while providing certainty for traditional industries. The Growth Plan establishes employment growth forecasts and intensification targets for employment and requires that municipalities supply adequate land within employment areas to meet those targets and to accommodate a broad range of employment uses. Municipalities are required to designate and preserve lands adjacent to or near major goods movement facilities and corridors, including major highway interchanges, as areas for manufacturing, warehousing and logistics, and to prohibit residential and sensitive land uses.

The Growth Plan also identifies several Provincially Significant Employment Zones (PSEZs) in the region. The entirety of the Port of Oshawa lands function as employment lands, and most of the lands are within a Provincially Significant Employment Zone. Like all municipally-designated Employment Areas, Provincially Significant Employment Zones are considered to be long-term, stable employment areas, but unlike other Employment Areas, they cannot be converted to other land uses in advance of a Municipal Comprehensive Review. As shown in Figure 4, a large portion of Durham Region's waterfront along the 401 corridor is employment focused.

The Growth Plan policies for Employment Areas and PSEZs align with HOPA's mandate to support goods movement and economic development through the long-term management and stewardship of its Port of Oshawa lands.

Greenbelt Plan (2017)

The Greenbelt Plan (2017) protects natural areas, agricultural lands and water resources in the Greater Golden Horseshoe region. The Greenbelt Plan provides permanent protection to the agricultural land base and the ecological and hydrological features, areas and functions. Oshawa Creek, Harmony Creek, Farewell Creek and the Second Marsh, adjacent to the Port, are external connections of the Greenbelt's Natural Heritage System. Oshawa Creek and Farewell Creek are designated Urban River Valleys. Urban River Valleys provide important linkages between the Greenbelt and Lake Ontario.

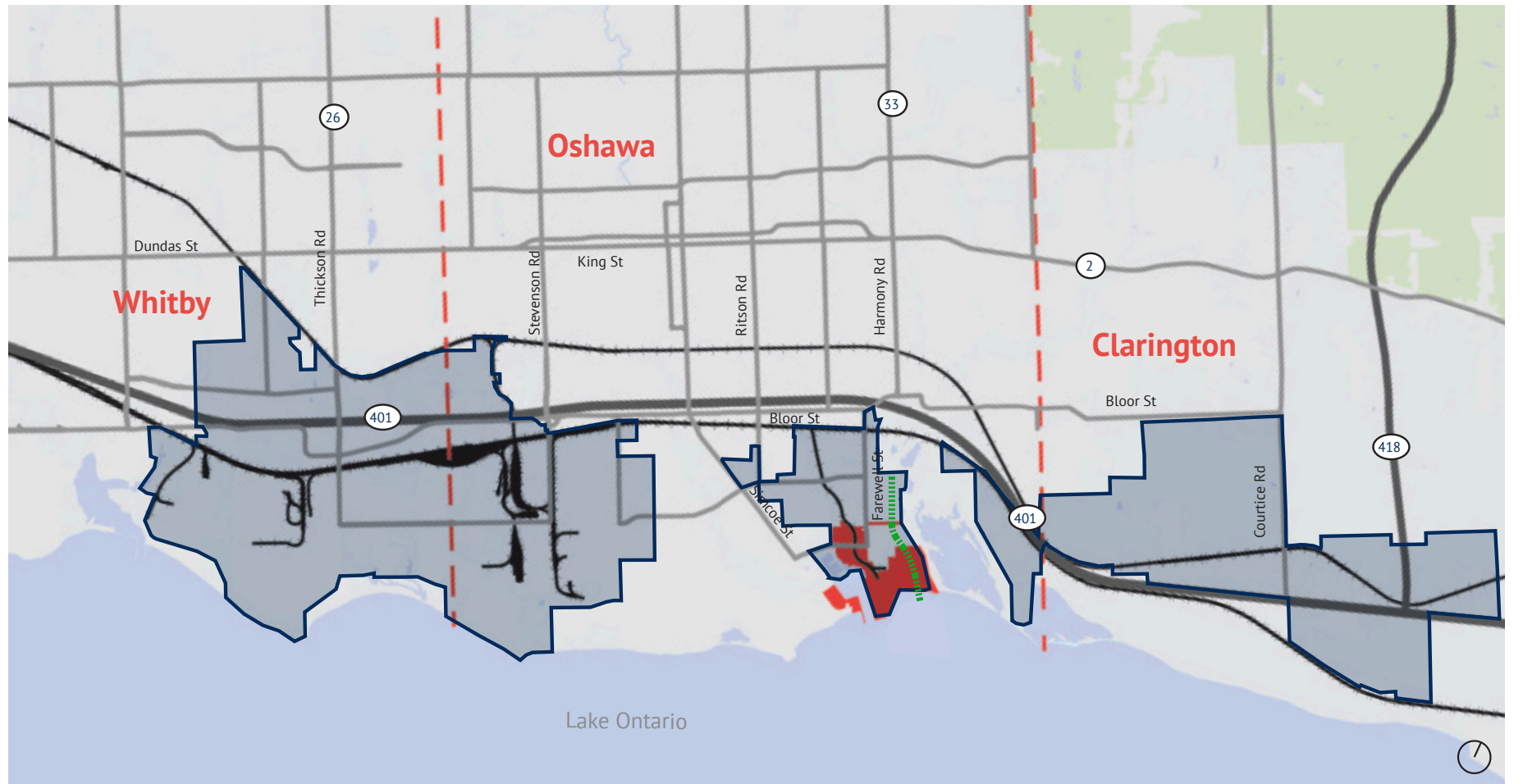


Figure 4: The entirety of the port lands is a long standing employment area, most of which is also a Provincially Significant Employment Zone identified in the Growth Plan (Source: Ministry of Municipal Affairs, modified by Urban Strategies)

- | | | |
|---|----------------------|---|
| ● Port of Oshawa | Railways | ○ Provincially Significant Employments Zones (PSEZ) |
| ● Built-Up Area | Municipal Boundaries | 120m buffer from Second Marsh |
| ● Greenbelt | Highways | |
| | Major Roads | |

Durham Regional Official Plan

The current Durham Regional Official Plan (Regional Official Plan) was adopted by Regional Council in 1991 and approved by the Minister of Municipal Affairs and Housing in 1993. The current consolidation includes amendments to May 11th, 2017. The Plan guides growth and development in the Regional Municipality of Durham by providing policies for improving and securing the quality of life, health, safety, convenience and well-being of present and future residents. The Regional Official Plan aims to develop the Region to its economic potential and increase job opportunities for its residents.

The Regional Official Plan designates the majority of the Port of Oshawa lands as Employment Areas while the West Wharf is designated as Waterfront Areas. Lands surrounding the Port of Oshawa are designated as Employment Areas, Waterfront Areas, and Living Areas.

The Regional Official Plan Employment Areas designation is consistent with the existing uses and long-term vision of the Port. The permitted uses for Employment Areas are expansive and include manufacturing, warehousing, storage of goods and materials, freight transfer and transportation facilities. The Regional Official Plan encourages Employment Areas near the Oshawa Harbour to be reserved for industries that benefit from locating in proximity to such land uses.

Oshawa Official Plan

The Minister of Municipal Affairs and Housing approved the City of Oshawa Official Plan (Oshawa Official Plan) on February 12, 1987. The Oshawa Official Plan was last consolidated in September 2019. The Oshawa Official Plan directs land uses on City-wide basis with supporting policies on environmental management, transportation, infrastructure and community improvement.

The Oshawa Official Plan identifies land use designations for the Port lands east of Montgomery Creek as Industrial and Special Waterfront Area. The Special Waterfront Area Policy is applied to the Port and the surrounding area. Port lands west of Montgomery Creek are designated Open Space and Recreation, with indication of a potential Recreation Node. Surrounding lands include a mix of Industrial, Recreational and Open Space and Recreation lands.

There are significant areas of alignment between the Official Plan land use designations and the Port's existing and planned functions. The Industrial land use designation supports warehousing and storage, utility functions and transportation terminals. The Special Waterfront Area designation—which is applied to the eastern portions of the Port lands—encourages industrial and office uses, as well as open space

and recreation uses that align with the HOPA's commitment to buffer from and support the conservation of the Second Marsh.

The Open Space and Recreation designation aligns with HOPA's on-going provision of public access to its Beach and Pier lands for public recreation.

The Oshawa Official Plan also indicates a municipal intention to foster a Tourist Node and Recreational Node on the West Wharf lands, and a potential Marina Node north of the Inner Harbour, south of Harbour Road.

The Oshawa Official Plan identifies much of the Port of Oshawa lands and lands to the north of the West Wharf as an Oshawa Harbour Special Development Area. The related policies encourage economic development of the Special Policy Area, to be achieved through a mix of development in line with the municipal Land Use Plan. Develop in the area is also to reflect principles of good design, including adaptability over time, climate change resiliency, respect for, and integration with, natural features and functions, and long-term sustainability.

Zoning

Municipal zoning by-laws regulate the permitted uses as well as built form and other characteristics for development. The City of Oshawa Zoning By-law 60-94 regulates land use and development city-wide, including in the Port's context area.

By-law 60-94 applies a variety of zoning categories to the Port and surrounding area. There are five zone categories in this area that permit a variety of industrial uses and activities: Harbour Commercial Zone HBC T12; Special Industrial Zone; Special Waterfront Zone; Select Industrial Zone SI-A(3); and Select Industrial Zone SI-B. The 120m Second Marsh buffer zone is zoned Open Space Buffer. This zoning permits an earthen berm, flood and erosion control structures, storm drainage control facilities, and educational uses for the enjoyment of a natural area.

Settlement Agreement

On April 22, 2010 Oshawa City Council approved a Settlement Agreement between the Federal Crown, Oshawa Harbour Commission and the City with respect to a number of matters. The Agreement included the conveyance of 19.4 hectares of land to the City, including the former marina lands. Implementation of the Settlement Agreement aimed to achieve a balanced use of the Oshawa Harbour area. The Agreement allowed for the City to proceed with elements of their vision for certain lands at the Oshawa Harbour, but also enabled the optimization of short and long-term economic benefits to the City and Durham Region from the Oshawa Harbour lands.

Land Use and Municipal Services Agreement

A Land Use and Municipal Services Agreement exists between the Port and the City of Oshawa as of July 2010. Key elements of this agreement remain in force, including a framework to cooperate and consult on matters related to land use, land development and municipal services in the harbour area. Specific guidance is provided on land uses on the West Wharf, protection of the Second Marsh, and the appropriate use of dredged material.



Bird's eye view of the Port of Oshawa and its context





Plan Update Process



2.1 CHANGING ENVIRONMENT

The operating environment that formed the basis for the previous 2013 Land Use Plan has changed significantly:

- The Oshawa Port Authority and the Hamilton Port Authority were amalgamated in 2019. The amalgamated Hamilton-Oshawa Port Authority is positioned to better attract investment, develop the supply chain and enhance the region's global connectivity and competitiveness.
- HOPA purchased the long-vacant Petrocor property on the West Wharf and in August 2020 began demolition of the six rusting fuel tanks located there. The tanks, which remained unused on the vacant Petrocor site for many years, were considered an eyesore for the community. Removal of the tanks improves the visual appearance of the area, which includes Lakeview Park, and represents an important step in improving the Port-City lands interface.
- The Oshawa waterfront has evolved with investments in Lakeview Park and the renaming of Ed Broadbent Waterfront Park. The completion of the Public Art Master Plan in 2018 identified the waterfront as a key area for public art activation. In the summer of 2021, the City will have completed the redevelopment of the splash pad and playground at Lakeview Park.



The interface between the Port and public areas has been improved as a result of the removal of the Petrocor tanks on Simcoe Street

2.2 COMMUNITY ENGAGEMENT AND CONSULTATION

The Land Use Plan recognizes that the Port of Oshawa is a regional economic asset and plays a role in the local community fabric. The planning process included opportunities for input from local stakeholders and the broader community on how to maximize the Port's economic contribution, while contributing to a healthy, vibrant waterfront, city and region. HOPA will be entering into a Communication and Cooperation Strategy with the City of Oshawa.

Through surveys, targeted stakeholder interviews and a virtual open house, HOPA received input from approximately 200 people from the local community, stakeholder groups, First Nations communities, and Port users. The following is a summary of some of the key themes heard through the engagement process:

- Continue to build relationships with the community;
- Protect the Second Marsh and surrounding environmental areas;
- Mitigate visual and noise impacts from the West Wharf;
- Balance the recreational and industrial activities of the waterfront;
- Maintain a focus on environmental stewardship;
- Enhance economic activity and employment;
- Improve access and make better use of underutilized space;
- Use signage to inform and create interest in the role of the Port;
- Continue to diversify cargo and Port users;
- Establish a common vision for the Oshawa waterfront; and
- Grow the role of the Port in Durham Region.



Port Context

3

3.1 REGIONAL CONTEXT

The Port is focused on delivering modal choice, efficiency and competitiveness to Port users, helping Ontario industries thrive. The Port of Oshawa is Durham Region's largest Port and is an important component of the Region's transportation system and economy. Today, the population of the Region is just over 697,000 people and the Growth Plan forecasts that Durham Region will grow to 1,300,000 people in 2051. There are currently 239,000 jobs in Durham, with the Growth Plan projecting an increase to 460,000 jobs in 2051.

As the economy grows, the demand for transportation-intensive employment space is expected to continue to expand. The Region of Durham is well-positioned to meet those demands east of Toronto, with space and opportunity to grow its transportation and logistics sector. The preservation of appropriate space for industry and manufacturing is necessary to ensure the region's economic diversity in the coming decades. The transportation-intensive nature of these functions makes the Port of Oshawa a logical hub for continued marine-industrial employment uses.

The Region of Durham is looking to grow their six key industries: agri-business, EN3 (energy, environment & engineering), health sciences, innovative technology, manufacturing and tourism. The Port of Oshawa can play a role in supporting the growth of many of these industries. In particular, the Port will continue to be a vital link between the Region's agricultural producers and their markets, and will be an essential link in the supply chain for commodities, materials, and specialized manufacturing products.



The Port of Oshawa supports the movement of key industry exports and inputs, including grain, construction materials, and advanced manufacturing components.

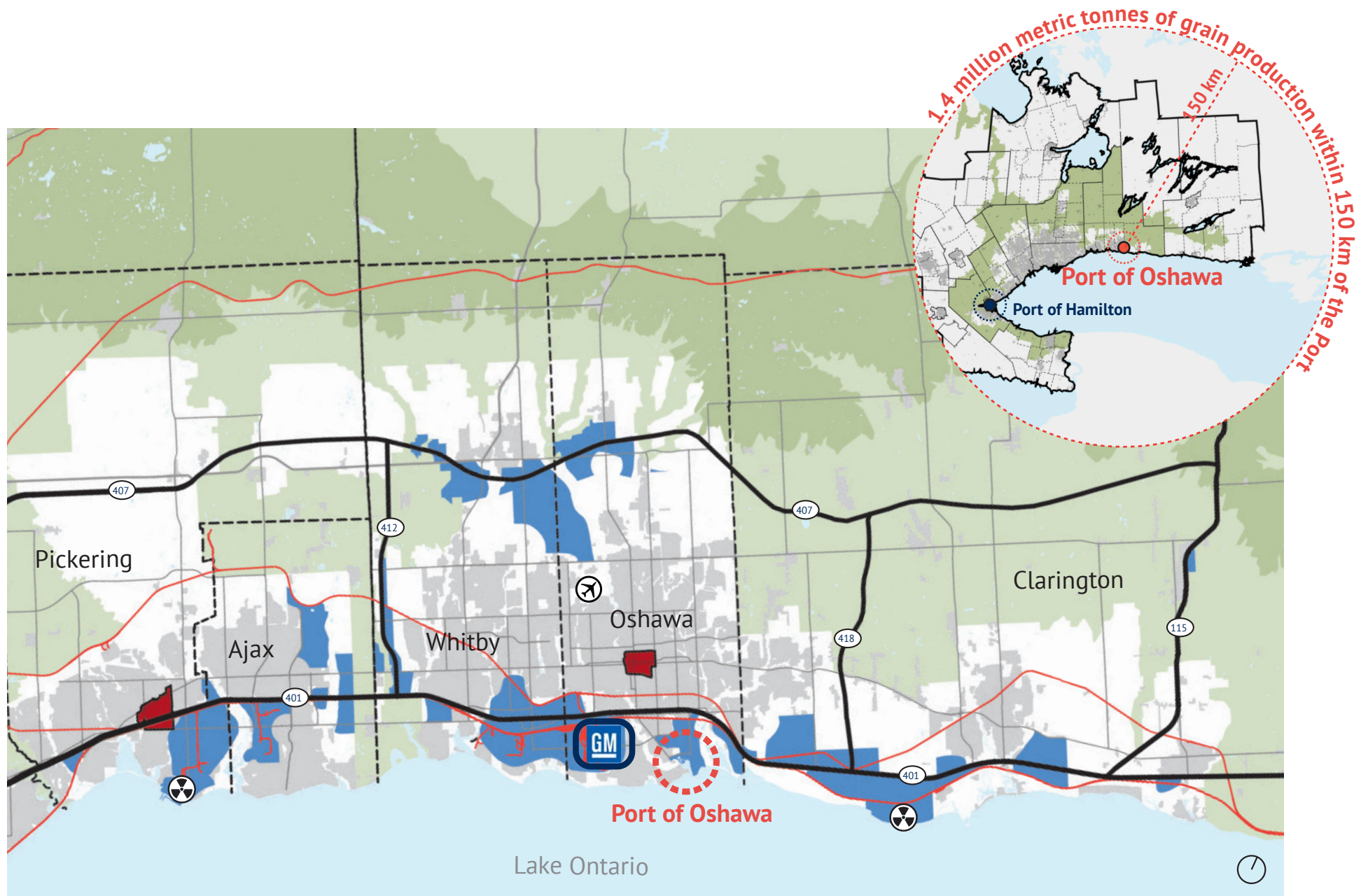


Figure 8: Major drivers of economic development within Durham Region

- | | | | |
|----------------------------------|----------------------|----------------------|----------------------|
| Built-Up Area | Employment Lands | Highways | Nuclear Plants |
| Greenbelt and agricultural areas | Urban Growth Centres | Major Roads | Airports |
| Oak Ridges Moraine | | Railways | General Motors Plant |
| | | Municipal Boundaries | |

3.2 SURROUNDING CONTEXT

The Oshawa Waterfront & Adjacent Employment Lands

The Oshawa waterfront contains extensive parkland, residential communities, major natural features and the Port of Oshawa.

To the west and north of the Port of Oshawa is a connected system of public open spaces. These include Lakeview Park, Southmead Park, Lakewoods Park, Stone Street Park, the future Ed Broadbent Park, Oshawa Valleylands Conservation Area, the Larry Ladd Harbour Trail, Lakeview Park Beach, Oshawa Creek and Montgomery Creek. While the Port of Oshawa sits within the continuous network of parks along the waterfront, it has the ability to integrate alongside and support connectivity between waterfront places.

Lakeview Park, the Oshawa Museum and Ed Broadbent Park are important community assets to the City. The Oshawa Museum preserves and promotes awareness and appreciation of Oshawa's history. Lakeview Park is the most actively used among all of Oshawa's waterfront parks and is consistently used for City-wide celebrations and events. Lakeview Park is classified as a "Destination Park" within the City of Oshawa for its ability to offer facilities and attractions not found in other parks. Including the Jubilee Pavilion, Lakeview Park contains four heritage buildings. The Oshawa Museum is comprised of three historic homes: Henry House, Robinson House and Guy House. Henry House was lived in by Thomas Henry, the former President of the Oshawa Harbour Company.

Lakeview Park and the Oshawa Museum contain the Port of Oshawa Pioneer Cemetery relocated from the Port lands.

Oshawa Creek and Montgomery Creek both outfall into the inner harbour at the Port. Oshawa Creek flows 50km from its starting point in the Oak Ridges Moraine. Montgomery Creek is a tributary of the Oshawa Creek. The areas along both the Oshawa Creek and Montgomery Creek have trails for public usage.

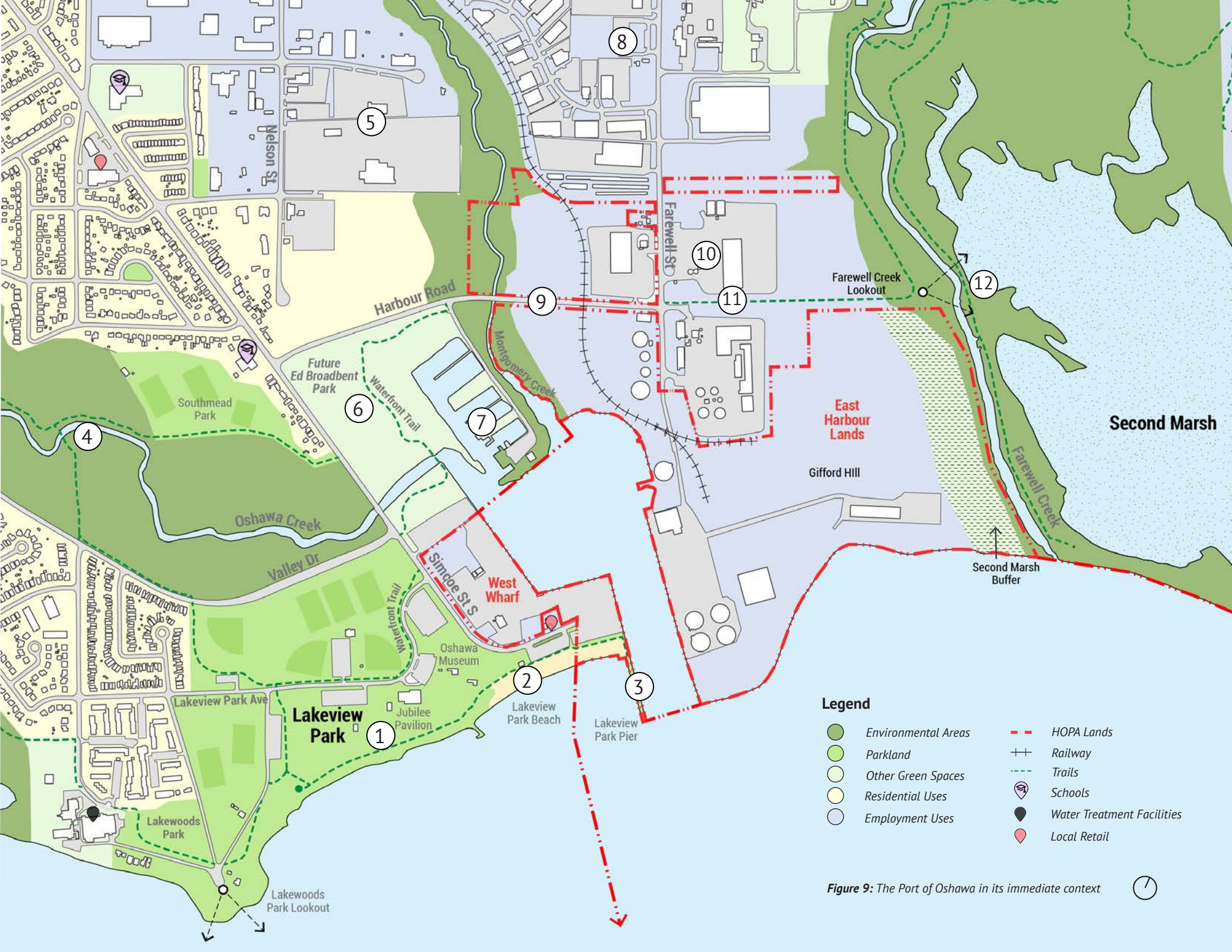
West of Lakeview Park is the Lakeview residential neighbourhood. The Lakeview neighbourhood stretches as far west as Boundary Road, north to the 401 Highway, east to the Second Marsh and south to Lake Ontario. Closer to the lake are detached homes with some small scale apartment buildings further north closer to the 401 Highway. The Lakeview community contains three secondary schools, five elementary schools, and numerous recreational facilities. The Oshawa GO station is located at the western boundary of the Lakeview neighbourhood.

To the north of the Port of Oshawa are complementary employment uses. This includes a McAsphalt terminal directly adjacent to the site located at the intersection of Farewell Street and Harbour Road. The employment area is characterized by 1-storey commercial buildings, some containing open storage. The area includes industrial, manufacturing, commercial and logistics uses.

THE SECOND MARSH

Oshawa's Second Marsh is 137 hectares of provincially significant coastal wetland, located east of the Port of Oshawa, that provides habitat for wetland dependent wildlife. The combination of the Second Marsh with the adjacent areas of the McLaughlin Bay Wildlife Reserve and Darlington Provincial Park represents nearly 400 hectares of publicly accessible natural areas, adjacent to the waterfront. The Second Marsh is known as important breeding and migratory stopover area for birds and contains a diversity of natural and constructed features including a range of vegetation types, a beach, Harmony/Farewell Creek, an earthen dike and upland vegetation communities. A 120m wide open space buffer on the Port lands adjacent the west side of the marsh helps to ensure adequate protection of the Second Marsh from adjacent port-related uses.

As outlined in the policies of Section 6 and 7 of this report, HOPA is committed to protecting and maintaining the Second Marsh buffer lands. The buffer lands will remain in HOPA's secure perimeter and not be publicly accessible.





① Lakeview Park is the jewel of Oshawa's waterfront and hosts many city-wide events.



② The eastern portion of Lakeview Park Beach is owned by HOPA, the western portion is owned by the City of Oshawa.



③ Owned by HOPA, with access provided via agreement with the City of Oshawa, the Lakeview Park Pier provides views of Lake Ontario.



④ Oshawa Creek flows into the inner harbour of the Port.



⑤ A diverse range of employment and industrial uses exists north of the Port.



⑥ The future Ed Broadbent Waterfront Park will expand public access to the waterfront with new programming on lands northwest of the inner harbour, with connections to the Harbour Trail.



⑦ The City-owned former marina lands are located within the inner harbour.



⑧ Complementary employment uses front onto Farewell Street.



⑨ Harbour Road connects the West Wharf with the East Harbour for vehicles and is an important cycling connection along the Waterfront Trail.



⑩ The intersection of Harbour Road and Farewell Street is a key gateway for the Port and the surrounding employment area, and for people accessing the waterfront and natural areas. Safely balancing truck, car and cycling activity here is critical.



⑪ The Waterfront Trail passes alongside the East Harbour lands and connects to the Second Marsh.



⑫ The Second Marsh contains 137 ha of provincially significant coastal wetlands.





The Port's Role

4

4.1 CARGO FLOWS AND SHIPPING

The Port of Oshawa is Durham Region's gateway to global markets, and the eastern transportation bookend to the Greater Toronto Area. In 2020, the Port of Oshawa handled its highest volume of cargo ever: 672,100 MT, aboard 77 domestic and international vessels. The Port's annual cargo has a value of approximately \$260 million, supporting economic activity and employment in the agricultural, construction and manufacturing sectors.

The commodities handled by the Port of Oshawa include: fertilizer, grain, general cargo, liquid bulk products, petroleum products including liquid asphalt, salt, steel and cement.

The Port of Oshawa connects Canada with global markets including the United States, Europe, and the Middle East.

Together with the Port's stevedoring partner, QSL, HOPA Ports has established a target to achieve 1 million MT of cargo through the Port of Oshawa. Much of this growth is anticipated to come from increased capacity to facilitate Ontario grain exports, for which there is established demand.

The Port of Oshawa is an integrated multimodal facility with potential to increase the amount of cargo that transloads between marine, rail and truck transportation. The port offers shippers a full suite of facilities and services, including terminals for dry and liquid bulk and breakbulk commodities, stevedoring operations with heavy lift capacity, and storage capability. The port has 32,000 sq. metres of open outdoor storage; 20,160 sq. metres of indoor storage across several indoor storage facilities; 480 meters of dockwall and access to Class 1 rail.

HOPA ensures ongoing investments are made in major port infrastructure and maintenance, including dredging and dockwall maintenance, to ensure efficient vessel service, and the ongoing functionality of the port lands. HOPA is also responsible for maintaining interior roads, utilities and shared facilities on the land side.

HOPA has identified more than \$25 million in infrastructure requirements at the Port of Oshawa, to be prioritized and implemented over several years. Of these, \$15 million in identified infrastructure investments are directly related to the Port's future ability to accommodate export growth for Ontario-grown grain.

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/resurfacing of the east and west wharves;
- Upgrading the access road and utilities;
- Demolishing the obsolete storage shed on West Wharf to create additional cargo lands;
- Surfacing and stormwater management infrastructure for reduced dust and improved storm water management;
- Improving gates and fencing for greater security;
- Creating a consolidated site office;
- Perimeter landscaping and screening improvements.

HOPA continues to refine its infrastructure priorities, based on a developing understanding of the site, and the needs of current and future Port users.

70-80
vessels/year



On average, the Port of Oshawa handles around 70-80 vessels per year.

\$260
million/year



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

672,100
MT of cargo



In 2020, the highest volume of cargo ever was handled through the Port of Oshawa.

4.2 CURRENT ACTIVITIES AND PORT USERS

Approximately 11 Port users and partners from a diverse set of industries currently operate within the Port of Oshawa. Some users have been at the Port for many years, but the Port continues to attract new users. Generally, users within the Port of Oshawa fall within the following six broad categories:

AGRI-FOOD

The Agri-Food category includes those businesses related to the transportation and processing of agricultural products, including grain export and fertilizer terminals.

BULK/BREAK-BULK

The Bulk/Break-Bulk category includes the storage and trans-loading of loose bulk and individual products, including finished steel slabs, beams, and coils, as well as larger manufactured components and equipment imported or exported on behalf of the region's manufacturing sector.

LIQUID BULK

The Liquid Bulk category includes those industries and businesses involved with the transport and storage of liquid materials, including liquid asphalt.

WAREHOUSING, SHIPPING AND DISTRIBUTION

The Warehouse, Shipping & Distribution category includes those businesses involved in product trans-loading between different transport modes (marine, rail, and/or road) as well as the storage of products ranging from steel to consumer goods.

DRY BULK

Includes industries handling commodities such as salt, potash and aggregates.

RECREATIONAL USES

The former marina lands at the north end of the harbour are owned by the City of Oshawa. HOPA recognizes the ongoing desire of the City and other stakeholders to reintroduce marina and/or boat launch facilities to the harbour. Concerns do exist related to the safety of recreational vessels interacting with commercial vessels in an increasingly busy harbour, but HOPA has committed to working with the City to finding an approach that will meet its objective to accommodate more recreational use.



GRAINS



STEEL



ROAD SALT



ASPHALT



POTASH

Significant goods and materials that move through the Port.

4.3 FUTURE ECONOMIC OPPORTUNITIES

HOPA staff have conducted an assessment of the market opportunities suited for development at the port of Oshawa. In consultation with regional economic development partners, HOPA has identified several sectors with high potential for future growth. These include, but are not limited to: structural steel products for the GTHA construction market; other construction commodities such as cement and gypsum; cement pre-cast fabrication; heavy manufactured goods and/or components associated with automotive manufacturing; energy sector vessels or factory components; liquid bulk commodities such as gasoline and food oils; fertilizer; food processing such as flour milling or sugar refining; and bulk or specialty grain; salt import and blending; warehousing. HOPA has determined that an ethanol refinery will not be considered as a port use.

HOPA has conducted a detailed analysis of the potential demand for grain export capacity. This study revealed Ontario export grain production is expected to grow from approx. 4m MT today to 6m MT by 2029. The additional expected Ontario grain

export inventory could not be accommodated by southern Ontario's transportation system today. The GTA-east is the best place to add capacity to maximize system efficiency and meet growing demand, with 300,000MT/yr of the anticipated Ontario grain production increase coming from the Port of Oshawa catchment. Building new export capacity, the Port of Oshawa could grow export to 200,000-300,000 MT per year, from the current 75,000 MT.

As part of an integrated port network on the Great Lakes, early-stage analysis also suggests future opportunity for the port of Oshawa as a key node in a Great Lakes short sea shipping network, moving construction materials or consumer goods within the Great Lakes basin on a just-in-time basis.

HOPA has determined that given all of these potential market demands, that all port lands currently used for employment uses should continue as employment lands over the time horizon of this Land Use Plan.





Mission and Land Use Principles



5.1 MISSION & VISION

HOPA'S OVERARCHING MISSION FOR THE PORT OF OSHAWA:

We are responsible stewards of the port lands and their robust marine, road and rail networks. We create prosperity by facilitating commerce and providing sustainable solutions that offer value to our port customers and benefit to our communities.

HOPA'S VISION:

**Create and lead
an integrated port
network on the Great
Lakes.**

5.2 LAND USE PRINCIPLES

Seven interrelated principles guide HOPA in its Port of Oshawa planning processes, providing direction for growth and development of the Port over time. These principles are:

1. Economic Development

Ensure the economic vitality of the Port of Oshawa over the long-term. Grow the role of the Port in Oshawa's manufacturing sector and Durham Region's agricultural sector.

2. Balance

The Port is an important part of Oshawa's waterfront, located within a system of public parks and natural areas. Ensure the management of the port and its uses balance the function and needs of the Port and its waterfront relationships.

3. Environment

Recognize the position of the Port within a confluence of environmental areas and work with stakeholders in government and the community to protect and manage sensitive areas.

4. Sustainability

Promote environmental safety, social and economic sustainability in decision-making processes concerning land uses and new buildings, new infrastructure and improvements, and Port user operations.

5. Image

Oshawa prides itself as a waterfront City. Recognize the high visibility and relationship of the Port to waterfront areas and seek to improve the physical image and interface of the Port lands with its surroundings.

6. Partnerships

Align with the efforts of the region, the municipality, agencies, and the community in ongoing economic development and planning initiatives.

7. Engagement

Strengthen relationships with the public, First Nations communities, and other stakeholders to provide awareness on HOPA's role, share information about development possibilities, and collaborate on shared goals.





Development Considerations

This section details the Land Use Plan policies that will direct HOPA's management and development activities. These general directions are meant to be read in conjunction with the area-specific directions of Section 7 as well as the implementation considerations of Section 8.

6.1 MULTIMODAL CONNECTIVITY

Port as a Multimodal Hub

Canada's ports serve the national and regional economic interest by providing efficient goods movement, regardless of the mode of transportation.

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. The GTHA is now the fastest growing metropolitan region in North America. Given the contracting role of the Port of Toronto to handle core commodities for population-driven infrastructure development, the Port of Oshawa can play a greater role in servicing this market. As the GTHA continues to grow and develop, the Port of Oshawa can play a critical role in making that happen.

Ships are an important component of goods movement and supply chains, but are always linked with surface transport methods. Almost all goods being moved by ship either arrive or depart by truck or rail. Increasingly, congestion along

GTHA highways is causing delays and increased costs. Better utilization of marine facilities for goods movement in Ontario can reduce the amount of trucks and congestion on roads.

Growing the role of marine shipping in Ontario will allow transportation users to benefit from modal choice, choosing marine or surface shipping when it makes sense. HOPA benefits from being able to provide marine, rail and truck shipping options, as well as efficient connections between those modes.

Multimodal hubs require a large amount of industrial and logistics space. While not all of the Port of Oshawa has direct water access, all parcels provide rail availability and/or road access. The operation of marine sites is within HOPA's mandate, and site users requiring marine access will be afforded access to a dockwall, or access to vessels via pipeline. HOPA often structures tenancy agreements to allow for multi-user access to the Port's dockwalls.



Figure 10: The Transportation Network Supporting the Port of Oshawa

- | | | | |
|--|---------------------|--|--|
| | Built-Up Area | | Arterial Roads |
| | Greenbelt | | Durham Region Strategic Goods Movement Network |
| | HOPA Lands | | Durham Region Proposed Additions to Goods Movement Network |
| | Full Interchange | | Railways |
| | Partial Interchange | | Municipal Boundaries |
| | Airport | | |

Marine

Investments and improvements to the Port's wharves, dockwalls, approach channel and inner harbour are required to increase their functionality.

On the East Wharf, the north end of the dockwall requires extending to increase loading and unloading capacity.

On the West Wharf, resurfacing and improved stormwater management measures are required to mitigate flooding on the dock. Improved lighting is also required on the West Wharf.

This will allow for the berthing of two vessels, and greater ability to shift vessels at berth for efficient loading of all holds. Port users from the shipping community identified navigation and operational lighting as key areas for improvement, along with dredging and elimination of obstacles to shipping in the approach channel. Together, these improvements will allow the port to increase its daily operating hours along with improvements to safety.

Trucking

The Port of Oshawa has excellent road connections. It is directly connected to Farewell Street (which is part of the Durham Region Strategic Goods Movement Network). The Port is also linked to Simcoe Street via Harbour Road. Roads providing connections to the Port are managed and maintained by the Region of Durham and the City of Oshawa. HOPA will work with all parties to ensure these goods movement corridors maintain their important role in the network.

Efficient access to the Port by road is important for local agriculture producers, but some improvements are required. There are 278 grain and oilseed farms in Durham Region that rely on the Port of Oshawa to help them expand their operations. These farms are located north of the highway, and currently a common route for trucks carrying grain is down Simcoe Street South to Harbour Road. This route is currently constrained, passing through both residential and industrial areas and staging of up to twenty waiting trucks can occur on Harbour Road which creates conflicts with pedestrians and cyclists. There is an opportunity to direct more trucks to Farewell Street, which is better suited for truck traffic. HOPA seeks to work with Durham Region and the City of Oshawa to advocate for improvements to highway interchanges and the provincial goods movement network that would accelerate this shift in traffic flows. Improvements to the road access and interior staging are intended to make traffic flow more safe and more efficient.

Rail

In 2015, CN opened a rail spur in the Port of Oshawa. The rail spur leads up to the Kingston subdivision, a major rail corridor connecting Toronto to Montreal. Integration of rail with marine and truck shipping can expand import and export opportunities in the Port.

To access the East Harbour lands, rail cars must pass through a sliding security gate. There are two security gates for the rail to pass through on HOPA's property while crossing Harbour Road. Active transportation routes on Harbour Road must have safety considerations for crossing the rail tracks. Rail service may be extended southward to provide direct access to future developments. Better integration of the Port's rail infrastructure with user operations is expected to increase the use of this asset in support of cargo growth over the time frame of this plan.

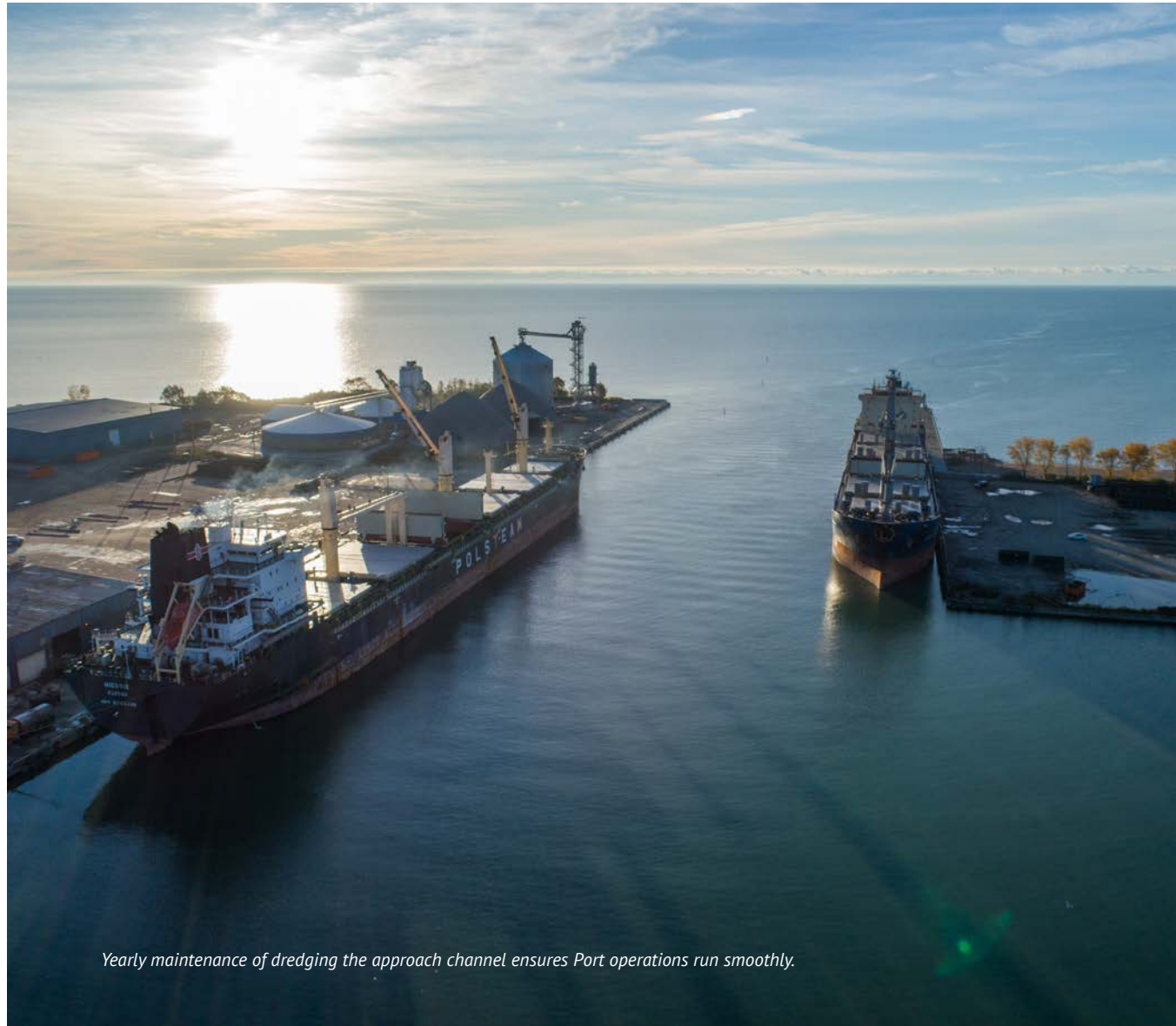
Dredging

The dredging of the East Berth and approach channel will greatly improve the usability of the berth, and improve access to the Port of Oshawa by investing in dredging, lighting, stormwater management, dockwall extension and other infrastructure upgrades, HOPA will remedy areas of critical capacity underutilization.

Port Authorities in the Great Lakes are required to conduct maintenance dredging to 'Seaway depth' of 8.2 m (27 ft.) ensure vessel access to port. The Port of Oshawa experiences a high degree of siltation resulting in the need for annual dredging at the mouth of the harbour and in the approach channel.

The majority of siltation is caused by lateral and northward movement of clean sand from Lake Ontario. Some siltation is also caused by deposits from the outflows of Montgomery and Oshawa Creeks, resulting in the need for dredging in the inner harbour, albeit less frequently.

Dredged material is tested to determine appropriate management options. Sediment that meets applicable criteria may be re-deposited locally within Lake Ontario. Other dredged material may be used to create usable land extensions within a confined disposal area. Two areas for potential confined disposal are identified in Figure 12. Dried sediment has also been reused onsite to create a berm, and may be subject to offsite reuse or disposal.



Yearly maintenance of dredging the approach channel ensures Port operations run smoothly.

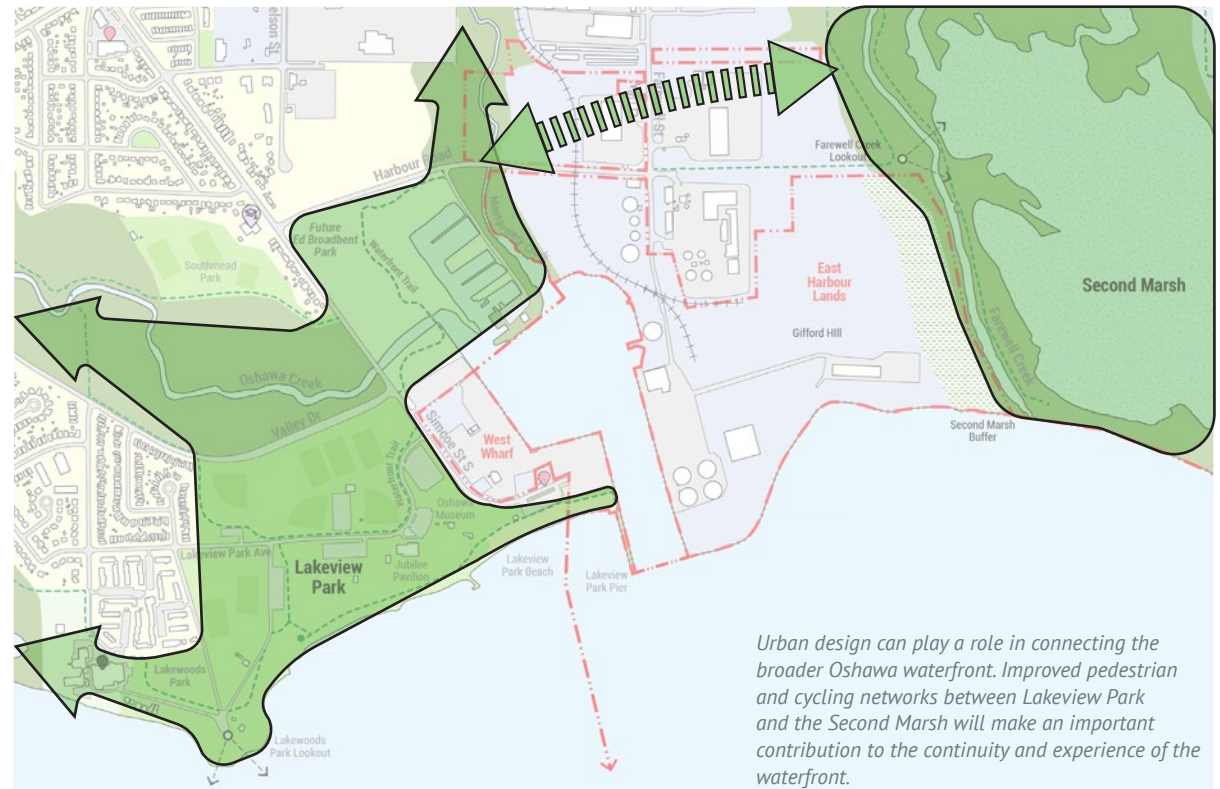
6.2 URBAN DESIGN

The Port of Oshawa is in a high profile location on Oshawa's waterfront and includes 63 ha (155 acres) of land interfacing with a variety of recreational, natural, and industrial contexts.

Urban design can play a role in connecting the broader Oshawa waterfront. Improved pedestrian and cycling networks between Lakeview Park and the Second Marsh will make an important contribution to the continuity and experience of the waterfront. This includes actively cooperating with the City of Oshawa to facilitate a relocated multi-use path on the east-west strip of land that is currently owned by the port authority. HOPA will explore opportunities to enhance this connectivity and improve urban design where the port interfaces with the public realm to improve accessibility, contribute to the character of waterfront areas, and/or support land use compatibility. At key locations on the Port lands, additional interpretive signage may be employed to inform the community on the role of the Port and the history of the area.

HOPA will aim to create a high standard of urban design for its assets. The quality and character of the urban design will celebrate the industrial and employment nature of the Port. Special consideration for urban design will be taken for the West Wharf to complement its interface with community and recreational uses.

Urban design enhancements will be considered and implemented primarily as new Port user-driven development or site preparation occurs, but also as the Port initiates broader site or infrastructure improvements. The colour, materials, design and placement on the site of buildings and structures will be considered in how they add to the visual quality of the Port.



Urban design can play a role in connecting the broader Oshawa waterfront. Improved pedestrian and cycling networks between Lakeview Park and the Second Marsh will make an important contribution to the continuity and experience of the waterfront.

6.3 PUBLIC USES AND PROTECTED NATURAL SPACES

HOPA will continue to encourage and accommodate, as appropriate, a balance between commercial and recreational uses on the waterfront.

WEST WHARF

HOPA is supportive of the City's investment and initiatives to create a cohesive waterfront in Oshawa. Opportunities for improved landscaping, screening, connectivity, and interpretive signage where the West Wharf interfaces with the Oshawa waterfront will enhance the image and user enjoyment of Oshawa's waterfront areas. Special consideration will be taken during the approval of any potential Port users at the West Wharf and their proposed activities and structures.

Within the West Wharf, two parts of the waterfront, the Pier and a portion of Lakeview Beach, are experienced as the public realm but are under HOPA's management. HOPA will continue to maintain public access to these areas and will work with the City of Oshawa to align any enhancements so that the waterfront area is experienced as a cohesive public area.

RECREATIONAL BOATING

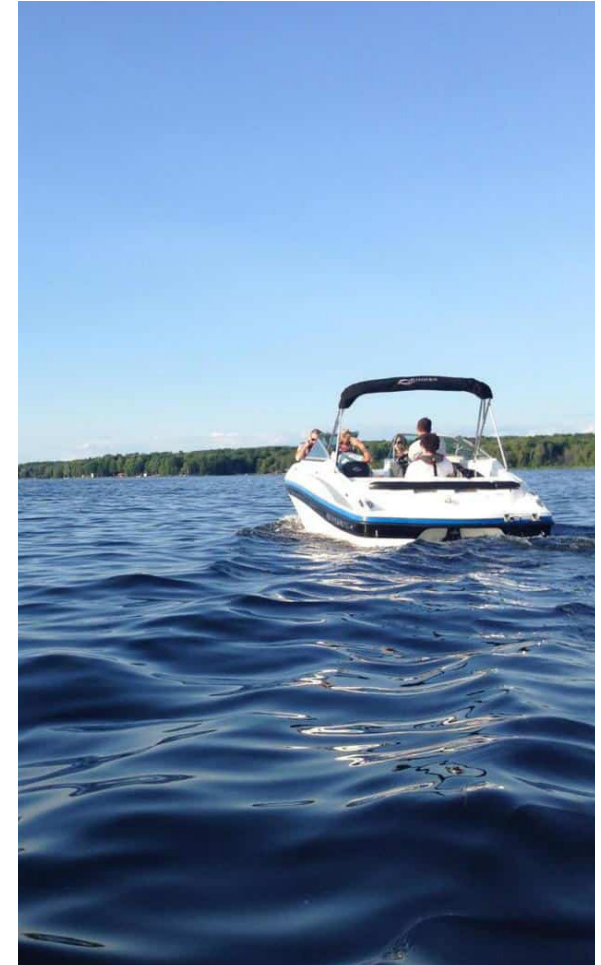
The City of Oshawa is exploring the establishment of a public boat launch within the Oshawa waterfront. HOPA will assist where appropriate

in identifying a potential location for this facility. Any potential public boat launch locations on Port lands would be evaluated with regard to safety and the ability to maintain efficient Port operations.

NATURAL SPACES

The Second Marsh buffer zone, the riparian edges of Montgomery Creek, the provincially significant wetland surrounding the creek north of Harbour Road, and Gifford Hill are all recognized as important natural spaces within the Port's secure boundaries, representing the natural and cultural heritage of Oshawa.

These natural areas will enjoy special attention and protection, with limitations on development. Some uses, such as walkways, beekeeping colonies, and stormwater infrastructure may be permitted, in particular in alignment with the municipal zoning related to the marsh buffer. The height and upper vegetation of Gifford Hill will be respected as an important historical landmark visible from Lake Ontario, and maintained in the implementation of adjacent developments to the west.



6.4 SECURITY REQUIREMENTS

In 2002, in response to the events of September 11, 2001, the International Maritime Organization adopted the International Ship and Port Facility Security Code (ISPS Code), aimed at enhancing the international framework for the prevention of acts that threaten security in the marine transportation sector. All International Maritime Organization government members, including Canada, were required to have adopted the ISPS Code by July 1, 2004, and to have the necessary national regulations in place.

The Canadian Marine Transportation Security Regulations introduced security requirements for the marine transportation industry under section 5 of the Marine Transportation Security Act (MTSA). In turn, HOPA and other Canadian ports have undertaken marine facility security assessments which have been approved by Transport Canada. All marine facilities located at the Port of Oshawa have approved Transport Canada security plans.

Today the Port is a safe and secure environment for handling all types of cargo.

EMERGENCY RESPONSE

HOPA maintains an up to date Emergency Response Plan; this is an internal document covering incident activation, roles and responsibilities, inter-agency coordination and media release information.

HOPA also maintains an up to date Fire Management Plan, developed in collaboration with Oshawa Fire Service, which identifies materials, safety measures and fire response procedures.

In compliance with the Marine Transportation Security Regulations, HOPA upholds a Transport Canada-approved Port Security Plan that addresses marine security related incidents.

Together, these documents provide guidance on emergency response to issues such as fire on land or aboard a vessel, leak or spill, attack, or other security related incidents.



6.5 SUSTAINABILITY AND CLIMATE CHANGE MITIGATION

HOPA considers climate change mitigation in decisions about Port operations, including potential infrastructure renewal investments. New technologies will be explored for the Port of Oshawa such as electric vehicle charging stations. New trees and landscaping will incorporate stormwater management features where possible to mitigate flooding and promote sustainability.

HOPA maintains a comprehensive Environmental Policy which guides its day-to-day activities and is reviewed each year by its Board of Directors.

ENVIRONMENTAL AREAS

The lands within, and surrounding, the Port of Oshawa contain significant ecological features. Oshawa Creek and Montgomery Creek both outflow into the inner harbour. The riparian edges and on site wetland of Montgomery Creek within HOPA's management will remain undisturbed. The Second Marsh is located east of the Port of Oshawa. Adjacent to the Port of Oshawa's industrial lands is a 120m buffer from the Second Marsh providing protection of the ecosystem and its environmental features.

ENVIRONMENTAL REVIEW

As a Federal entity, HOPA follows the requirements of the *Impact Assessment Act*, and other applicable Federal environmental policies and guidelines for both the land and water lots it owns and occupies. Notice of all projects on federal lands as defined by the Impact Assessment Act are posted publicly via link from HOPA's website. HOPA requires appropriate environmental controls from its Port users, and complies with applicable federal and provincial environmental legislation. It will cooperate and consult with environmental agencies, including Environment and Climate Change Canada, Fisheries and Oceans Canada, the Ontario Ministry of the Environment, Conservation and Parks, and local conservation authorities, as appropriate and/or necessary. HOPA has formal environmental and sustainability policies, which together guide its actions as an organization.

FLOODPLAIN

As a natural harbour, portions of the port of Oshawa are located by necessity within the floodplain. The West Wharf in particular is currently prone to flooding. While it is necessary to operate port facilities in these areas, new developments should take flood mitigation into account. HOPA has identified grading, flood

mitigation, stormwater management and spill containment requirements on both the east and west wharves, which are incorporated into the port's long-range capital improvement outlook.

GREEN MARINE CERTIFICATION

HOPA Ports is a founding member of Green Marine, a voluntary environmental benchmarking program tailored to the marine industry. Participants benchmark their annual performance, have their results accredited by an external verifier, and publish their results. Green Marine ensures that HOPA develops policy and procedures that exceed regulatory requirements, and continuously improves its environmental footprint over time. The criteria for evaluating the environmental impact of a Port covers a broad range of categories including greenhouse gases and air pollutants, spill prevention, community impacts, environmental leadership, waste management and underwater noise.

ARCHAEOLOGICAL RESOURCES

HOPA follows the direction of the Impact Assessment Act with regard to archaeological aspects of any proposed developments on federal lands.

6.6 PROJECT REVIEW PROCESS

HOPA has two processes when evaluating new uses: HOPA's internal Port user Evaluation and Environmental Review under the *Impact Assessment Act* (IAA). In combination, these two evaluation processes ensure a thorough and comprehensive review process which integrate broader economic, social and environmental sustainability objectives into decision-making.



Figure 11: HOPA has two processes to evaluate new users. These ensure alignment of the long-term vision for the Port, through public and stakeholder consultation, and with environmental regulations.

Once a use is decided upon it will go through a development review and building review process.

DEVELOPMENT REVIEW

The Port of Oshawa Land Use Plan provides the guidance and direction for planning for and evaluating growth at the Port. All development proposals must meet the guidelines and policies outlined in this Land Use Plan and be consistent with the Corporate Sustainability Policy. HOPA may work with Port users to develop urban design strategies including screening, landscaping and signage.

BUILDING REVIEW PROCESS, FOR CORE BUSINESS AND/OR PROJECTS TAKING PLACE ON CROWN LANDS

All new buildings and structures, as well as all renovations to existing buildings and structures which are related to HOPA's core business of multimodal transportation and its core business of operating the Port of Oshawa will be designed by a Professional Engineer, licensed in the Province of Ontario, and shall be designed according to all National Building Code, National Fire Code and associated regulations. All construction will be completed by licensed trades, and will be completed under the supervision of the Professional Engineer that completes the design. This requirement will be enforced both for construction completed by HOPA, as well as for construction completed by its Port users.

BUILDING REVIEW PROCESS FOR NON-CORE BUSINESS ON LANDS HELD BY HOPA IN ITS OWN NAME

Where a construction project does not relate directly to HOPA's core business of multimodal transportation, or its core business of operating the Port of Oshawa, and the project takes place on lands held in HOPA's own name, it will be designed by a Professional Engineer and shall be designed according to the requirements of the Ontario Building Code, Ontario Fire Code and all associated regulations. This requirement will be enforced both for construction completed by HOPA, as well as for construction completed by its Port users.





Area- Specific Plans



7.1 PURPOSE OF THE AREA SPECIFIC PLANS

The area specific plans provide greater detail on identified land uses, integration with transportation infrastructure, and public realm improvements. The West Wharf and East Harbour both play a key role in the functioning of the port, but have slightly different functions and very different physical contexts. As a result, they will each have different opportunities and challenges as the Port evolves. The supporting directions are tailored to address their specific opportunities and contexts while achieving the broad objectives of the Land Use Plan. The directions are organized with a series of four themes:

LAND USE

Directions related to the nature and character of businesses, industries and activities within the specific area.

TRANSPORTATION

Directions related to supporting and enhancing transportation connectivity and capacity for the Port and the surrounding area.

ENVIRONMENT

Directions related to actions and initiatives that seek to address environmental conditions, including terrestrial conditions, water and air quality.

PUBLIC REALM

Directions related to improving the appearance and impact of the Port of Oshawa and its interface with the community.



View looking northeast at the East Wharf's existing uses including salt storage and a grain terminal

7.2 LAND USE TYPES

The Land Use Plan provides strategic direction on land uses and their potential locations, outlining a longer-term vision for the Port of Oshawa. HOPA generally uses a consistent set of land use categories for its landholdings. The seven land use types in the Land Use Plan provide general guidance for the evolution of the lands to which they apply. The land use types respond to their surrounding contexts, relationships between uses, transportation considerations and market demand. The land use types are intentionally broad, enabling the flexibility to accommodate a range of appropriate uses throughout the Port as opportunities arise.

MULTIMODAL INDUSTRIAL / LOGISTICS

The “Multimodal Industrial” land use type applies to industrial land that requires access to port facilities as an integral part of their operation. This land use type is core to the Port’s operations and aims to ensure the availability of development sites with access to multiple modes of transportation. This land use type is prominent on both the East and West Wharves.

CORRIDOR INDUSTRIAL / LOGISTICS

The “Corridor Industrial” land use type applies to land that requires frontage on prominent road corridors and access to rail. This land use is reserved for a range of industrial and related activities (such as office, warehousing, logistics, light manufacturing, and limited commercial uses).

GENERAL INDUSTRIAL / LOGISTICS

The “General Industrial” land use type applies to the remainder of the industrial land that is internal and away from direct access to docks and corridors. This land use type is for a range of industrial and related activities (such as office, warehousing, and limited commercial uses) that take advantage of road and/or rail access but do not require direct marine or corridor access.

PASSIVE INDUSTRIAL

The “Passive Industrial” land use type applies to industrial land that is not suitable for intensive development or activity. Passive Industrial lands may have physical constraints such as awkward dimensions, transportation infrastructure or adjacent natural areas which would limit development leasing opportunities. Passive Industrial lands may have the potential to accommodate uses that do not require significant buildings or land area, and which complement the Port’s primary uses and context area.

ENVIRONMENTAL AREAS

The “Environmental Areas” land use type applies to non-industrial lands and natural features that are located within the Port of Oshawa’s securitized area. Land uses within this category may include environmentally sensitive or significant areas, or buffer zones, and are not planned for development.

PUBLICLY ACCESSIBLE OPEN SPACE

The “Publicly Accessible Open Space” land use category applies to recreational lands outside of the securitized area of the Port of Oshawa. This land use type includes the HOPA-owned portion of the Beach and the Pier.

POTENTIAL FUTURE MULTIMODAL INDUSTRIAL/LOGISTICS

The “Potential Future Multimodal Related Industrial/Logistics” land use symbol denotes possible locations for future expansion of the Port of Oshawa. The areas for expansion are aspirational only.

*** SPECIAL CONSIDERATION AREA**

The Special Consideration Area requires additional consideration for the types of users, structures and uses permitted to ensure compatibility with the existing open space areas.

LANDSCAPED EDGE

Landscaped Edge denotes locations for physical improvements to the appearance of the Port and its public interface through treatments such as visual screenings, plantings, fence-line improvements, and lighting of pedestrian amenities.

POTENTIAL SIGNATURE FEATURE

Potential Signature Feature identifies locations where signage or other information may help the public interpret and better understand the Port of Oshawa. The locations are generally identified at entrances to the Port and adjacent to publicly accessible lands.

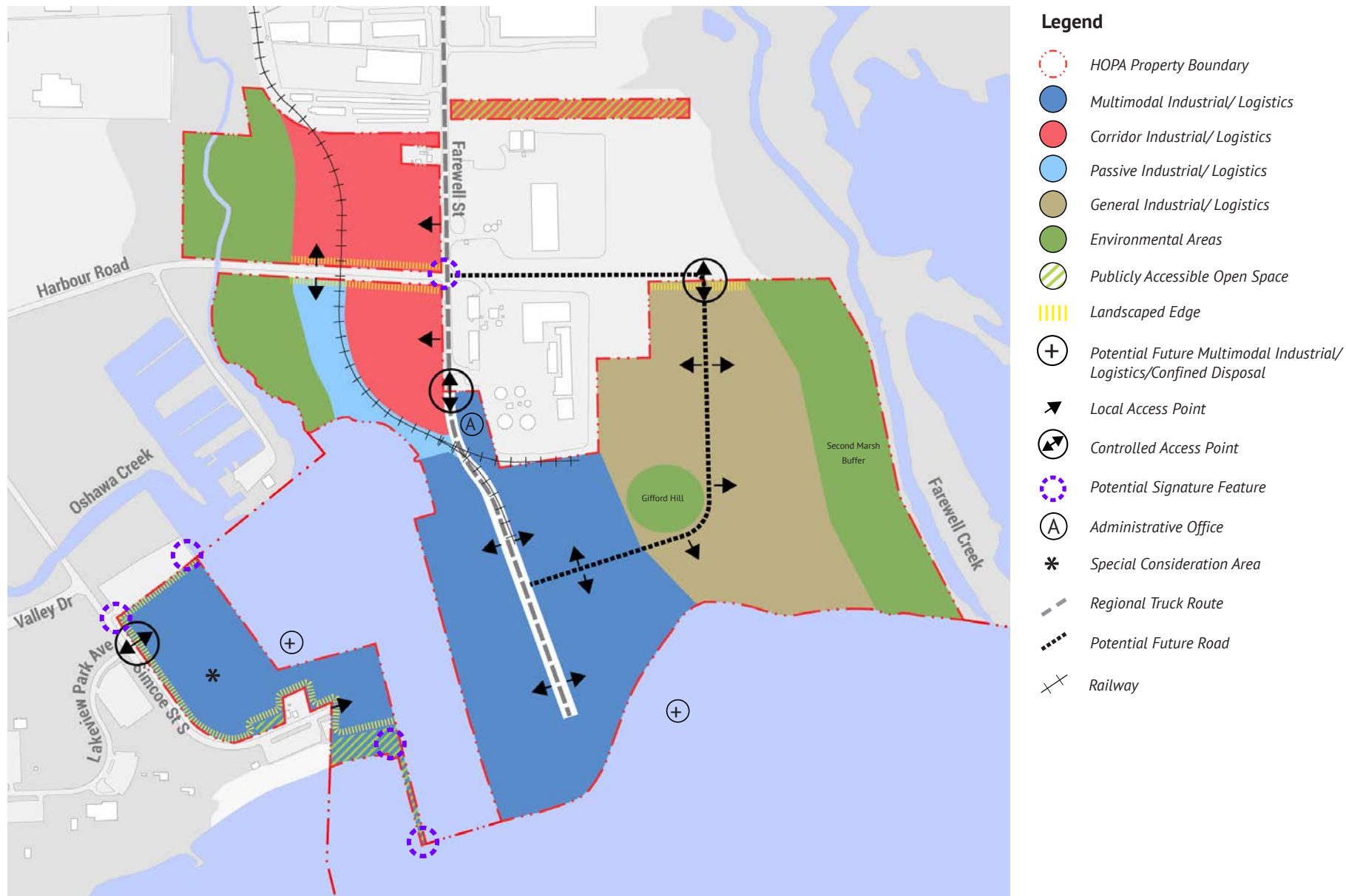


Figure 12: The Port of Oshawa Land Use Plan



7.3 WEST WHARF

Land Use

BACKGROUND

The West Wharf is a parcel of land approximately 6.2 ha (15.3 acres) in area located west of the inner harbour. The West Wharf contains primarily multimodal industrial/logistics uses, as well as some areas dedicated to publicly accessible open space.

The West Wharf, north of Simcoe Street, contains HOPA's Head Office, stevedoring uses for steel, and sail training facilities. The land use is designated as multimodal industrial/logistics due to the dockwall access. Previously, the West Wharf contained Petrocor which was a petroleum distribution station with large steel tanks. The tanks were demolished in September 2020.

South of Simcoe Street, the West Wharf contains a portion of the Lakeview Park Beach and the Pier, both owned by HOPA. Both the eastern portion of the Beach and Pier are used by the community, including many anglers who use the Pier to fish.

KEY DIRECTIONS

The West Wharf will continue to have marine-related employment and community uses. Based on the outlook for regional economic demand, there is a need to maintain this area for employment uses and transportation capacity for the region. HOPA's goals for the West Wharf are to make better use of the space and improve the interface with the public realm.

North of Simcoe Street, the West Wharf has the Port's most direct relationship with the community. Structures on the West Wharf and heavy vehicles coming in and out of the Port are visible from Lakeview Park, Ed Broadbent Park and surrounding community amenities. As a result, the West Wharf has been identified as a Special Consideration Area in this Plan, requiring additional consideration for the types of Port users, structures and uses permitted to ensure compatibility with the existing open space areas. It will be important for HOPA, the City and Port users to work together to encourage compatibility between port operations and public uses. The land uses on the West Wharf will prioritize Port users requiring access to marine facilities.

South of Simcoe Street, HOPA will continue to maintain public access to the eastern portion of the Beach and the Pier. Both the Beach and Pier are identified as locations for potential signature features. These signature features could include interpretive information on the role of the Port of Oshawa, the shipping sector of the Great Lakes or Indigenous history of the waterfront.

The land uses in this area are those included in the Multimodal Industrial category; specific uses on the West Wharf are subject to ongoing discussions with the City of Oshawa, which could include but are not limited to:

- Port and marine related transportation uses including cargo handling;
- Tug and commercial vessel mooring access and maintenance;
- Rescue operations;
- Offices;
- Parking lot;
- Clean ancillary storage related to these uses.

Future scope of uses may be coordinated with the City of Oshawa as part of a collaborative long-term partnership.

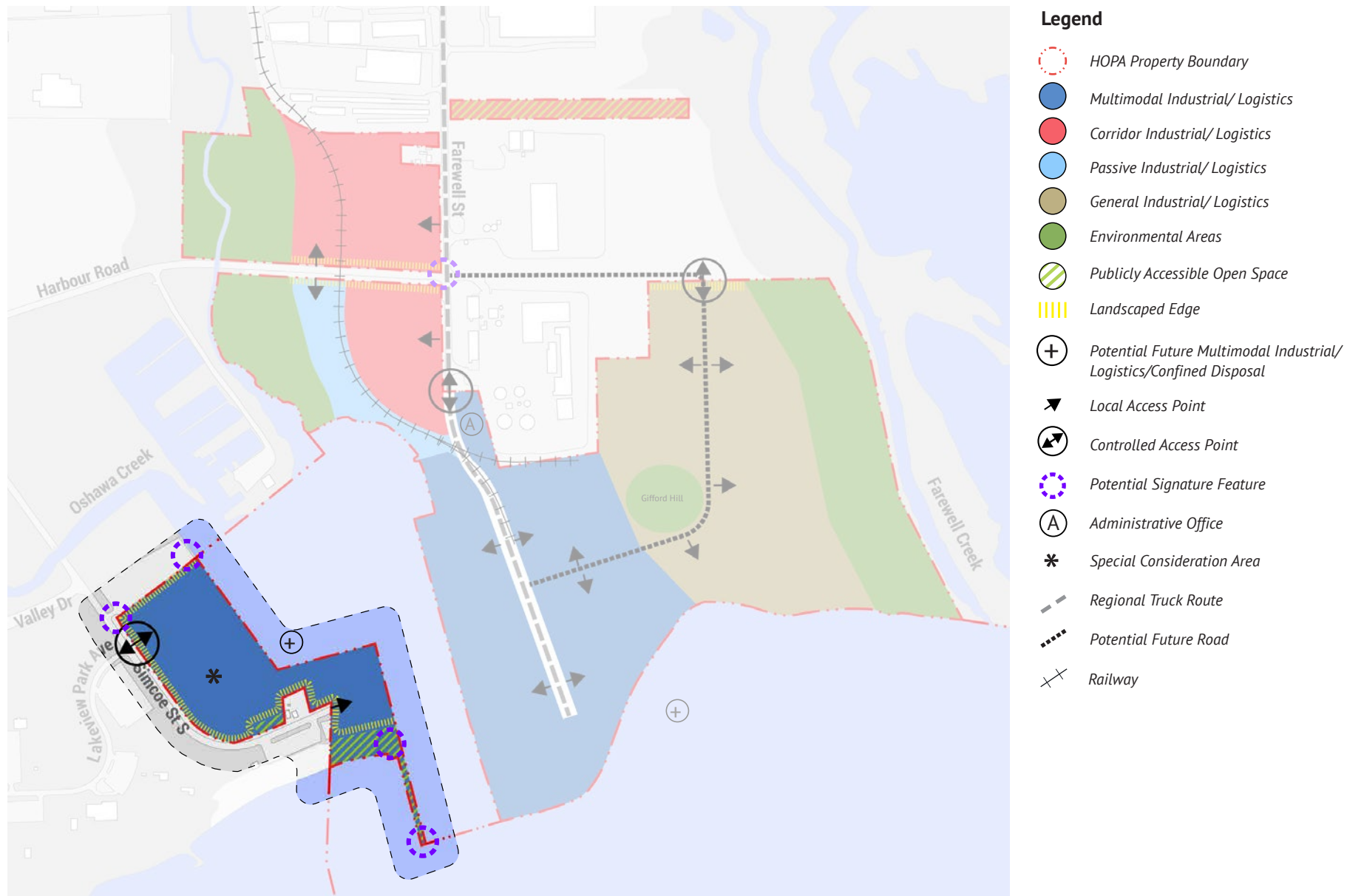


Figure 13: West Wharf Land Use Plan



Transportation

MARINE

HOPA plans to improve the marine infrastructure on the West Wharf to increase laydown space. The west side of the Port is underutilized due to poor dock condition and surfacing and a lack of drainage in the adjacent cargo laydown and storage area. A number of actions will be taken to improve the West Wharf, including a reconfiguration of the entire area, relocating the office building, improving access and egress, improving the interface with the City lands, improving public safety by moving truck access away from the beach area, and maximizing cargo unloading and storage space. The result will significantly increase the capacity to handle incoming cargo, in sectors tied closely to population increase, where long-term growth is expected, and where immediate capacity is necessary to support the success of infrastructure projects throughout the GTHA. The inner harbour of the West Wharf is being contemplated as a place for potential expansion to provide more high-quality dockwall access.

TRUCKS

Simcoe Street South is the main north-south connector that leads to the Port and broader waterfront. The street is a municipally owned road that provides access to the West Wharf and parking for Lakeview Park and the associated amenities. The West Wharf currently has three points of vehicular access: at the north end, at the bend and at the south terminus. The primary entrance is at the bend of Simcoe Street South. This entrance is securitized, as is the secondary entrance at the south terminus. Both the primary and secondary entrances provide challenges relating to visibility and mix Port and Beach users. The secondary entrance also has issues of flooding.

There is a desire to consolidate access and egress into one single point closer to the north end of the property where it could be aligned with the entry to Lakeview Park Avenue. This would help to reduce the potential for conflicts with drivers, pedestrians, and cyclists accessing the waterfront area. The access and egress at the south terminus of Simcoe Street would likely be retained for less frequent emergency use and redundancy.



View looking east towards the West Wharf, Lakeview Park Beach and Lakeview Pier

Public Realm

The West Wharf has the most direct interface with the community of all the Port lands. The West Wharf is adjacent to a number of important community amenities including Lakeview Park, Lakeview Park Beach and Lakeview Park Pier. Some parts of the West Wharf area are experienced by the public as integral parts of the public realm, such as the eastern portion of the Beach and the Pier. Other areas feel very distinct from and less integrated with the waterfront context.

Mitigating visual and noise impacts of the activities on the West Wharf is a priority. Prior to its recent demolition, the former Petrocor site was considered a significant eyesore near the gateway to the waterfront, and there are other instances along Simcoe Street where existing and future Port functions can be better screened.

There is also a desire within the community, and from municipal staff to create more consistency in the appearance and quality of the Port and waterfront areas, and to enhance the public's understanding of the Port's functions and significance. Related to this, there is an opportunity for Port lands to contribute to more seamless integration of the area in terms of both appearance and connectivity.

HOPA will consider a variety of measures at the public interface of the West Wharf (identified as Landscaped Edge on the Land Use Plan)

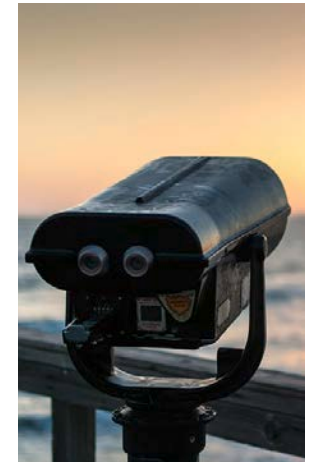
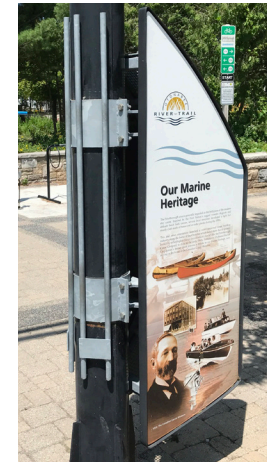
to improve its appearance, better integrate it with the waterfront area, enhance community understanding of Port functions and mitigate their effects on public spaces. These measures might include:

- Incorporating murals and artwork on fencing, walls or buildings;
- Enhanced planting and landscaping;
- Upgrades to security fencing for better screening and contributing to the character of the waterfront; and,
- Alignment with municipal plans for pedestrian and landscape connections where possible.

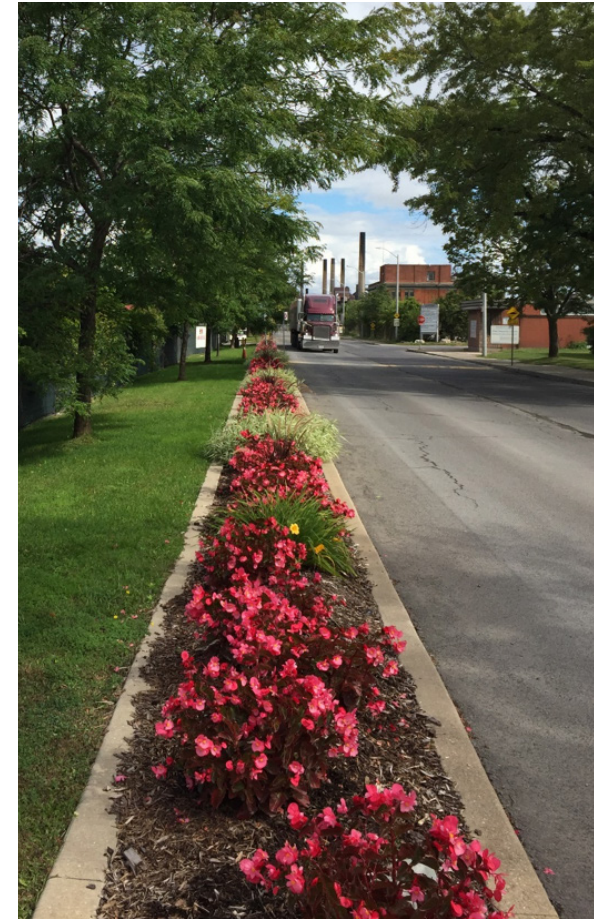
There are opportunities to enhance public views and understanding of the Port along Simcoe Street and along the Lakeview Park Pier. This might include signage describing Port functions, specially treated viewing areas, or cues to enhanced digital learning opportunities.

As of the drafting of this plan, HOPA is in active dialogue with the City of Oshawa to update the Oshawa Pier Agreement so that it serves the interests of both parties.

HOPA looks forward to working with community stakeholders on more detailed design guidelines as part of the implementation of this plan.



Interpretation strategies can enhance knowledge and understanding of the Port's current and past uses.



Various strategies will be explored to improve the public interface with the West Wharf, including way-finding, landscape and visual screening.

7.4 EAST HARBOUR

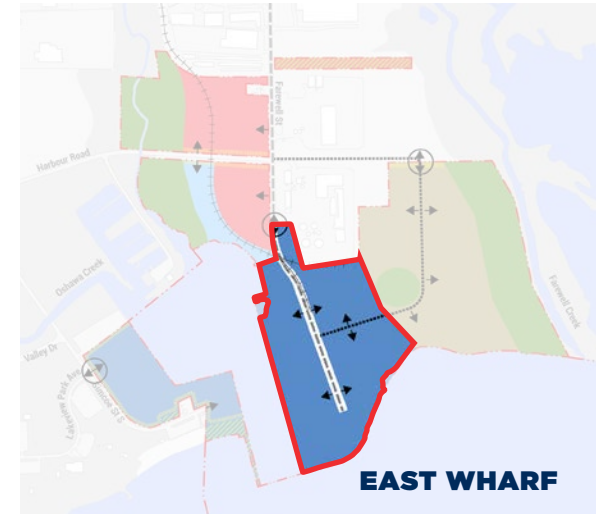
Land Use

The East Harbour is a mixed-use area of approximately 56.6 ha (140.1 acres). The area contains warehousing, stevedoring, shipping, grain storage, fertilizer storage, salt storage, and active bulk/break bulk activities. The East Harbour lands include:

- The East Wharf
- The East Area
- The North Area

BACKGROUND - EAST WHARF

The East Wharf is the primary multi-use multimodal industrial/logistics area of the Port, where the majority of the exports are handled. The multimodal industrial/logistics parcels accommodate Port users which are located to take advantage of direct dockwall access. All of the parcels in this land use category benefit from direct road access to Farewell Street and some parcels benefit from direct rail access. At the south end of the East Wharf is the grain terminal built in 2019. Deficiencies in dock and vessel access keep the grain terminal from achieving full potential due to loading efficiency issues. When resolved, the terminal will be capable of supporting 100,000 Megatonnes (MT) of exports and there is the ability to expand this to 200,000 MT over time. An expansion in volumes as a result of the newly opened grain terminal, and other future developments, will challenge the fluidity and safety of the current truck routings. Truck traffic through main access gate is already congested; the addition of trucks resulting from expansion requires an improved road circulation network.



KEY DIRECTIONS - EAST WHARF

HOPA will continue to grow the grain related infrastructure, attract high value Port users and development opportunities, and protect the environmentally sensitive areas.

The East Wharf represents the best area for development of the port to deliver on critical aspects of its mandate, including the diversification of cargoes in order to maintain financial sustainability, and responsiveness to the needs of the local market for in-demand commodities such as building materials or road fuel.

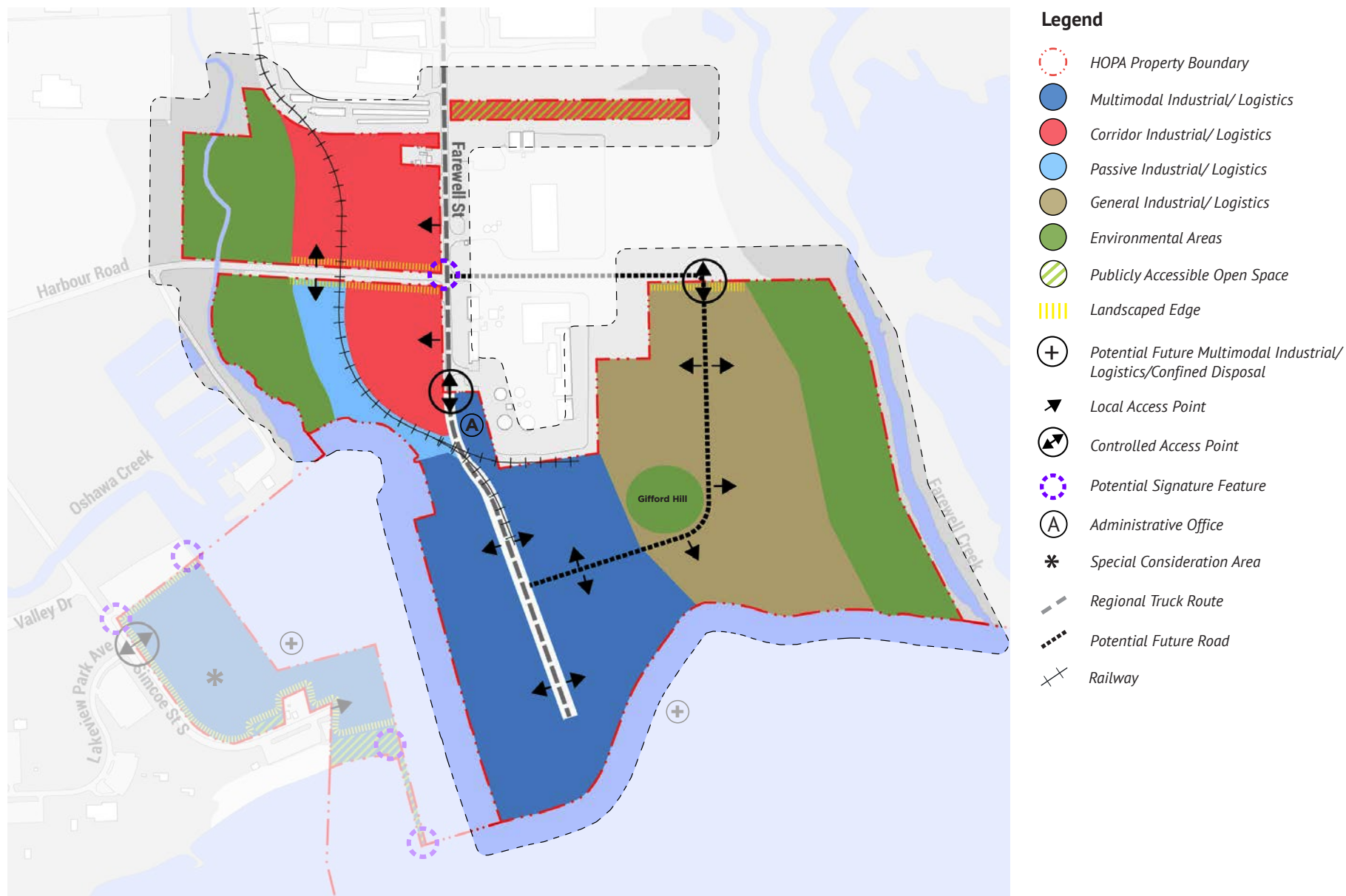


Figure 14: East Harbour Lands Land Use Plan

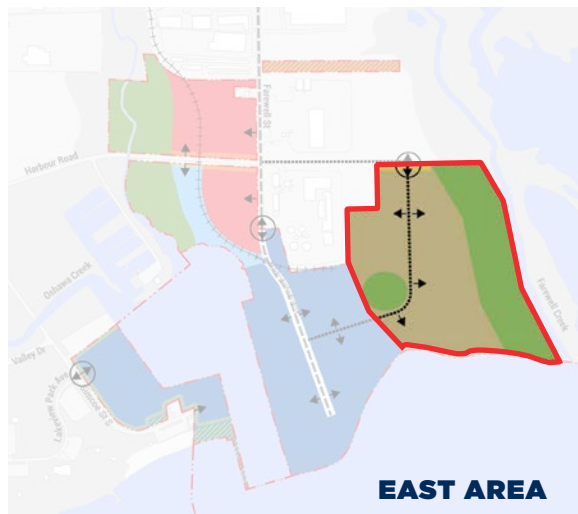


BACKGROUND - EAST AREA

The area located immediately east of the Multimodal Industrial/Logistics area and east of the rail spur is categorized as General Industrial land. Currently, the only industrial use in the East Area is salt storage. The East Area contains underutilized vacant lots and two environmental areas: Gifford Hill and the Second Marsh buffer lands. Gifford Hill and the Second Marsh buffer are not publicly accessible, contained within HOPA's secure border and maintained by HOPA.

KEY DIRECTIONS - EAST AREA

The goal with the development sites in the East Area is to intensify the employment uses, attract high value Port users and jobs and provide

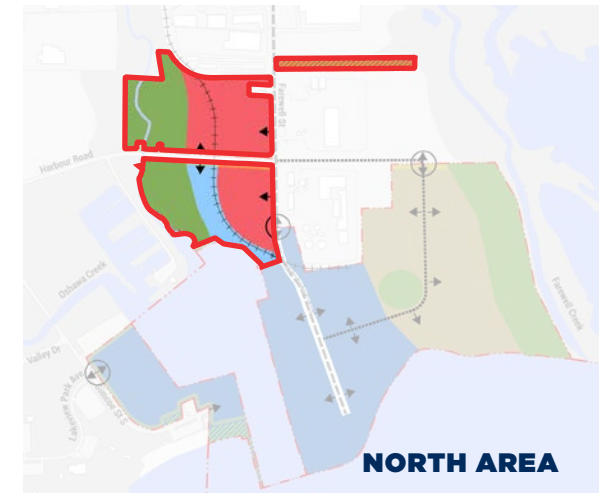


transportation-intensive development space. The General Industrial land use category is reasonably flexible, enabling the Port to accommodate a range of future Port users. These lands provide important space for HOPA to accommodate a variety of future opportunities as they arise, including warehousing and logistics, shipping-related uses, manufacturing for consumer or other goods, dry and liquid bulk storage.

BACKGROUND - NORTH AREA

North of the Administrative Office, land uses are categorized as corridor industrial, passive industrial and environmental areas. Several Port land parcels north of Harbour Road are categorized as Corridor Industrial lands. This land use type is applied to lands with direct connections to Farewell Street and/or the rail corridor. This land use type is reserved for a range of industrial and related activities which require excellent rail and road connectivity but do not require direct marine access. These uses include office, warehousing, and light industrial activities. Currently the Port users include steel storage, salt brine tanks, parking, ancillary office and rail uses.

Between the rail corridor and the natural areas of Montgomery Creek are Passive Industrial lands. The environmental areas to the west of the Passive Industrial site contain a large berm. The environmental and infrastructure constraints mean the site is not suitable for intensive development. The site contains port infrastructure



including a navigation marker to help ships entering into the Port of Oshawa.

KEY DIRECTIONS - NORTH AREA

HOPA will continue to grow the role of rail infrastructure and its associated uses on the corridor industrial areas. The passive industrial and environmental areas will be maintained and utilized consistent with the land use descriptions outlined in section 7.2. Subject to an Memorandum of Understanding with the City of Oshawa, the narrow strip of land in the diagram identified above as both corridor and publicly accessible lands could become a multi-use trail connection in exchange for a City-owned parcel extending eastward on Harbour Road.

Transportation

MARINE

The parcels on the East Wharf, west of Farewell Street, have direct access to the dockwall for marine related purposes. The area contains salt storage, a potash dome and grain terminal. In addition, the area is used for outdoor storage and staging of commodities including powdered cement. Just east of the rail spur there is both outdoor and indoor steel storage. The north section of dock wall on the east wharf is currently unusable as dock space, and HOPA intends to extend the dock wall in this area. The south end must be dredged to seaway depth and the dock extended to the north end to make this dock usable by two vessels. The Port's infrastructure improvement plans will add capacity and address a bottleneck that currently exists at the Port to help increase overseas trade.

TRUCKS

Farewell Street provides the main road access to the East Wharf. Farewell Street is a Regional Road and is a truck route within the Durham Region Goods Movement Network. The street connects the Port north to the 401 Highway Corridor providing access to other Ontario markets. At the securitized entrance gate along Farewell St, there is a weigh station for trucks before they enter and exit.

While trucks are waiting to unload or to pick up goods in the East Wharf, they use Farewell Street for staging. Any improvements made to Farewell Street should be made in collaboration with Port and municipal partners to ensure safety of all road users.

Many trucks also arrive to the East Harbour Lands along Harbour Road via Simcoe Street. Trucks carrying grain from producers in the region often use this route to bring products to the port for export. Queuing of trucks does occur occasionally, and there is potential to re-direct most truck traffic to Farewell Street to prevent conflicts or impacts with local users of the Port area.

A longstanding agreement between the City of Oshawa and HOPA anticipates the extension of Harbour Road east towards the Second Marsh. The alignment, profile and timing of that extension are not yet confirmed. This discussion may potentially involve moving the multi-use trail to the north. The extension of Harbour Road will enhance connectivity for the Port and facilitate the creation of a ring road to better service the General Industrial/Logistics lands and provide redundancy in the circulation system.

RAIL

Parcels east of Farewell Street on the East Wharf have direct rail connections to provide for efficient transload logistics. Rail cars are able to travel into the Port of Oshawa and provide multimodal transportation options to Port users. There is an opportunity to grow the rail usage from approximately 200 rail cars currently by extending rail southward to provide service to new Port users.

Environment

Within the East Harbour Lands, there are three Environmental Areas. These areas are natural areas that will be retained, have no public access and be protected within the Port's secure fence. HOPA intends to preserve all of these areas as natural, free of development.

The Environmental Areas alongside Montgomery Creek provide naturalized screening from the public parkland to the west. The Environmental Areas include the southern outfall of Montgomery Creek and its riparian edges. These areas contain a large berm, trees and vegetation. Montgomery Creek, with a portion designated as a provincially significant wetland, is located west of the rail corridor and flows beneath Harbour Road. This area provides a natural buffer between the East Harbour Lands and Ed Broadbent Park.

The East Harbour Lands are located west of Farewell Creek and the Second Marsh. HOPA is committed to protecting the health of the creek and the Second Marsh. The eastern boundary of the Port Lands includes a 120m designated

buffer area that will remain undeveloped and will mitigate Port-related impacts on the natural areas. The buffer zone will only include uses that are in alignment with the municipal zoning in this area, such as a berm and Indigenous plantings, storm water facilities and easements (limited to the western portion). Directly adjacent to the buffer on the Port side is a dredging depot area providing further protection for the Second Marsh.

Gifford Hill is a historically significant area at the centre of the General Industrial lands. Gifford Hill was once a prominent landmark used for navigation used by early settlers of Oshawa. Gifford Hill is a natural space preserved within the Port's secure perimeter and contains a hill with a stand of trees. Given its historical significance and the fact that it is surrounded by active industrial uses, HOPA will continue to preserve and maintain the site and public access will be restricted.



The Second Marsh is a protected wetland to the east of the Port.



HOPA collaborated with the community for a pollinator garden in Hamilton.

Public Realm

Screening will be used to mitigate the visual impacts of the Port along Harbour Road. Harbour Road is an important connection between the public parks and amenities to the west of the Port and the natural areas, including the Second Marsh, to the east. The Road is also an important link in the Waterfront Trail network. Screening and landscape treatments will be used to mitigate the visual impacts of the Port along Harbour Road and contribute to a naturalized characteristic along its length.

The intersection of Farewell Street and Harbour Road is the main entrance to the Port and contains HOPA's head office. Due to this prominent location, a signature feature could be displayed here to provide information to the broader community about HOPA and the Port of Oshawa.



Signature signage features can help mark gateways into the Port.







**Moving
Forward**



Land Use Plan Adoption and Review

This document shall constitute the official Land Use Plan for the Port of Oshawa, once formally adopted by HOPA's Board of Directors. Progress on implementing the actions emerging from this Plan shall be addressed as part of HOPA's annual financial and corporate sustainability reporting process, including at its Annual General Meeting. A copy of this Land Use Plan will be available on HOPA's website. At the time of drafting, several improvements to the Port lands and its interface with the surrounding community are under active discussion. The outcome of those collaborations will be reflected in future updates to this plan. This Land Use Plan will be reviewed every 5 years per the *Canada Marine Act* to ensure relevance, and adjustments will be made as required.

Intergovernmental Relationships and Municipal Planning Provisions

This Land Use Plan outlines a vision for the future growth and change of the Port of Oshawa. Throughout this land use planning process, HOPA was able to engage the Region of Durham, City of Oshawa, Indigenous communities, Port users, the public and various stakeholders. Through continued conversation and partnership with the City of Oshawa, HOPA hopes to continue its productive and collaborative relationship with the City and its Port neighbours. HOPA will continue to consult with Indigenous rightsholders including the Williams Treaty First Nations.

HOPA and the City of Oshawa are working together to update and refine the Land Use, Development and Municipal Services Agreement as needed to support the shared vision for the waterfront. Refinements to a Memorandum of Understanding with the City of Oshawa will guide the relationship moving forward. Agreements, such as the Pier Agreement, will be updated to reflect current conditions. HOPA continues to advance a positive working relationship between the City, stakeholders and the public.

Closing and Thanks

An electronic copy of the final Land Use Plan will be available at www.hopaports.ca.

HOPA wishes many thanks to the following individuals and groups for their input into this Plan:

- Respondents to Online Public Survey (175 members of the public)
- Members of the Public at the Community Open House September 28, 2020
- Mississaugas of Scugog Island First Nation
- Chippewas of Rama First Nation
- Port of Oshawa Current Port Users
- Friends of Second Marsh
- Mayor Dan Carter and Members of Oshawa Council
- Region of Durham Economic Development
- Oshawa Economic Development
- Greater Oshawa Chamber of Commerce
- City of Oshawa Development Services
- City of Oshawa Parks
- Grain Farmers of Ontario
- Ontario Federation of Agriculture



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